



# Clinton County Trails

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## CLINTON COUNTY FLOODED IN 1904

The following accounts of floods in Clinton County in the spring of 1904 were gleaned from local newspapers. Wilma Sowle discovered the articles on the disaster. With floods so much in the news lately, it seems an opportune time to recall this one.

● *The Clinton Republican, Thursday, March 24, 1904.*

### Bridges Going Up!

The bridge across Stoney Creek on section 31, Bengal, was a foot and a half above the abutments yesterday morning. Highway Commissioner Sutton borrowed some chains of **John Halfman** and chained the bridge to trees conveniently located on either side of the creek.

● *The Clinton Republican, Thursday, March 31, 1904*

The warm weather last week, followed by rain Thursday night and Friday, created havoc throughout Michigan. St. Johns fared better than most places, but no trains have been running on the Suburban since last Thursday by the washing out of culverts between Lansing and DeWitt; and the D & M [Detroit & Milwaukee RR] had to abandon the Ovid Bridge Saturday on account of weakened abutments; and washouts between Saranac and Pewamo put that part of the road out of use from Thursday night until Tuesday noon. St. Johns rural carriers had many thrilling experiences. **Floyd Bingham**, of No. 9, tried to get to Maple Rapids Friday. He found three bridges washed out and two more too dangerous to cross and had to come back.

**John Hugus**, route No. 40, Essex and Greenbush, had



to get out in the water and back his horse away from a washed out bridge and change his route. **Burton Clark**, carrier No. 1, found two washouts Friday. One was near **Joshua Eldridge's**, north and west of St. Johns; the other near the farm of **F.W. Redfern**. Mr. Clark also found sluices out near the Frink schoolhouse. In spite of high water, he made his entire trip.

**Archie Chant**, on route No. 2, encountered no washouts, but in some places the water came up to the box of his wagon.

**Will Holmes**, carrier on route No. 3, was obliged to change part of his route to avoid washouts at Cooper's Corners in Bengal, the water being three or four feet deep on the bridge.

**Cassius Sevey**, on route 6, tells us that the water on Spaulding's Marsh in east Bingham covers the road entirely. Farmers in that vicinity say they never knew the water to be so high as at the present time. Mr. Sevey found one washout near the **Theron Shaver** farm in South Ovid.

**Charles Johnson**, carrier 5, cut out three miles of his route Friday. Culverts near **Perry Geger's** and **James Dunn's** were washed out. At the latter place Mr. Johnson was obliged to call upon his patrons to help him lead his horse over the washout.

**Newton Smith**, of No. 7, got into the water and came near losing \$45 money order money and his mail. He had to fasten his pouch up in the top of his wagon. He found six washouts Friday.

The worst place was on section 22 near the Jesse postoffice.

The Scott Road north of St. Johns is covered with water for sixty rods, and carrier **George Kelly**, on route 8, was obliged to cross a creek on planks, the bridge being washed away.

The approach of mild spring weather last week proved too much for the ordinarily peaceful Maple River and its tributaries in the vicinity of Ovid, and they assumed such rage that it looked for a time as if Ovid would be swept by its torrents into a thing of the past.

The "flats" in the southern limits of the town are usually under water in the spring, but never before were they so deeply covered. The water closely approached the foot of the large bridge south of town and swept under it with such force that the abutment of the bridge was destroyed, and had it not been repaired at once, the bridge itself would undoubtedly have been washed away.

The high road west of town was totally submerged the last of the week, and even now travel there is avoided. About three miles west of town, near Shepardsville, a bridge has been completely destroyed.

At **James Woodworth's** west of town, it was necessary to break the ice to keep the dam from giving way.

Residents in the southern part of the town suffered considerable loss on account of the water washing through the lower stories of their houses. Many were unable for awhile to leave their homes, save by boat.



**Wilbur Church** had a lot of stock loaded as usual Friday, but the condition of the Ovid Railroad Bridge prevented trains getting across the Maple River, and he had to unload the next day. Late Saturday night the bridge was sufficiently strengthened so the train could pass, and the stock was taken out.

