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UNITED STATES OF AMERICA.

AN OUTLINE

HISTORY OF MICHIGAN

BY J. E. SCRIPPS,



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1873.

IN this sketch I have aimed to present to the public a comprehensive view of the history of the Peninsula State down to the present time. Several voluminous histories exist, but none cover the period following the admission of Michigan into the Union, and comparatively few, except our older citizens, are now conversant with the important events that were crowded into the next ten years, such as the bank inflation, the internal improvement schemes, the five million debt, and other like topics. It is not pretended to give a *complete* history, nor is infallibility claimed for every statement, but if this little pamphlet shall elicit more perfect details of facts in regard to the history of the State, and secure the correction of errors of statement that are liable to perpetuation even in public documents, it will have served its purpose. Any criticisms or communications on the subject will be gladly received by J. E. SCRIPPS, at *The Tribune* office, Detroit, Mich.

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A BRIEF HISTORY OF MICHIGAN.

The State of Michigan was the twenty-sixth member of the partnership of States, as regards the order of admission, and is the ninth in area and the thirteenth in population. It has an area of 56,243 square miles, and had in 1870 a population of 1,184,059 souls. Its name is said to be derived from two words in the Chippewa language, *Mitchaw*, signifying great, and *Sigiegan*, a lake, hence Michigan or Great Lake, a name originally applied to lakes Huron and Michigan, which were formerly regarded as one lake, and from which the peninsula they surround derives its name.

THE ABORIGINES.

The earliest inhabitants of the peninsula, constituting the present State of Michigan, of which we have any knowledge, were the Chippewa or Ojibway tribe of Indians, a branch of the Algonquin family which overspread so large a portion of the northern part of the United States and Canada. In the southern portion of this territory, however, were found scattered tribes of Hurons or Wyandots, Miamis, Ottawas, Winnebagoes, Pottawattamies, Foxes and other tribes, generally living in peaceful contiguity.

EARLY EXPLORERS.

The earliest French explorers are believed to have visited this region as long ago as 1610. In 1632 Father Sagard made a partial exploration of lake Huron. In 1673 Father Marquette and Joliet sailed through the straits of Mackinac on their way to discover the Mississippi. They were followed six years later by Robert de la Salle, who built and navigated the first vessel that ever floated on the northwestern lakes—the Griffin. La Salle circumnavi-

gated the lower peninsula of Michigan, struck across to the Mississippi, and sailing down that river was the first white discoverer of its mouth.

FRENCH SETTLEMENTS.

The earliest white settlements in Michigan appear to have been made soon after the middle of the 17th century, and to have been located at Mackinac and Sault de Ste. Marie. Detroit was not settled till 1701, in which year a French colony was located at this point by De la Motte Cadillac, who erected here a stockade which he named Fort Ponchartrain.

The character of these early settlements was three-fold: military, as supporting the French claims to sovereignty; speculative, as depots for the fur trade carried on with the neighboring Indians; and missionary, being the points from which the Jesuit fathers extended their efforts for the conversion of the aborigines to christianity. Agriculture was but little attended to, nor was the settling up and improvement of the country at all a matter of consideration with the founders of these several colonies.

This was the situation of matters in this region in 1760, when, by the fall of Quebec, the Canadas and all the French possessions in the Northwest fell into the hands of Great Britain.

THE PONTIAC CONSPIRACY.

The Indians, who had always been firm friends and allies of the French, ill-relished the change of sovereignty, and at once projected the entire overthrow of white domination throughout the West. At a certain designated date, a general massacre of the whites was to take place at each of the

infant settlements. Pontiac, the leading spirit in the movement, himself undertook the extirpation of the settlers at Detroit, but by the timely betrayal of his secret that post was saved, though a siege of 11 months followed, during the continuance of which several battles were fought and much suffering endured. In this *coup d'état*, known as the Pontiac Conspiracy, 12 different posts were attacked, and all fell into the hands of the savages but three, Detroit, Pittsburgh and Niagara, fearful massacres resulting in each case.

MICHIGAN UNDER AMERICAN GOVERNMENT.

This region was but little affected by the war of the revolution, its chief connection with which growing out of its being made a base of Indian hostilities against the western frontiers of the revolted provinces. After the treaty of peace, notwithstanding that the whole of Michigan was by the terms of the treaty surrendered to the Americans, it was 13 years before the military posts were given up by the British, being held avowedly as security for the payment of certain claims owing by American to British merchants at the outbreak of the war. In June 1796, Detroit was finally taken possession of by the American government, and with the whole of Michigan incorporated into the Northwestern Territory which then embraced everything north of the Ohio river.

