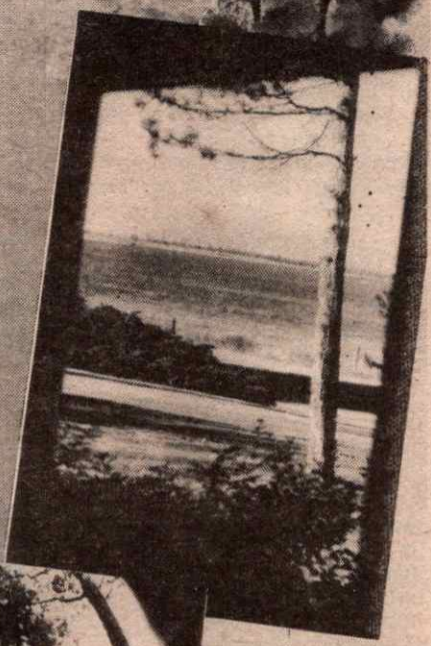
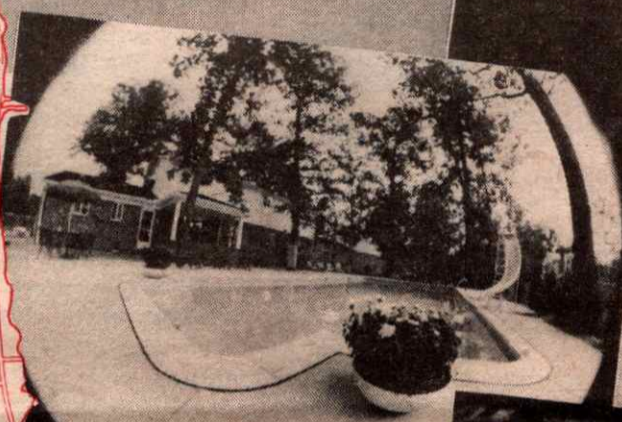
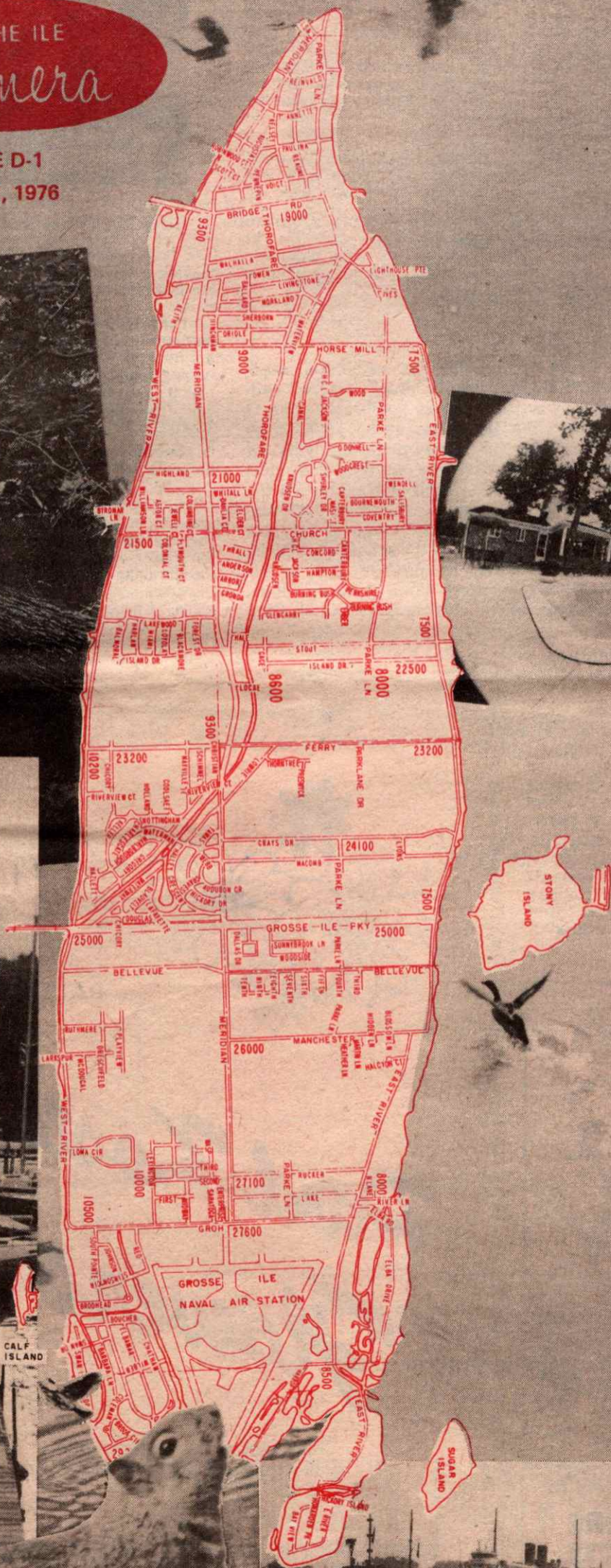