Saturday morning Miss **Bessie VanDyne**, a former Ovid girl, and **William Gilmore** of Owosso came near being drowned. Mr. Gilmore and Miss VanDyne had started from Jerome Avenue to view the flooded portion on the north side of the river in a boat belonging to **A.L. Arnold**, and as the current was so swift, it was impossible to stay in the more quiet water near the shore. They were swept down the stream against the Washington Street Bridge. As they came near the bridge, both stood up and grabbed the iron braces and were able to support themselves until help came.

In Duplain considerable damage was done by the high water last week along the Maple River. The Hudson Bridge south of the Colony was carried off rendering that road impassable. The road north and south of the Birmingham Bridge was badly washed out and was not travelled until Wednesday noon this week. The Armour Bridge was moved about 3" off its foundation, and the road was badly gullied out. Several rods of wire fence were destroyed, and wood, brush, and logs on the river flats went downstream.

At Merle Beach the water reached the highest point Friday and Saturday known for more than 40 years. Benches, plank

walks, and everything movable have been carried to all parts of the grounds. A traction engine which was being moved to Lankton's sawmill was delayed until Monday because the bridge near **Amiel Hugulet's** went out Friday. A bridge on **M.F. Trowbridge's** farm was carried away Friday after Mr. Trowbridge had taken the precaution to place an iron roller and a quantity of stone upon it. At Merle Beach crossing on the railroad, the water on both sides of the track is about 3 feet deep. **Herman VanDyke** reports two feet of water in his cellar.

Postmaster **Loomis** is determined to do his part toward furnishing the mail for the patrons of Merle Beach routes. When the Suburban and special mail carrier failed to bring the mail Monday, he borrowed a hand car from the section hands and went after the mail himself.

At South Watertown, the report that Delta Bridge had gone out was false. The bridge is still there, but it looks like a mere toy the water reaches so far beyond it.

Owing to the high water no one could either go out or come into Hubbardston. The high water has taken out every dam on Fish Creek but the Slocum and Bennet dam in this place, which seems to be in good shape at this writing.

On account of high water around Bath, there have been no trains on this division since Thursday, and Bath has felt rather isolated from the rest of the world.

● *The St. Johns News*, Thursday, March 24, 1904.



The recent thaws and the heavy rain Tuesday night have resulted in an extraordinarily high stage of water along the Maple River all through the townships of Duplain, Clinton County, and Elba and Washington of Gratiot County. The river is near the high water mark, and many bridges are in danger. The Emmons and Manley Bridges are under water.

● *The St. Johns News*,  
Thursday, March 31, 1904.

The thaw of last week, followed by the heavy rain Thursday night, resulted in floods the like of which have never been equaled in the central part of the state. Ever since last Thursday stories of damage by flood have crowded all other news aside in the daily papers, and there is hardly a river or stream that has not contributed its quota to the immense damage wrought.

Clinton County is no exception, and all high water records, at least for recent years, have been broken. Creeks and ditches became raging rivers; low places were turned into lakes; highways were impassable in a hundred places; railways have been washed out and bridges carried away. While the direct destruction of property has been less than in many counties, the actual total loss has been very large, the delays of transportation and interruption of business being of serious proportions.

The first railroad in this section to suffer was the unlucky Suburban which went out of business early in the week on

account of washouts north of DeWitt. Thursday the DGH & M [Detroit, Grand Haven & Milwaukee RR] was interrupted by big washouts between Pewamo and Muir, and the following day the bridge at Ovid was put out of commission, cutting off all traffic in this county. No mail arrived or departed from St. Johns from Thursday night till about five o'clock Friday when a large quantity of mail accumulated at Ovid was transferred across the broken bridge and brought to St. Johns. The first train from the east came in Saturday night bringing a number of St. Johns people who had been trying to reach home from all directions.

The washout west of Pewamo was a serious one, the water being over four feet deep upon the track, and the 11:05 train Tuesday was the first train to get through since last Thursday.

The Michigan Central was still tied up yesterday, there being two feet of water over the tracks between Lansing and Laingsburg, and the Chandler marsh is a lake. Postmaster **Robson** of Bath drives to Lansing daily for the mail. Saturday he went on a handcar.

The Suburban now goes as far as the gravel pit south of DeWitt. The rails were in the air for many rods at a stretch where the roadbed was washed out.