In 1802 Ohio was admitted as a State into the Union, and the remainder of the Territory was reorganized as the Territory of Indiana. In 1805 this was again subdivided and the Territory of Michigan formed. Detroit was the seat of government, and Gen. William Hull was appointed by President Jefferson the first Governor. In the same year, June 11th, Detroit was entirely consumed by fire, and two years later the present city was laid out. In 1805 the only territory to which the Indian title had been extinguished was a strip six miles wide along the west bank of the Detroit river from lake St. Clair to the river Raisin, the islands of Mackinac and Bois Blanc, and a tract six miles long

by three deep on the shore of lake Huron north of Mackinac. In 1807 Gen. Hull negotiated a cession to the United States of all the lands south of a line drawn due west from White Rock in Huron county and north of the Maumee river, the western boundary being a line drawn due south from some point on Saginaw bay. In 1811 the white population of the Territory numbered 4,860 souls—80 per cent of whom were French.

THE WAR OF 1812.

Then came the war of 1812. The declaration was made by Congress, June 18th. Gen. Hull was at the time absent in Ohio, but upon receiving the news hastened to his post. July 12th, he crossed with the forces at his command into Canada, but surrounded as he was with hostile Indians, and uncertain as to what support he would receive in prosecuting the invasion, he became a prey to indecision, remained inactive till August 9th, and then recrossed to Detroit. Meanwhile the British forces under Gen. Brock, had hastened to repel the invasion, and on the 15th, arrived at Sandwich. The surrender of Detroit was demanded and refused; a short cannonading followed, and on the 16th Gen. Brock crossed to the American side. A negotiation now took place which ended in the surrender of the fort, to the great indignation of the Americans both on the spot and throughout the country. Hull seems to have been actuated by fears of a general Indian massacre should resistance be attempted and fail, and, as his friends claim, chose rather to sacrifice his own reputation than expose his troops to an unequal combat and the defenceless inhabitants to the certain horrors of a defeat. An attempt to recover Detroit, or at least protect the American settlements in Monroe county, was made by Gen. Harrison, who sent Gen. Winchester into Michigan, with 1,000 men. He reached Frenchtown, on the river Raisin, January 19, 1813, when he was attacked on the 22d by a force of 2,000 British and Indians under Gen. Proctor. After a brave resistance Gen. Winchester was made prisoner, and soon after, the entire detachment surren-

dered, upon express condition, however, of protection from the Indians. Disregarding this guaranty, Gen. Proctor immediately withdrew with his white troops to Malden, whereupon, all restraint being removed, an indiscriminate massacre of the prisoners took place. This affair is known as the battle of the Raisin, and it would seem fully to justify Gen. Hull's policy six months before.

The victory of Com. Perry on lake Erie, Sept. 10th, followed immediately by the advance of Gen. Harrison into Canada and the battle of the Thames (Oct 5), where the British forces under Gen. Brock were defeated, and the famous Indian warrior Tecumseh was killed, resulted in the recovery of Detroit, though Mackinac remained in the hands of the enemy till the conclusion of peace, Dec. 24, 1814.

MICHIGAN AS A TERRITORY.

In October, 1813, Gen. Lewis Cass was appointed Governor of the Territory of Michigan, an office he continued to hold till his appointment as Secretary of War in Gen. Jackson's cabinet in 1831. October 5, 1814, William Woodbridge was appointed Secretary of the Territory, which office he held almost continuously for 14 years. The first government land surveys were made in 1816, and in 1818, by proclamation of the President, these lands were brought into market. From this event dates the permanent settling up of Michigan. The following year the Territory was authorized by Congress to send a delegate to that body, and in 1819 William Woodbridge was elected to the position, which he held for four years. In 1818, Illinois being admitted as a State, Wisconsin, which had previously formed part of Illinois Territory, was annexed to Michigan. In 1818 also, was organized the first bank ever established in this State, viz., the Bank of Michigan. Its original capital was \$100,000, but 20 years later it had increased to \$350,000.

In 1819, Sept. 24, Gov. Cass concluded at Saginaw a treaty with the Indians, by which they relinquished 6,000,000 acres lying in the eastern part of the State and

extending as far north as the head of Thunder Bay river.

In 1821, by a treaty made at Chicago, the Indian title was extinguished to all the remaining lands in this State south of Grand river.

In 1820, Mr. Woodbridge was succeeded as delegate in Congress by Solomon Sibley, who served till 1823, when he in turn was succeeded by Rev. Gabriel Richard.

Up to 1823 the government of the Territory had been vested wholly in the Governor and Judges, they collectively exercising legislative functions. In this year an act of Congress transferred these latter powers to a council of nine, appointed by the President from 18 persons chosen by the people. In 1825 the number was increased from 9 to 13, and in 1827 the council was made wholly elective.