Grosse Ile - AD 1976

*there's a special feeling
we get as we cross the bridge...*

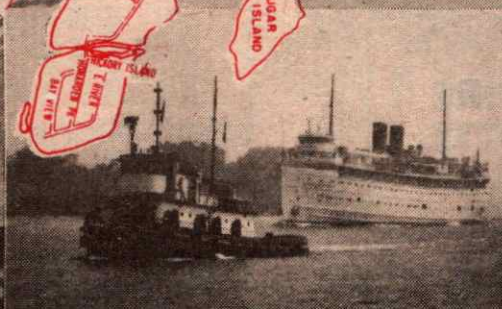
THE ILE
Camera

PAGE D-1
JULY 1, 1976



CALF ISLAND

SUGAR ISLAND



A Mile-Long Ribbon of Concrete . . .

Editor's note: With this Bicentennial edition of The Camera, one of the efforts of the editor has been to relate by word and picture what many call "the feeling" of Grosse Ile. People and events in the island's past helped to establish that mood. These excerpts from a Detroit News article of Nov. 22, 1931, written by an islander, D. Kenneth Laub, whose wife still lives in California, tells about life on Grosse Ile in the early 1900s. The newspaper and pictures were loaned by Mrs. Joseph W. Miller (Winifred Webb), granddaughter of conductor Orin Webb mentioned in this story.)

Water, sand, gravel and cement slide into a mixing drum to emerge a little later as a sluggish stream of wet gray rubble beneath the iron spreaders and cloth aprons of a mechanical road-finisher. The Wayne County Road Commission is laying another road.

"The road is a foot thick, 20 feet wide and a mile long. The rubble is squeezed out of the inexhaustible maw of the concrete-mixer like toothpaste from a tube . . . at the rate of 700 feet a day.

"Soon thousands of motor cars, taking beauty-starved city-dwellers out for their Sunday airing and a glimpse of nature, will move along the road's smooth surface in unbroken procession from the new Free Bridge.

"A brand-new sign board will tell the motorists that this is the Grosse Ile Parkway.

"But the oldtimers--and the quail and cottontails and pheasants that Progress had dispossessed-- will know better. They will know it is just the old Railway Cut--"murmurous haunt of bees on summer eves" and burial ground of a thousand good golf balls hooked from the eighth tee of the old nine-hole golf course.

"The Canada Southern Railway once thundered across Grosse Ile through this cut. Only

four piers of masonry of the 1,400-foot bridge that formerly spanned the river between Grosse Ile and Stoney Island remain as reminders of that railway.

"The last span of the bridge--itself abandoned for half-a-century--disappeared a score of years ago, carrying with it in an angry gesture of farewell, two of the workmen who had come to dismantle it.