The Tobe Hoxie troupe, which was to have appeared in St. Johns Friday, was tied up at Mt. Morris, near Flint, having with great difficulty got that far from Saginaw. They lay there all day, the bridge being impassable, Manager **Eisler** of the opera house got Trainmaster



**Cornell** of the Grand Trunk to send an engine to Flint Friday night, but the railroad there was under water, and they could go no further. The company was driven into Flint on a wagon, the wagon capsizing in six feet of water on the way, and the bedraggled troupe arriving at midnight.

**Mrs. E.P. Waldron**, who was on her way here from Saginaw, was delayed at the same place, going to Flint by wagon, and then to Holly, crossing the shaky Ovid Bridge on planks and arriving late Saturday night.

The Lookingglass River did far less damage than the Maple, but it was higher than ever before known. At DeWitt the banks are high, and little damage was done. Through Watertown travel was almost suspended. There are seven bridges, and often not more than one would be passable. The flood was at its worst Monday, the water rising a foot in two hours at one time.

Near Wacousta, **George Eckert**, an elderly man, was swept away with his wagon and team while trying to cross the flooded approach to a bridge. They were swept several rods, striking higher ground, where Eckert stood up in the wagon box, the water reaching his waist. He had thoughtfully removed the bolt from the whiffle trees when he saw the wagon was going off the road, and the horses got loose. They were got to shore after great difficulty, **William Strong, Henry Shuart, and Lloyd Saxton** going to the rescue in a boat. One horse was so exhausted that it could not stand. It took

about two hours to get them out, during which time Eckert stood in the icy water on the wagon.

**Mrs. John Burgwhat** and her little son, **Louie**, narrowly escaped being drowned while crossing Stoney Creek last Wednesday, on her way to visit her mother, **Mrs. Henry Shultz**. The creek was badly swollen and was flowing at such a fast rate that the buggy slued off of the roadbed into the ditch. The water was so deep that Mrs. Burgwhat was up to her shoulders in the water, though standing up in the buggy. She placed the child on the buggy top and cried for help, and **Frank Irrer** and **Herman Mohnke**, seeing the trouble, hastened to them and soon had them out of the water. The horse was drowned.

**W.J. Geller**, a son of **J.W. Geller** at Fowler, was crossing Stoney Creek three miles south of that place Friday when a piece of ice struck the horse and frightened it so that it stepped to one side of the grade; and this, with the current which caused the buggy to slew to one side, put them out in deep water. The horse was apparently helpless and soon drowned. Young Geller finally succeeded in reaching a tree which he climbed and called for help. He was finally heard by **Dennis Parks** who succeeded in rescuing him.

In Essex several bridges across the Hayworth Creek were out, and a detour of several miles was necessary before Carrier **Bingham** on No. 9 could get across Friday, his mail finally having to be brought back and forwarded by the



stage.

The Maple River deserves first place among the flood stories, and the following account of the exciting times in Elsie and Duplain is furnished by the Elsie correspondent, **Lew A. Chase**:

"Wednesday, Thursday, and Friday of last week the flood situation in Duplain Township, as well as elsewhere, was acute. There are nine bridges across the Maple River within Duplain Township and one on the line between Duplain and Elba, all of which were in danger from the flood. Besides these there are a great many creek bridges and sluices which were threatened, some of which were rendered impassable by their approaches being overflowed or washed out, or the bridge floor being displaced by the ice. Passage along the highway was difficult, and in some cases impossible.

"The chief interest in the situation centered at the new steel bridge across the Maple a mile west of Elsie. This is probably the finest bridge in Clinton County and was put in two years ago. Being on the principal highway of the township and the only bridge readily passable during the flood between Duplain and Bannister, or for ten miles of the river, it was of great importance. The rise of water in the river Wednesday brought the ice under the bridge up against the heavy cross-beams supporting the stringers and perhaps raised the bridge slightly in the center. The little fall in the water Wednesday night afforded an opportunity, which was taken, of dynamiting out the ice under and for

several rods above the bridge. It was hoped that the ice in the mill pond would not break up till the flood subsided.