In Governor Cass's message to the Legislative Council in 1829, he speaks of the Territory being in a very prosperous condition. Immigration was pouring in freely, and already the question of changing the territorial for a state government was being agitated. Eight new counties were this year organized, and were named by the Council, in honor of the President and his cabinet, Jackson, Calhoun, VanBuren, Ingham, Euton, Branch, Barry and Berrien.

1830 TO 1840.

This was an important decade in the history of Michigan, as embracing the era of wild-cat speculation, the Black-Hawk war, the Toledo war, the admission of the State into the Union, and the so-called Patriot war. A census taken in June 1830 showed a population in the Territory of 31,698 persons, 3,688 of whom lived in that portion lying west of lake Michigan. Within the present limits of the State there were 24 counties, 15 of which were organized. The central parts of the Territory were reached chiefly by Indian trails, though a government road had been surveyed from Detroit to Chicago and was partly opened.

John Biddle had been elected delegate to Congress in 1829, and in 1831 he was succeeded by Austin E. Wing, of Monroe,

who served for one year only. Lucius Lyon filled the position from 1833 to 1835, and he was succeeded by Isaac E. Crary, who filled up the intervening time till the admission of Michigan as a State.

Governor Cass being appointed Secretary of War in 1831, he was succeeded by George B. Porter, of Pennsylvania, who served till the period of his death, July 6, 1834, when the Secretary of the Territory, Stevens T. Mason, became acting-Governor.

John S. Horner, of Virginia, was soon after appointed Governor, but making himself very unpopular, his removal was procured, and Mason again became acting-Governor, continuing such until his election and inauguration as chief executive under the State constitution.

The early part of this decade was marked by the rapid settling up of the southern and central portions of the State, a lively speculation in village sites, and the inauguration of several railroad enterprises.

In 1833 occurred the Black-Hawk war, which, though so remote from the scene of hostilities, created great alarm in this State on account of the large number of Indians still scattered through the interior and northern portions, the effect upon whom could not be foretold. Once the fighting population of the State was called together, Niles being the rendezvous, but it was then deemed needless to take the field, and the gathered forces were disbanded.

THE TOLEDO WAR.

This was a contest with Ohio, growing out of a dispute in regard to the boundary line between the two States. The ordinance of 1787, and early acts of Congress, specified an east and west line passing through the southern extremity of lake Michigan as the dividing line between the two tiers of states into which it was contemplated the old Northwestern Territory would ultimately be divided up. When Ohio came into the Union her constitution adopted this line as the northern boundary of the State, but added the proviso that if the said line should fail to take in the mouth of Maumee river, that it should be deflected northward so as to strike the most northerly cape of Maumee

bay. Of this proviso Congress took no notice, but on the other hand, in 1805 reaffirmed in the act establishing the Territory of Michigan, the line of 1787. In 1812 an act of Congress recognized the boundary as claimed by Ohio, and this was surveyed by authority in 1816. With the movement to place Michigan on the footing of an independent State, the boundary question came up with renewed force. Ohio ordered the re-survey of the line, and Michigan prepared to resist. A party of surveyors were actually attacked and driven off by a *posse comitatus*, and subsequently acting-Governor Mason placed himself at the head of the militia of the Territory and marched down to the disputed ground with intent to enforce the claims of Michigan. Finding no enemy, the troops were soon disbanded. Two commissioners were then appointed by the President to arbitrate, if possible, the difference, but this also was unsuccessful. Finally Michigan was induced to yield the disputed ground—a strip about 15 miles wide—upon receiving instead all that part of the upper peninsula west of a line drawn through the center of lake Michigan and extended northerly till it reaches lake Superior, which line had been the former boundary on the northwest. It was thus that Michigan acquired the rich mineral lands of lake Superior, all of which would, but for this compromise, have fallen to Wisconsin.

ADMISSION AS A STATE.

In 1834 a census was taken of the white population of the Territory, which was found to number 87,273 souls. As this exceeded by 27,000 the population necessary to entitle it to a State government, steps were at once taken looking to the attainment of that end. January 26, 1835, the Council passed an act authorizing a convention to frame a constitution. This convention consisted of 89 delegates, elected April 4th. It met in Detroit on the second Monday in May, and completed its labors June 24th. The dispute with Ohio operated as a bar to the admission of the State by Congress, and a whole year was spent in fruitless solicitation. In May, 1836, Wisconsin was set off as

a separate Territory, and on June 15th an act of Congress was passed admitting Michigan upon condition of her accepting the boundary line claimed by Ohio. A special session of the Legislature was called for July 11th, and on the 20th an act was approved for a second convention. This met September 26th, at Ann Arbor, and by it the proposal of Congress was rejected by a vote of 28 to 21. A strong party still favoring acceptance, an effort was made to induce the Governor to call another convention, which of course he declined to do. Mass conventions were then held in Detroit and elsewhere through the State, and an organization effected by which a circular was issued November 14th, calling on the electors of the State to meet December 6th and choose delegates to a third convention to meet at Ann Arbor December 14th. This convention met, and being composed almost wholly of those favoring admission, voted on the 15th, unanimously, to accept the terms indicated by Congress, protesting at the same time, however, against the right of Congress to impose the condition. The result was immediately forwarded to Washington, and on January 26th 1837, an act was approved by the President asserting that the people of Michigan had accepted the terms, and declaring Michigan "to be one of the United States, and admitted into the Union on an equal footing with the original States in all respects whatever."