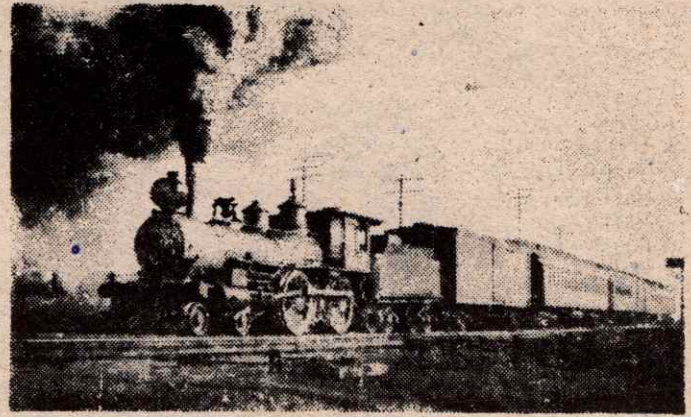
"Only the piers still stand (only one in 1976), thrusting up from the muddy river bottom a menace to the unskillful navigators of the small pleasure craft that pass that way, but, perhaps, a useful beacon to the rum-runner who sets this course to a safe harbor by their dark bulk.

"The new station ceased to function officially when the Grosse Ile Accommodation Train fell victim to motorized progress and passed out of existence in 1925. Although its brick walks and

platform are grass grown, its tracks uprooted, its high water tower has disappeared, and weeds and weather have almost completed the task of obliterating the spaced hummocks that tell where the railway ties once lay.

"After the Grosse Ile train, which yearly carried fewer and fewer passengers, was taken off,

the station became a private kindergarten. It was always with a sense of shock that oldtimers, passing by, saw small children



HOW MANY can remember the Grosse Ile 'Plug?'

playing in the space that marked the last stop of the train.

"The private day school proved an unprofitable venture and was abandoned. Then two enterprising young Grosse Ile matrons took it over, established a branch (the first, by the way) of the Wayne County public library and, in connection with the branch, opened a gift shop.

"Newcomers wouldn't think that this was an abandoned railway station unless they noticed the grilled ticket-window above the librarian's desk or found in the store room the evidences of places where the trunks were weighed and labeled . . . and the two long yellow benches that once stood back to back in the waiting room.

"Nor would newcomers picture the stream of personage who assembled at the station. There was Miss Fanny Gray, the postmistress, and her ancient horse which had the heaves and invariably snorted its disdain when young lovers, wives and husbands met in tender embraces at train time; Miss Mariette Gray, who succeeded Miss Fannie as postmistress and, for 18 years, presided at the awninged window at the end of the old wooden shack; Bill McKeevey, the engineer, who used to let the children ride in the cab with him while he switched the engine at the old turntable.

"Then there was Hank Martin,

(See Mile-Long, Page D-3)



ORIN N. WEBB, the conductor mentioned in Mr. Laub's story, started railroading for the Canada Southern at age 17 as a call boy. He worked up to conductor on the Grosse Ile accommodation train. A justice of the peace and member of the first Township Board, Webb also served on the school board, was president in 1911 and helped to lay the cornerstone of the 1911 building which now is the school's administration building. He died in 1929 at his vacation home in Alabama at the age of 69, four years after retiring from railroading.

(Photos from a 1931 newspaper)

"To remind a younger generation of a once-important event in their daily lives as island-dwellers--the meeting of the evening train--there still stands the "new" Michigan Central Railroad Station. It is an imposing structure of red and yellow face-brick, surmounted by a low, wide, slate roof, which replaced the ancient clapboard Railway Station and the U.S. Post Office that lay in the "cut" a good 30 years ago.

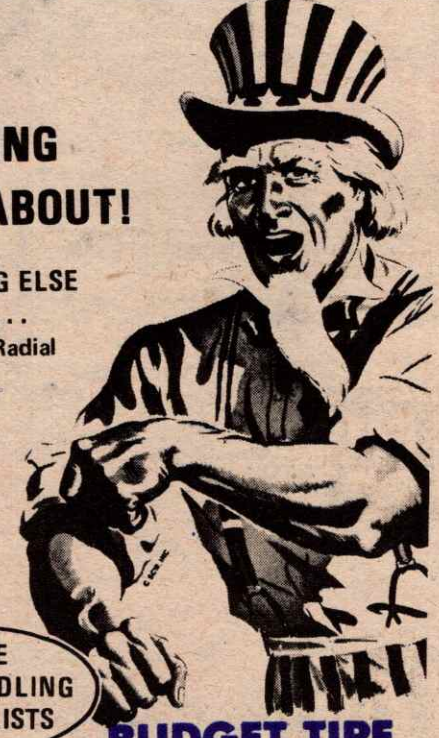
200 YEARS IS SOMETHING TO SHOUT ABOUT!