"The heavy rain Thursday night brought the water up a foot or more so that Friday morning the under beams were submerged several inches. It might as well have been several feet as far as danger from ice was concerned. Thursday noon a large field of ice of about an acre in extent broke loose in the pond and moved down against the bridge. Help was immediately phoned for; a large number of men gathered; and a three hours' battle with the ice ensued. There are no abutments midstream under the bridge, the structure having a 160-foot span across the river. The strain on the bridge, in the center especially, was tremendous, and it was strung out of line several inches, but withstood the pressure.

"The discharges of dynamite used in breaking up the ice put away in the shade the "100 guns at sunrise" of a Fourth of July morning, and attracted large crowds of ladies and girls as well as men. In this work of dynamiting, **James Keenan** and **Otto Heinze** of Elsie took the foremost place. The submerged cross-beams were seven in number, placed 20 feet apart, and it was necessary to reduce the ice cakes so that they could get through between them. The work was attended by some danger both to men and bridge. The dynamiter generally proceeded onto the ice floes at the end of a rope. There was danger that a blast would release too much ice, and that the bridge could not stand the pounding. In fact, many times it shook like a leaf as



some great block of ice borne by the swift current came against it. Slowly the ice was got through, men with pikes standing on the bridge steering it carefully between the beams. The latter part of this period was rendered very uncomfortable, particularly for the sight-seers, by a drizzling rain which set in and which at times developed into a smart downpour.

"The situation at the dam a few feet below the bridge divided some of the interest. It was necessary early Friday morning to place sand bags on the approaches of the dam to prevent overflowing, and as many as 160 grain sacks were thus utilized, being placed in a row three bags high. The ice both above and below pounded the timbers on either end very badly, and a boom was stretched to protect the north end.

"About an hour after the first ice floe had been disposed of, a second and a larger field broke away up the pond and moved slowly downstream. If this had not been formed in the curve of the river so that by its peculiar formation its front was diverted to the south approach of the bridge, in all probability nothing could have saved it. The ice field moved with glacier-like power, smashing the railing on the south approach, and even filing half the roadway with big cakes. The upper end of the floes moved against the north bank and thus constituted a great ice boom across the channel. The danger now was that it would break up, and as a final resort two long heavy ropes were stretched from the bridge a little south of the center to a tree up the river in the hope

they would prevent sliding on the abutments. The field did not break up, however, and Friday night's freeze produced a fall of the water, so the danger passed away. Saturday morning an effort was made to break the ice up with dynamite but was only partially successful as the ice was too mushy for the explosion to have much effect.

"Had the bridge been carried from its place and overturned in the channel, it would have been disastrous also to the dam and grist mill. It would have dammed and gorged the channels and have produced a destructive flood. As it is, not much damage has resulted to property.

"Rail fences on the flats went out. **Charles Garrett** believes he has lost 2,000 fence rails, and **George Craddock** is likewise a considerable loser.

"Highway Commissioner **Charles Crell** was a very busy man. Of course, the supervision of the protective work at the various bridges fell to him. The danger to the other bridges was great, and in many cases it was impossible to get to them owing to the overflowed condition of the approaches.

"Conflicting reports are given as to the condition of the remaining river bridges in this township. None of the ten bridges (including the so-called County Line Bridge) went out, save the north portion of the Craddock Bridge which was an old wooden structure and which could not be reached during the highest water. The new approach bridge, a short, iron-frame structure, went out but was secured.



Besides the Elsie Bridge, the Armour Bridge was alone passable during the high water, and it was so badly dealt with that it will probably have to be rebuilt. A great deal of grading will have to be done throughout the town to fill in washed out *approaches. Many stone abutments also* suffered.

"Just over the town line south of Duplain, the Richards Bridge is out and at this writing has not been located. It was an excellent iron structure built by Ovid township, and it is maintained, could have been saved had a strong effort been made. Just a little below, the Birmingham Bridge, an inferior structure in Duplain, was saved. It is estimated that only about one-third of the highways in this township can be used owing to washouts. The Curtis Creek bridge nearly a mile north of Elsie, was badly used and lost an abutment. This greatly impedes the extensive traffic on the state road into Elsie. Likewise, a washout on the Emmons Creek, nearly a mile south, prevented traffic temporarily. There are at least twenty culverts that must be rebuilt. These will be put in temporary repair pending something permanent. This matter will be an important subject at the town meeting next Monday. It is estimated that \$5,000 will be necessary to put matters right.