THE PATRIOT WAR.

The so-called Patriot war was a rising in the Canadas in 1837, with the purpose of establishing a republican form of government in those provinces. The movement extended from Quebec to Windsor, and was conducted with great energy and determination, but like such movements generally, failed, very largely from lack of concert of action. The Canadian government acted with great promptness and decision in suppression of the rebellion, and visited on the unfortunate patriots the most swift and severe retribution. Numerous sharp engagements took place, in which no quarter was given to the rebels, and in one month, it is stated, 500

houses were burnt and \$1,000,000 worth of private property destroyed by the government troops. As the patriots became worsted they naturally took refuge on American soil, where they had the sympathies of the majority of the people. In this way Detroit and other points on the frontier became important bases of operations to the patriots, and to some extent American citizens became identified with the movement. The United States government of course remained neutral, and to prevent any breach of neutrality on the border, Gen. Scott took the field. In this quarter Gen. Brady commanded the United States forces, and exerted himself to the utmost to prevent any aid being given to the insurgents. The contest lasted for a little over a year, one of the closing scenes being the crossing of a party of 164 patriots from Detroit, December 4, 1838, the capture of the barracks at Windsor, and the marching thence to Sandwich, where was encountered a greatly superior force of government troops, by whom the patriot forces were completely cut to pieces and some 13 prisoners shot in cold blood after the close of the engagement. One American citizen who participated in the fight was made prisoner and transported for a term of years.

THE BANKING PERIOD.

As stated above the first bank ever established in Michigan was the Bank of Michigan, established in 1818. From that period down to 1837, 15 banks were chartered in different sections of the State, the aggregate capital of which in the latter year was \$7,000,000. In 1837 the Legislature established a free banking system, under which banks might be started *ad libitum*, circulating notes being permitted to be issued to an amount equal to twice and a half the paid up capital. The directors and stockholders were made individually liable for the debts of the bank, and the stockholders were further required to deposit with the Auditor General mortgages on real estate equal to the amount of authorized indebtedness of the bank. The mania for the establishment of banks under this law was unparalleled. In less than eight

months 45 new banks had gone into operation under it, with an aggregate nominal capital of \$3,115,000, and then the mania was only checked by the suspension of the law. The effect of the existence of 60 banks, with a combined capital of over ten millions, in a new State like Michigan, with a population of less than 90,000, may be easily imagined. Currency became the cheapest and most plentiful commodity in the market, the purchasing value of the Michigan bank notes sunk very low, and gauged by them persons of very moderate means could easily fancy themselves very rich. Speculation naturally was engendered, and for a time ran wild. Then came the crash, with all the usually attending calamity and ruin. Some years elapsed before the State recovered from the inflation and collapse, and then only to run into the opposite extreme of practically prohibiting banks altogether. Twenty years after the free-banking period of 1838, when the population of the State had increased to 750,000, the entire incorporated bank capital of Michigan was scarcely five per cent of what it was at the earlier date, and even now it is far less than the business of the State requires, though greatly improved since the establishment of the National banking system.

THE ERA OF INTERNAL IMPROVEMENT.

Towards the close of her territorial period of existence, the general government constructed in Michigan five important turnpike roads. These were the Detroit and Perrysburg road, leading from Detroit to Perrysburg on the Maumee; the Chicago road, extending from Detroit through Ypsilanti, Clinton, Saline, Jonesville, Coldwater, White Pigeon, Mottville, Adamsville and Bertrand to Chicago; the Grand River road, extending from Detroit through Howell to some point on Grand river; the Saginaw road, intersecting Pontiac and Flint, and the Fort Gratiot road, passing through Mt. Clemens to Fort Gratiot. These were all six rods wide.

The first railroad chartered, was the Central, or Detroit & St. Joseph, in 1831. The company had expended about \$117,000 upon it, and had it nearly graded be-

tween Detroit and Ypsilanti, when, in 1837, it was purchased by the State. In 1838 its rolling stock consisted of 4 locomotives, 5 passenger cars and 10 freight cars.