HERE'S SOMETHING ELSE TO SHOUT ABOUT . . .

Good Year Polyglass Radial

HR70x14	\$51
HR70x15	
HR78x15	\$56
JR78x15	
LR78x15	

Plus F.E.T. 3.11 to 3.34
OTHER SIZES AT COMPARABLE PRICES



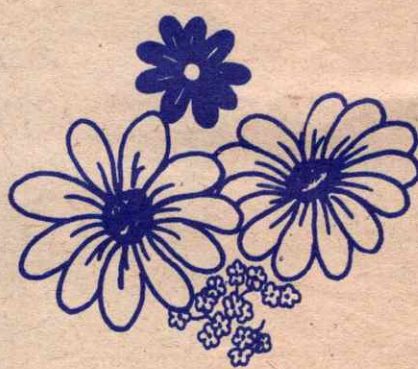
RIDE AND HANDLING SPECIALISTS

BUDGET TIRE WYANDOTTE

Budget Tire-Woodhaven Opening Soon
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Paul Kostoff Flowers



Phone Accounts Are Welcome On Bank Americard And Master Charge

22731 MICHIGAN AVE. WEST DEARBORN

LO 3-3110

Mile-Long Road Is Memorial to Old 'Plug'

(Continued from Page D-2)

who, each night, after the passengers had cleared out of the coach and the baggage car had been emptied of trunks, chicken crates and mail bags, clambered painfully to the cab and put the engine to bed in its red shed off the eighth fairway. Greg Johnson, Harry Fielding, Chris Sherwood, the Brodies and Torreys and the Graves--engineers, firemen, baggagemen and masters of Station and Post, all of whom left the impress of their personalities on the memories of the islanders.

"Above all them looms the heroic figure of Grin Webb, justice of the peace and conductor extraordinary, who now has passed out of the Grosse Ile scene forever.

"There was Conductor Webb, waiting, watch in hand, for the last sprinter to make the train before he signaled its departure and himself climbed aboard in the morning--bound for the old Detroit Station at the foot of Third Street.

At eventide there he was at the Detroit station, laden with packages and children consigned to his care by shoppers. Conductor Webb peered fearsomely over his glasses at unimpressed high school students who had thrown peanut shells or cream puff cups in the aisles, or forgotten their commutation books again so that he had to threaten that this would be the very last time he would trust them.