"An interesting result of the flood conditions in this township was the successful test of the concrete work put in last year by Commissioner **Charles Crell**. The twenty-foot arch bridge over Baker Creek a half mile south of Elsie is unscathed, as are the abutments on the

new section of the Armour Bridge up the river. None of the twenty culverts went out. Mr. Crell believes that concrete is the material for bridges, especially of a moderate span. It costs about the same or a little less than a plank bridge or an iron *frame and is far more permanent.*

"**Commissioner Crell** and those who helped him deserve great credit for accomplishing so much in saving bridges. There are lessons to be learned from such an experience. For one thing, it is better to have bridges too high than too low. Although this flood is unprecedented, there is reason to believe that it may not be the last. Each year the drainage of the country is made more complete and the creeks and rivers have got to take care of an increasing volume of water. In places there is too much approach and too little bridge. Short bridges give too little "throat" for the water to pass through. Particularly the Emmons Creek should have another bridge south of the present bridge to take care of the overflow. Small iron bridges should be securely anchored. In firing dynamite the best results are obtained by suspending the cartridge underneath the ice by means of a wire. It was found necessary sometimes, however, simply to toss the charge onto the ice.

"**Harry Squires**, the fifteen-year-old son of **Wells Squires**, had a narrow escape. While attempting to cross the Chapman Bridge on horseback, the horse shied off the bank into the river. The boy clung to the horse which swam to the shore in safety. While attempting to cross the County Line bridge, two peddlers,



their team and wagon, were precipitated into the river. They were crossing the approach bridge and one of the horses stepped off the end of the planks. All succeeded in getting out except one man who caught hold of fence post and hung there in the icy water for an hour till rescuers were able to get a boat and take him off.

"The expense to the township for pay of men, dynamite, etc., will be about \$100, a small amount considering the property in danger. Seventy-five pounds of dynamite were used. It was erroneously reported that **Mr. Cooley**, in his desire to protect his dam and mill, was also sustaining the expense of the work at the Elsie Bridge. Friday night Mr. Cooley employed ten men to work on the dam. It was understood that these would work for the bridge if danger threatened there, and that, vice versa, the bridge men would assist him if necessary. The town paid its men two dollars for all night work, otherwise a shilling per hour. It was hard, dangerous work for these men.

"The train service on the Ann Arbor was greatly hampered through washouts at Bannister and beyond. It was announced that three of the four trains Saturday would be cancelled, but later the announcement was annulled, and mail was received and sent as usual. The Elsie siding was filled with freight cars stalled by the flood.

"At breakfast at the Hoisington House Monday, they had a twenty-seven pound salmon trout. It was reported that the fish was killed by dynamite in Maple River at

Bannister and brought to Elsie by a traveller. This account is regarded as very "fishy" by many Elsieites as such fish are not found in this stream."

At Ovid the Maple River was the highest ever known last week Wednesday. The water lacked only a few inches of being up to the bridge on Main Street, and on the road just west of the village the water almost reached the body of the buggy in driving through. No damage had been done to this bridge, but that of Main Street has been damaged by the left stone wing being eaten away, and as the current is yet strong, more damage may be done, though the water is continually going down.

The railroad bridge lost one of its abutments by the current which struck it diagonally in such a way as to tear it away. Passengers were transferred at the bridge all day Friday. Saturday a wrecking machine was at work all day with a pile driver, and the bridge is now passable. When the water is gone, it will be built up from the bottom again.

At **James Woodworth's** ice pond, it was necessary to use dynamite to break up the ice gorge in order to save the dam from floating away.

The most serious damage in the Duplain neighborhood was the destruction of the Avery Bridge which was entirely lifted from its foundations and now lies in the bed of the river.

On account of the high water, the children living north of the Leech Bridge, which is just north of the Stafford School, have not been able to attend school, and



no teams have crossed the bridge for over a week. The high water has left large cakes of ice on the roadbed now making it impassable for teams until they can be broken and removed from the road.

**John Lambie** of Maple Rapids, who goes to his farm in west Fulton daily, did his chores in a boat for several days.

On account of the recent heavy rains, Stoney Creek has rose to such an extent that it has flooded a large portion of the adjoining lands and highways in Dallas and Bengal. Last week Wednesday **Tony Feneis** made an attempt to cross the flooded highway with a load of dry goods, but he undoubtedly came too near the edge of the drive and tipped the load with its contents in the current. Most of the dry goods belonged to **A. Snitgen**, and he sustained a loss of about \$75.