The next road chartered was the Erie & Kalamazoo. It was laid out to run from Toledo, through Adrian, to Marshall or some other place on the Kalamazoo river. It was completed to Adrian in October 1836, but never extended further, and now constitutes the Toledo division of the L. S. & M. S. R. R.

The Detroit & Pontiac road followed, being chartered in 1834. Four years later it had been completed to Royal Oak, and at that stage, receiving a loan from the State of \$100,000, was soon after extended to Pontiac.

In the same year was chartered the Shelby & Detroit railroad. It extended to Utica, Macomb county, was 20 miles in length, and was finished in 1838 or 1839. It followed the route of the present Detroit & Bay City R. R., and, like all the other railroads of that day, was constructed with strap rail and was operated by horse power. With the rotting out of the superstructure the road was abandoned.

The Allegan & Marshall road was chartered in 1836. It was to connect the villages of Marshall and Allegan, its route between Marshall and Kalamazoo being identical with that of the present Michigan Central. \$100,000 was loaned to this company by the State, and some work was done upon the line, but no part appears to have been completed.

In the same year the River Raisin & Lake Erie road was chartered, to commence at La Plaisance bay on lake Erie, and extend through Monroe to Blissfield on the Erie & Kalamazoo road. It was partly completed and subsequently became a portion of the Michigan Southern.

In 1836, too, was chartered the Palmyra & Jacksonburg railroad. It passed through Tecumseh, Clinton and Manchester to Jackson, and 12 miles at the southern end of the line was immediately built. This is now the Jackson branch of the L. S. & M. S. R. R.

Besides these railroads, a number of oth-

ers were chartered between 1833 and 1838, no portion of any of which was ever built. A list of these may be of interest :

- 1833. Romeo & Mt. Clemens.
- 1835. Macomb & Saginaw.
- “ Detroit & Maumee.
- “ River Raisin & Grand River.
- 1836. Monroe & Ypsilanti.
- “ St. Clair & Romeo.
- “ Kalamazoo & Lake Michigan.
- “ Shelby & Belle River.
- “ Monroe & Ann Arbor.
- “ Clinton & Adrian.
- “ Constantine & Niles.
- 1837. Detroit & Shiawassee.
- “ Saginaw & Genesee.
- “ Gibraltar & Clinton.
- 1838. Auburn & Lapeer.
- “ Ypsilanti & Tecumseh.
- “ Mottville & White Pigeon.
- “ Medina & Canandaigua.

In March, 1837, the Legislature appointed a “Board of Commissioners on Internal Improvement,” to which Board was given authority to construct three several railways across the State, to be known respectively as the Southern, the Central and the Northern, also three canals. The Southern railroad was to extend from Monroe through the southern tier of counties to New Buffalo; the Central was to run from Detroit through Ypsilanti, Jackson, Marshall and Kalamazoo to St. Joseph, and the Northern, starting from Port Huron, took in Lapeer, Flint, Owosso, Lyons and Grand Rapids, and made Grand Haven its terminus. The board were also authorized to purchase any existing roads whose interests might be infringed upon by the construction of the State lines. The three canals were the St. Mary’s Ship canal; the Clinton & Kalamazoo canal, extending from Mt. Clemens across the State to the mouth of the Kalamazoo river, and the Saginaw, or Northern, canal which was to connect Bad river, a branch of the Saginaw, with Maple, a branch of the Grand, and thus establish water communication between Saginaw and Grand Haven. The estimated length and cost of these several works, was as follows :

	Length.	Cost.
Southern Railroad.....	183 miles	\$1,496,376
Central Railroad.....	194 “	1,928,195
Northern Railroad.....	167 “	1,310,361
Saginaw Canal.....	53 “	238,240
Clinton & Kalamazoo Canal 216 “		2,250,000

St. Mary’s Canal.....	4560 feet	\$112,540
Improvement of Grand River 90 miles		67,309
Improvement of Kalamazoo 75 “		125,624
Improvement of St. Joseph 116 “		183,434

The first board consisted of L. B. Mizner of Wayne, Levi S. Humphrey of Monroe, James B. Hunt of Oakland, William A. Burt of Macomb, Edwin H. Lothrop of Kalamazoo, Hiram Alden of Branch and Rix Robinson of Kent. The funds for the prosecution of the projected works were to be derived from three sources, viz: Any surplus of State revenue, five per cent of all proceeds from sale of State lands, and a six per cent loan, redeemable in 25 years, and not to exceed five millions of dollars in amount. The profits arising from all these public works were to constitute a sinking fund for the repayment of the loan.

The first step of the board was to purchase the Detroit & St. Joseph R. R., no part of which was in operation, though considerable work had been done between Detroit and Ypsilanti. To this place it was opened for traffic February 3, 1838. Surveys on all the other works were in 1837 completed, and 30 miles of the Southern road put under contract. The total expenditures this year were \$415,618.