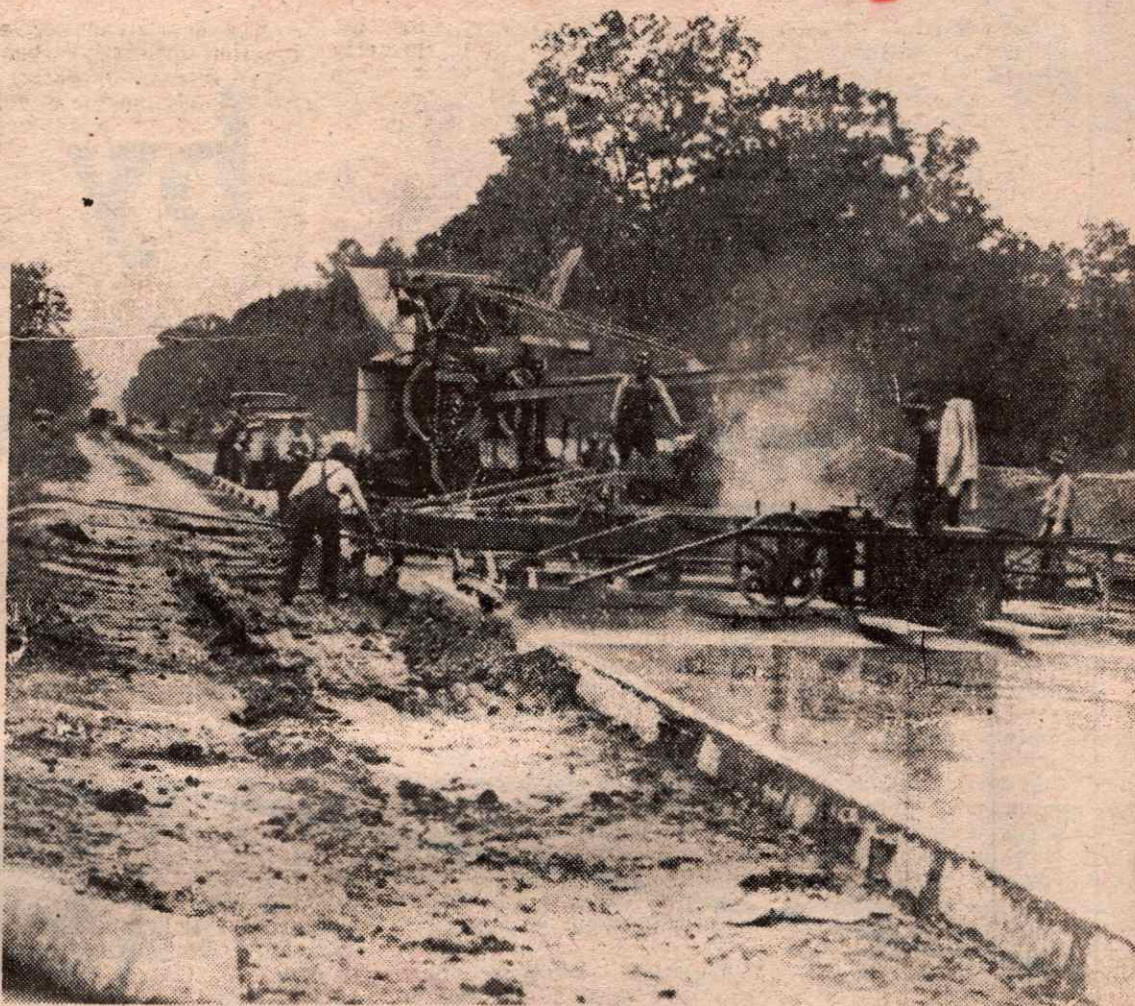
"Conductor Webb peered over those glasses, too, at the smear game. . . Conductor Webb

glowered at impatient passengers who wouldn't wait to dismount until the train had stopped and he had swung the little rubber-covered step into position at a way-station: Conductor Webb bawling "Sunny Side--Sunny-Side" out of the corner of his mouth when "West Grosse Ile" was reached.

It was late in Conductor Webb's long career that, through the political machinations of West Side dwellers who felt that their part of the island was being made to appear inferior to the more populous side of so silly an appellation, the name "Sunnyside" was changed to "West Grosse Ile." Conductor Webb did not like the change. He thought the West Siders were putting on airs. Being an East Sider, he was as convinced as any East Sider that "Sunnyside" was just a sort of suburb of the REAL Grosse Ile, where the post office, the general store, the hotel, the two main churches and the bigger and better cemeteries are found to this day.

The train was made up of four units--engine, tender, day-coach and combined smoker and baggage car. The day coach was finished in red plush and, winter or summer, was probably the hottest and most uncomfortable vehicle man ever traveled in.

Men usually preferred the comfortable leather seats of the smoker. True, the atmosphere of the smoker was pretty thick but, even so, in winter it was preferable to the acrid odor of steam that comes from the rusted pipes on the coach.



THE PAVING OF PARKWAY for the mile-long stretch from the free bridge to E. River Road was a momentous event for islanders in the 1930s. The road was laid by Wayne County Road Commission workmen in the roadbed of the onetime Canada Southern Railway.