● *The St. Johns News*, Thursday, March 31, 1904

What makes the floods? This question has been spoken many thousands times during the last week as to what was the cause of the extraordinarily high water this spring. It does not appear that conditions have been exceptional in any particular. The snow of course was more than unusually heavy, and the thaw was rapid and was helped out by the rain, but neither snow, rain or thaw were any different from what might be expected at this season. It was the combination of three at the same time that did the damage, the effects being greatly aggravated by the fact that the ground

was frozen deeply and not a drop of water could soak away.

● *The Grand Ledge Independent*, Friday, April 1, 1904.

Near north Eagle Thursday forenoon a huge cake of ice took out both spans of **George McCrumb's** bridge at the dam. One span swung into the river, and the other went downstream.

During the breaking up of the ice above the Tallman Bridge, it was in danger of being swept away, the water being a foot deep on the driveway. The ice pounded the bridge quite bad. The hard work of a number of men saved it.

On account of the bad roads, there is no school at the Grove in southwest Watertown this week.

The principal topic of interest and conversation Watertown these days is the high water in the river. Old residents that have lived here upwards of 40 years say they never saw anything like it before. As yet no bridges have gone out in the township that we have heard of, but the water is running over the approaches to all of them to a height of two or three feet above the ordinary.

● *The Clinton Republican*, Thursday, April 7, 1904.

The Michigan Suburban train reached St. Johns from Lansing Friday afternoon, the first time since Thursday of the previous week. The roadbed was badly washout on between DeWitt and Lansing. Regular



service was resumed Saturday.

At Wacousta the water has receded some, but it is still too high for the school pupils to cross on foot, so the schools will remain closed for another week. Last week the Lansing Condensed Milk firm telephoned to their milk carriers about here that because of the high water there they could not take care of the milk; so it has been brought to our butter factory which reached its highest figures since being in operation Monday, the amount received being 16,251 pounds.

In Riverside [DeWitt] the high water has caused the roads at Lott Bridge, and the road on River Street over Prairie Creek to be impassable, so they are fenced up. The Lookingglass River is the highest ever known.

**Harry Haines** and **Lloyd Borough** of Eagle were fishing on dry land last week and caught twelve pounds of fish supposed to have been thrown up by the high water.

The recent high water caused much damage to the small bridges and sluices along the wake of Maple River near Elsie. Consequently, it was found necessary to raise several hundred dollars to repair the same and to replace the approaches which were washed out. The follow-ing appropriations were voted at the town meeting Monday: \$450 for contingent expenses; \$100 to buy gravel to be used in the village of Elsie; \$600 to construct an arch just south of the Birmingham Bridge; \$500 to be used as a general gravel fund; \$500 for a special gravel fund to be used by the highway commissioner; and \$500

for a general highway fund; thus making \$2,650 voted money which, with the amount necessary to place the other bridges in repair, will make Duplain taxes higher than ever before. The old Moore Bridge just north of **George Craddock's** residence, 32 feet of which recently started for Grand River, will be repaired. Highway labor assessments will be placed at 20 per \$100 valuation.

● *The Grand Ledge Independent*, Friday, April 8, 1904.

**Lon Howe** and **Bert Sullen** at North Eagle "took something" the other day. First was a canoe ride on the raging Lookingglass; next was a header to the bottom of the river. They will not go after their guns until the water lowers somewhat. □

### TO ADD INSULT TO INJURY!

● A scrapbook clipping (probably from *The Lansing State Journal* of April 16, 1904) says:

Big Snow on 15th of April!  
Seven inches fell!

A heavy snowstorm on the fifteenth of April, and the jingling of sleigh bells and good sleighing on the sixteenth is a most unusual condition for St. Johns, but it is no less a fact.

There may have been years when snow has fallen in the month of May, when the Fourth of July was cold enough for



overcoats to be worn, and when there were frosts in June, but it is extremely doubtful if there was ever a year when the weather was as uniformly cold as the present. The ice still remains in large bodies in the lakes of the north; snow flakes may be seen in the air almost daily, and coal fires have not been permitted to go out for a single day. Farm work is delayed, vegetation is backward, and the coal man alone is happy.