Meanwhile the Governor, who had been empowered by the Legislature to negotiate the \$5,000,000 loan, had closed a contract with the Morris Canal and Banking company of New Jersey, by which they took the entire amount of the bonds and agreed to pay for the same, about one quarter down and the balance in quarterly instalments of \$250,000 each, the bonds to be delivered at once. Three millions of these bonds they immediately turned over to the Bank of the United States, by which they were hypothecated largely in Europe. Great complaint seems to have been made at home of the Governor’s recklessness in thus hastily closing so large a transaction, and in his parting with the bonds without receiving proper security for the payment. Nor was the complaint without just grounds, for in 1840, when there was still \$2,158,937 due from the purchasers, it came to light that both banks were insolvent. For some time the financial condition of the State was most critical, but in

1843 the Legislature passed an act authorizing the issue of new bonds for the amount that had been actually received by the State, the same to be delivered upon the surrender of the entire amount of outstanding bonds, or *pro rata* for any portion that might be surrendered. In this way the entire \$5,000,000, except about \$56,000, was gradually retired, and the bonds given in lieu thereof were duly paid in 1863.

In 1838, \$530,496 was expended on the Internal Improvement works, and considerable surveying and clearing was done, besides the completion of the Central railroad to Ypsilanti. In 1839 the expenditure was \$693,883. The Central road was opened to Ann Arbor and the Southern to Petersburg. An attempt to commence work on the Sault canal was defeated by a collision between the contractors and the United States officials at Fort Brady.

In 1840 the Governor in his message to the Legislature deplored the Internal Improvement scheme, and recommended the suspension of further work, except where necessary to complete and utilize what had already been commenced. This year \$463,816 was expended, the Central road being brought to within four miles of Dexter, the Southern opened to Adrian, and a heavy amount of work being done upon the Clinton & Kalamazoo canal between Mt. Clemens and Rochester. In 1841 there was expended \$419,139. The Central was opened to Dexter, July 4th, and was immediately pushed on to Jackson. The Southern had not got beyond Adrian. The Northern railroad, upon which considerable clearing and grading had been done, was this year ordered by the Legislature to be completed as a wagon road.

January 1, 1842, the Central was opened to Jackson. The Southern was during this year made ready for the iron as far as Hillsdale, but the credit of the State was not at that time good enough to enable it to buy iron on credit, and cash it had none. Sixteen miles of the Clinton & Kalamazoo canal were completed at a cost of \$333,330, but it had not yet been brought into use. The Legislature in January 1842 by resolution forbade the letting of any further

contracts on the public works, but provision was made for extending the Central and Southern railroads. The year 1843 saw the latter opened to Hillsdale. The expenditures in 1842 were \$170,545, and in 1843 \$160,416. In 1844 the Central road was opened to Marshall and graded to Kalamazoo. The Southern was this year re-built between Monroe and Adrian, the superstructure having rotted out, and the Palmyra & Jacksonburg road was purchased by the State for \$22,000. This latter road had been prepared for the iron from Palmyra to Tecumseh, but had been allowed to go to decay without ever being put in full operation. The Central railroad was now earning from year to year a moderate profit over expenses, the Southern road a very trifling amount, if anything, and none of the other public works were at all productive. In 1845 the Central was finished to Battle Creek and some progress made with the reconstruction of the Tecumseh branch of the Southern. The expensiveness of keeping strap-rail roads in repair had by this time been found to be a serious drawback to the productiveness of railroad property, and the commissioners in their report for this year suggested the importance of immediately reconstructing both roads with "T" rail, and recommended as the only feasible method of securing the accomplishment of this enterprise, the sale of the roads to some responsible company. In this year the navigation of the Clinton & Kalamazoo canal was inaugurated by a small boat of 20 tons burthen.

On February 1, 1846, the Central road was completed to Kalamazoo; on the 23d. of September its sale to the Michigan Central Railroad Company was perfected, the purchase price being \$2,000,000 and the payments being made in bonds and other State indebtedness. One month later the sale of the Southern road to the Michigan Southern Railroad Company was consummated by the payment of the first instalment of the purchase price, which had been fixed at \$500,000, payable also in State indebtedness within 10 years. By these sales the State debt was greatly

diminished and the two roads placed in the hands of strong and enterprising companies, by whom they were speedily completed and under whom they have since achieved reputations for admirable management second to those of no other railroads in the country.

The canal still remained to the State. This was in 1846 put in navigable order between Mt. Clemens and Utica, but only \$43 was received in tolls. The following year further repairs were made and an ineffectual effort made to lease the work. From this time it appears to have been wholly neglected by the State. Between Rochester and Utica it has since been utilized for water-power purposes, but below Utica it has been allowed to go wholly to decay.