*Something important
happened 200 years ago*

★ GROSSE ILE ★

lots of good things have happened since
including



TESSIER PONTIAC

(FORMERLY SIMPSON PONTIAC)

16100 FORT, SOUTHGATE

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"WHERE SERVICE AFTER THE SALE IS OUR PRIME CONCERN"

Side by Side

Joey's Wyandotte Glass

PRESIDENT — ALICE NIEMIEC

Wyandotte Auto Parts

PRESIDENT — JOSEPH NIEMIEC

1717 EUREKA, WYANDOTTE AV 3-1700



1956



1976

A History to Remember

If you have had new glass installed in your car or your home lately, the chances are that Alice and Joey Niemiec, islanders since 1965, did the job.

The husband-wife team work separately, but cooperatively, operating Joey's Wyandotte Glass and Wyandotte Auto Parts. The twin buildings, newly remodeled and recognized when the city of Wyandotte presented the couple beautification awards on March 25, 1976, have been located side-by-side at 1717 Eureka Road, Wyandotte, since 1956. In May of this year, they were recipients of the Annual Award for Civic Improvement presented by the Southern Wayne County Chamber of Commerce.

Joey's Wyandotte Glass was originated in Detroit at Dearborn and Fort Streets in 1934 by Joey's father, Joseph Niemiec Sr. He also had a small glass shop at Third and Eureka in Wyandotte.

Joey and his wife took over the business in 1945 and, in 1956, moved it to its present large quarters.

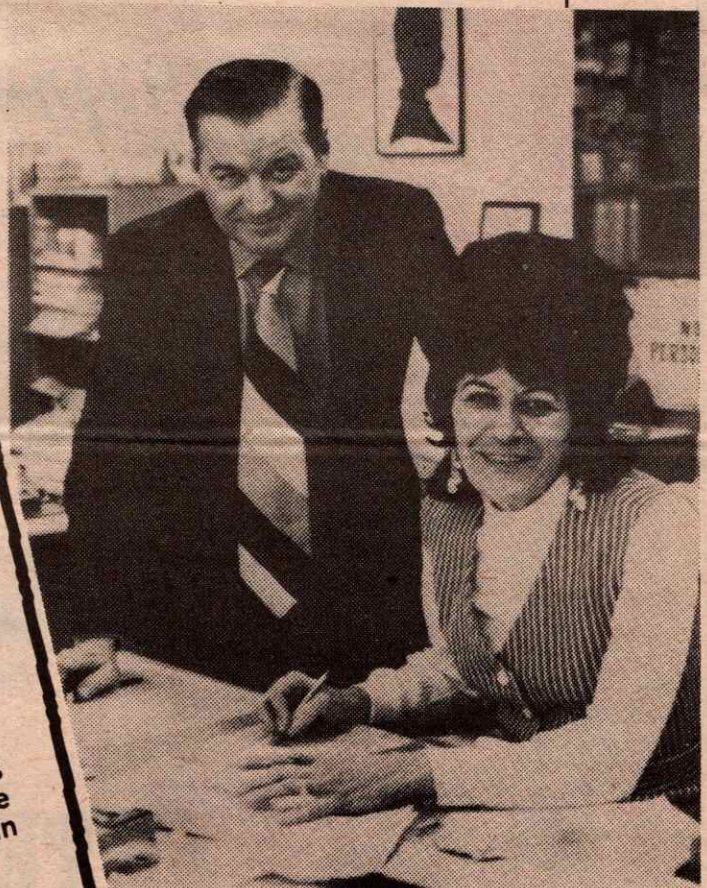
Alice operates the glass firm which serves a radius of a 25-miles of the shop. Offered are windshield installations, commercial and residential glazing, custom and framed mirror installation at Wyandotte Glass.

Joey's business, Wyandotte Auto Parts, was the original business and features transmission-rebuilding facility. The firm also has auto parts.