● *The St. Johns News*, Thursday, April 24, 1904.

The snow came very fast all day Friday, and though it was heavy and wet, it made from seven to eight inches. The snow was difficult to remove, and the sidewalks were almost impassable. Saturday morning there was fairly good sleighing in many places all over the county, but it did not last long. Saturday afternoon some persons, ambitious of telling that they had gone sleighing the middle of April, drove their cutters into Elsie through deep mud. By Tuesday practically all the snow had vanished, but without causing any rise in the streams. <sup>SM</sup>

*A good writer of history is a guy who is suspicious. Suspicion marks the real difference between the man who wants to write honest history and the one who'd rather write a good story.*

*Jim Bishop, New York Times,  
February 5, 1955*



**CLINTON  
COUNTY  
BOYS  
WHO**



**MADE THE SUPREME SACRIFICE**

*The Clinton Republican  
16 January 1919*

*William Bishop, son of E.E. Bishop of St. Johns; killed in action in France; 8 Oct 1918.*

*Harvey Black, son of M/M C.M. Black of Bath; drowned in France; 29 Aug 1918.*

*Marcus Bowlby, son of M/M Elmer Bowlby of Ovid; killed in action in France; 9 Oct 1918.*

*Erwin Burk, son of M/M John Burk of Eureka; d at Great Lakes, IL, of influenza; 24 Sept 1918.*

*Don Casteel, son of A.B. Casteel, formerly of St. Johns, d of pneumonia at Ft. Oglethorpe, GA; 11 Oct 1918.*

*Christian Cook, Jr., son of M/M Christian Cook, Sr., of SW DeWitt; d in France of pneumonia.*

*Gilbert Frank Coty, son of Mrs. Maria Smith of Lakefield, MI; d at Glasgow, Scotland, of influenza; 5 Oct 1918. He entered the service from St. Johns.*

*Lieut. D.O. Cranston, son of M/M E.E.*



*Cranston of St. Johns; d of pneumonia at M.A.C.; 19 Oct 1918.*

*Lawrence Davis, son of Mrs. A.L. Davis of St. Johns; d at Paris Island, SC, of influenza; 12 Nov 1918.*

*Wayne A. Foltz, son of M/M A. Y. Foltz of St. Johns; d of pneumonia at Camp Polk, Raleigh, NC; 17 Oct 1918.*

*Edward Gruber, son of M/M John Gruber of Westphalia; d of influenza in France; 10 Oct 1918.*

*Don McKinley Huffman, son of M/M Jefferson Huffman of Duplain; d of wounds in France.*

*Lew Johns, son of M/M Ed Johns of Bath; killed in action in France; 9 Oct 1918.*

*Fred Koeppen, son of M/M Fred Koeppen of Riley; d in France; 12 Sept; of pneumonia following influenza.*

*Maynard Lockwood, former N. Watertown boy; d overseas.*

*Charles V. Magsig, son of M/M Fred Magsig of DeWitt; killed in action in France; 9 Oct.*

*Howard Nichols, son of Allen Nichols of Weidman, formerly of St. Johns; killed in action in France; 1918.*

*John Pung, son of Peter Pung of Westphalia; d in France; 22 Oct 1918.*

*Harold Rice, son of M/M Ed Rice of Lebanon; d of diphtheria in France; 10 Aug 1918.*

*Orrin Riker, son of M/M William Riker of Maple Rapids; killed in action in France; 24 July 1918.*

*John P. Schmidt, son of M/M Nicholas Schmidt of Westphalia; killed in action in France; 12 Oct 1918.*

*Howard Scofield, son of M/M Charles S. Scofield of St. Johns, d of wounds received in action in France; 14 Sept 1918.*

*Lysle C. Smith; son of M/M J.D. Smith; killed in action in France; 12 Oct.*

*Edwin T. Stiles, son of Truman Stiles of St. Johns; killed in action in France; 3 Aug 1918.*

*Lawrence Storrer, son of M/M L. T. Storrer of Ovid; d of pneumonia and spinal meningitis at Ft. Adams, RI; 19 Oct 1918.*