GOVERNORS OF THE STATE.

The following is a list of the several Governors who have served from the admission of the State, into the Union down to the present time :

	Inaugurated.	Retired.
Stevens T. Mason,.....	Oct. 1835	Jan. 1840
William Woodbridge,...	Jan. 1840	Feb. 1841*
J. Wright Gordon,†,...	Feb. 1841	Jan. 1842
John S. Barry,.....	Jan. 1842	Jan. 1846
Alpheus Felch,.....	Jan. 1846	Mar. 1847‡
William S. Greenly,§,...	Mar. 1847	Jan. 1848
Epaphroditus Ransom,...	Jan. 1848	Jan. 1850
John S. Barry,.....	Jan. 1850	Jan. 1852
Robert McClelland,....	Jan. 1852	Mar. 1853**
Andrew Parsons,.....	Mar. 1853	Jan. 1855
Kinsley S. Bingham,...	Jan. 1855	Jan. 1859
Moses Wiener,.....	Jan. 1859	Jan. 1861
Austin Blair,.....	Jan. 1861	Jan. 1865
Henry H. Crapo,.....	Jan. 1865	Jan. 1869
Henry P. Baldwin,.....	Jan. 1869	Jan. 1873
John J. Bagley,.....	Jan. 1873

* Resigned upon being elected to Congress.
 † Lieutenant Governor, acting as Governor.
 ‡ Resigned on being elected U. S. Senator.
 § Lieutenant Governor, acting as Governor.
 ** Resigned upon being appointed Secretary of the Interior.

DISCOVERIES ON LAKE SUPERIOR.

In 1845 the value of the iron deposits in the upper peninsula was fully discovered, and mining operations were fairly inaugurated the following year, though it was not until 1856 that operations were prosecuted upon at all an extensive scale.

In 1845, also, the copper wealth of lake Superior was first brought into notice, and immediately was followed by an intense rage for speculation. It was not however until after the completion of the Sault canal that mining operations began to be conducted in an economical and systematic

manner, and that the product became a source of wealth to the State.

REMOVAL OF THE CAPITAL.

The constitution of 1836, provided that the seat of government should be established at Detroit till 1847, when it should be permanently located by the Legislature. Accordingly, in his message to that body, January 4, 1847, Gov. Felch called attention to this requirement. In the course of the session an attempt was made to establish the location, but there were so many rival interests,—Ann Arbor, Jackson, Marshall, Kalamazoo, and several other places being candidates for the honor—that it was found impossible to combine a sufficient number of votes on any one place to settle the question in its favor. After much tedious “log-rolling,” and earnest debate, the members became thoroughly tired of the subject, so, when a proposition was submitted for the location of the capital on the school section of the extreme northwestern township of Ingham county (the present site of Lansing), which was known to be an unbroken wilderness, without even a good wagon road leading to it, the absurdity of the thing so disarmed serious opposition that the measure was carried in triumph. After the experience of the past, the advocates of no other place dared permit the matter just then to be re-opened, and so all motions to reconsider were voted down. It was then agreed that the very next session of the Legislature should be held at the new capital, the hope being so to increase the mud-dle that the members would in sheer disgust waive their preferences and unite on some available point. Commissioners, however were appointed to prepare accommodations for the Government at the newly selected location, and the Legislature adjourned.

At the location selected there was at that time scarcely a house standing, and almost the entire site of the present city was covered with a dense growth of timber. But nothing daunted, the commissioners set to work cutting roads, clearing streets and squares, and erecting buildings. Lumber was hauled for finishing purposes

all the way from Flint in wagons, yet in the face of all these difficulties, before the year had expired the State House still in use had been erected, and somewhat adequate provision had been made for lodging the members of the Legislature which were to meet in January 1848. The new village was at first called Michigan, and the town in which it is located Lansing, the latter being named by one of the early settlers after Lansing, N. Y. Ere long the village also began to be called Lansing, and its more pretentious name was ultimately dropped. So rapid was its subsequent growth and so admirable has the location proved, that all idea of a further change of the capital has long since been abandoned.

1850 to 1860.

In 1850 a convention sat in Lansing for the framing of a new constitution—the same upon which the State government is now based.

The year 1851 was marked by the great railroad conspiracy trials in Michigan. A series of lawless acts had been committed at Michigan Center and Leoni in Jackson county, on the property of the Michigan Central Railroad Company, in retaliation for real or fancied grievances endured by residents along the line of the railroad. These acts of vengeance culminated in the burning of the depot buildings in Detroit. Some 50 persons were arrested and brought to trial, Hon. Wm. H. Seward appearing for the defence. The trial lasted four months, being one of the longest jury trials on record. Two of the defendants died during its progress, 12 were convicted and the remainder acquitted.

In 1852 Congress granted to the State 750,000 acres of land for the purpose of constructing a canal around the rapids on the St. Mary's river. A company was found who were willing to construct the canal for the lands, and after two years of energetic labor the work was completed and formally accepted by the State in May 1855.

July 6, 1854, met at Jackson the famous convention which inaugurated the great Republican party, which has controlled the affairs of the nation for the past 12 years.

The old Whig party had become very much disorganized after the defeat of Gen. Scott in 1852, and the Free Soil party was daily increasing in strength. The one possessed respectability, the other principle—neither, strength enough to give it any influence in the national councils. Each party had in Michigan nominated a state ticket, but up to this period the State was hopelessly Democratic. A movement to fuse the Whig and Free Soil parties was undertaken, and on July 6th, as above stated, a mass convention assembled, at which both Whig and Free Soil tickets were withdrawn and a Republican ticket made up by selection from both. A platform was also adopted, which became a basis for similar action in other States, and the name "Republican" was definitively settled upon as the name of the new party. Two years later the Republican party made a presidential nomination, and in six years swept the country in the election of Abraham Lincoln.

In 1854 the Great Western Railway of Canada was completed to Detroit, and in 1858 the Grand Trunk. In 1856 Congress made a grant of alternate sections lying within six miles on either side of certain railroad routes to aid in the construction of such roads. Nine different roads participated in this land grant, four being in the upper peninsula. The other principal lines were the Grand Rapids and Indiana, extending from Sturgis northward through Kalamazoo and Grand Rapids to Mackinac; the Amboy, Lansing & Traverse Bay, extending from Amboy in the southern part of Hillsdale county through Jonesville, Albion, Lansing, Owosso and Saginaw City to Traverse City; the Flint & Pere Marquette extending from Flint through East Saginaw to the mouth of the Pere Marquette river in Mason county; the Detroit & Milwaukee, and the Port Huron & Milwaukee roads. The Amboy, Lansing & Traverse Bay road was immediately constructed between Lansing and Owosso, when it became bankrupt and its franchises subsequently fell into the hands of the Jackson, Lansing & Saginaw Railroad Company. The Flint & Pere Marquette

road was built from Flint to East Saginaw, and has latterly been extended northward nearly across the State and southward to Monroe. The Grand Rapids & Indiana road dragged along very slowly for some years, but has now fallen into the hands of capitalists who are rapidly completing it as at first projected.

In 1858 the Detroit & Milwaukee railroad was completed to Grand Haven, running from Corunna westward about on the projected line of the old Northern railroad. This road is simply an extension of the old Detroit & Pontiac railroad to lake Michigan.

While the existence of salt in this State had been known from an early day, no effort had been made to manufacture that article until 1859, when the Legislature passing an act offering a bounty of 10 cents per bushel, operations were at once commenced at Grand Rapids and East Saginaw. At the former place but little success attended the experiment, but on the Saginaw river the salt business has grown to immense proportions and become second only the lumber interest in importance.

MICHIGAN DURING THE REBELLION.

In the late war of the rebellion Michigan achieved for herself a glorious record. She sent to the field one regiment of engineers and mechanics, 11 regiments and three independent companies of cavalry, 14 batteries of artillery, 31 regiments of infantry, and five companies of sharpshooters, numbering in all 90,747 men. Of these 4,175 were killed in action or died of wounds, and 9,230 died of disease while in service. From the beginning to the close

of the war the Michigan troops bore the reputation of being among the bravest and best disciplined in the army, and there were very few of the more important engagements where Michigan was not represented, and where her regiments were not conspicuous for the efficient aid they rendered.

Among the officers from this State who particularly distinguished themselves during the war may be mentioned Col. C. O. Loomis, who was probably the best artillery officer in the service; Gen. Custer and Col. R. H. G. Minty, both dashing cavalry officers; Gen. A. S. Williams, who commanded a corps under Sherman; Gen. O. B. Willcox, Col. J. C. Robinson, Col. I. B. Richardson, Col. H. S. Roberts, Maj. J. D. Fairbanks, Col. John Pulford, Col. Pritchard, Col. W. L. Stoughton, and others.

MICHIGAN IN 1870.

The census of 1870 indicated a population in Michigan of 1,184,059. The financial interests of the State were never in a healthier condition. Never before was the State developing so rapidly. An immense impulse was given to the building of railroads by a law passed in 1869 authorizing towns and counties to loan or donate aid to roads passing through them. New railroads were projected in every direction, and though the aid law was afterwards declared unconstitutional, yet the intense competition that subsists between three or four of the great railway corporations, prevents a collapse and ensures the construction of every reasonable line. Thus it is that the railroad mileage in Michigan has increased within a few years to over 3,100 miles.

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