*Leo Theis, son of M/M Charles Theis of Westphalia; d of pneumonia in France; 17 Oct 1918.*

*Olin E. Tufford, son of M/M Oliver Tufford of Merle Beach; d in France; 27 Oct 1918.*



*Leroy Upton of Victor has been reported as missing in action.*

*Roy Walker, son of M/M Sanford Walker of Ovid; d in France of pneumonia; 1918.*

*Edward Werner, son of M/M Joseph Werner of Fowler; killed in action in France; 31 Jul 1918.*

*Elmer Witt, son of M/M Henry Witt of Riley; d from scalding at Camp Custer; 20 Dec 1917.*

### QUERIES

*Please send all queries (with SASE) and replies to: Query Editor, Clinton County Trails, PO Box 23, St. Johns, MI 48879-0023.*

- Submitted by Dallas Page: Any information on Perry, Perrigo, VanGieson, Manderbach. Resided Maple Rapids, Essex, and Dallas in Clinton Co.; also Washtenaw Co.*

### RECENT ACQUISITIONS AT THE ARCHIVES

- Contributions for the Genealogies of the First Settlers of the Ancient City of Albany, 1630-1800, by Pearson.*
- My Great Grandparents, Early Settlers in Clinton County, by Virginia (Upton) Reitsema.*
- Midland County, MI, Census Records,*

*1850-1894*

- The Life of Chauncey D. Wolcott, his autobiography, prepared by Lois (Luck) Moss.*
- Phillip and Klara Henning and Their Descendants, by Phyllis (Olin) Bielanski.*
- 1991 issues of the periodical, *The Second Boat.*
- Hogle** Family data.
- Marriage certificates of the Clinton County marriages performed by the **Rev. George H. Hudson.**
- Ledger (L-Z only) of the St. Johns Co-op, 1920's - 1950's.
- Index to American Genealogies, Munsell, 1979.
- Heads of Families, 1st U.S. Census of 1790.
- <sup>SM</sup> *Tree Talks, past issues (1975-88) containing central New York census abstracts.*
- <sup>SM</sup> *The Report, 1983-1989; quarterly newsletter of the Ohio Genealogical Society. <sup>SM</sup>*



CLINTON COUNTY HISTORICAL SOCIETY ANNUAL TREASURERS REPORT

MAY 1, 1992 THROUGH APRIL 30, 1993

INCOME

DUES FROM MEMBERS	729 .00
SALES TAX FROM MUSEUM	3 .40
CASH GIFTS TO SOCIETY	22 .00
CHECKING ACCOUNT INTEREST	31 .61
SALES OF 1880 BOOK	93 .60
SALES OF 1906 BOOK	<u>133 .40</u>
TOTAL OF ALL INCOME	1013 .01

EXPENSES

POSTAGE FOR MAILING NEWSLETTER	110 .14
SALES TAX COLLECTIONS RETURNED TO STATE	16 .62
BOOK FUND TO GENEALOGICAL SOCIETY	50 .00
BOOK FUND FOR MUSEUM	50 .00
INSURANCE ON MUSEUM ARTIFACTS AND ARCHIVES	835 .00
ADDITIONAL FUNDING OF ONE YEAR CD	100 .00
PRINTING OF NEWSLETTER	801 .16
PROGRAM FOR HISTORICAL SOCIETY	50 .00
MICHIGAN ANNUAL NON-PROFIT CORP. FILING FEE	10 .00
POSTAL BOX FEE AND BULK MAIL PERMIT	124 .00
MISC. POSTAL MAILINGS (STAMPS AND BOOKS)	<u>19 .40</u>
TOTAL OF ALL EXPENSES	2166 .32

TOTAL OF ALL FUND BALANCES AT YEAR END

MEMORIAL FUND	180 .00
ONE YEAR CD DUE 28 JUNE, 1993	2084 .26
CHECKING ACCOUNT BALANCE 30 APRIL, 1993 (INCLUDES MEMORIAL FUND)	<u>420 .83</u>
TOTAL OF ALL ENDING BALANCES	2505 .09

RESPECTFULLY SUBMITTED  
WILLIAM SERVISS, TREASURER  
CLINTON COUNTY HISTORICAL SOCIETY