Besides having twin businesses, Alice's twin brother, William Mazmanian, is manager of Joey's Wyandotte Glass. The Niemiecs' twin daughters, Maria and Monica with their brother, Michael, have worked in the two stores. Maria now is a physical education teacher in the Grosse Ile schools.

The Niemiecs not only have beautification awards, they also were honored as the Glass Dealers of the year by the Detroit Glass Dealers Association in 1974.

Mrs. Niemiec has long been active in the Glass Dealers association, holding almost every office in the group. When she became president, she was the only woman to hold that post in the history of the organization.



ALICE and JOEY NIEMIEC





H. LEONARD WILTON
(1915-19 & 1924-27)

FIRST TOWNSHIP
Supervisor after Grosse Ile Township separated from Monguagon Township on Nov. 24, 1914 was H. Leonard Wilton. He lived in a home on East River Road, south of the S-curve and the present Manchester Road.

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Supervisors Over 61 Years

The following have served as supervisors of the Township of Grosse Ile since its separation from Monguagon Township in 1914:

- H. Leonard Wilton 1915 - Jan. 13, 1919
- C.E. Christian 1919-1924
- H. Leonard Wilton 1924-1927
- C.E. Christian 1927-1929

- Charles G. Harrington 1929-1931
- Myron B. Vorce 1931-1932
- Hale G. Knight 1932-1939
- Stanley Weeman 1939-1941
- Frederick S. Glover Jr. 1941-1943
- Ari M. BeGole 1943-1945 (Dec.)
- Frederick S. Glover Jr. 1945-1949
- Edward J. O'Donnell 1949-1963
- Thomas Lennox 1963-1964
- Merle Solomon 1964-1971
- Dewitt J. Henry 1971-



DeWITT J. HENRY
(1971-Present)

Time Capsule Seals Area Mementoes of Bicentennial for Year 2076

A Bicentennial "Time Capsule" to be sealed and preserved for Downriver residents when they celebrate the nation's tricentennial in 2076 is being prepared by Peoples Bank & Trust, Trenton, according to Jerome W. Kersh, senior vice-president.

"Items of local interest, representative of life here in the 1970's and showing how the Bicentennial was celebrated, will be included in the Time Capsule, which is a safe deposit box at Peoples Bank & Trust," Mr. Kersh said. "The contents will be suggested and donated by local groups and individual residents."

The Ile Camera's Bicentennial edition will be among documents to be submitted for the "Time Capsule."

"Entries may include documents, photographs, newspaper

articles, movie film, cassette tapes, or other items," he added. "However, space limitations should be considered by applicants as well as whether or not the item has general interest and the probability that the item suggested would be in displayable condition in 100 years.

"Anyone who has a suggestion as to what might be included in the Capsule, or an item they would like to donate, are invited to pick up an entry blank at any of the 16 offices of Peoples Bank & Trust," Kersh stated, "or have one mailed by calling 671-2582."

"In November, semi-finalist entrants will be asked to bring in the items mentioned in their entry blanks. A special committee will review the entries, and final items for the Time Capsule will be selected. These items will be sealed in the capsule at a special ceremony on Friday, Dec. 31, 1976," Kersh said.

"Arrangements have been made for the keys to the box to be passed down through the years via the bank's trust department. City and bank officials will be asked to open the box on July 1, 2076, a Wednesday, and the contents exhibited publicly," Kersh stated. "The Capsule will include specifications on sound and movie equipment needed to present our chronicle of 1976."

Entrants whose items are

selected for storage in the Time Capsule will receive a certificate and their names will be placed on a list to be preserved inside. If more than one person suggests an identical item which is selected, the winner will be the entrant who submitted the idea first.

"Although the Peoples Bank & Trust Time Capsule is the first in our area that we know of," Kersh said, "other such capsules are being prepared throughout the country in several cities. Such projects gained momentum at the beginning of the year when newspaper stories described a 'time capsule' of sorts devised by a Pennsylvania resident.

"His name was Azariah Hoopes and he built a pine box in 1876 which he filled with mementoes of the day, and then passed down through succeeding generations of his family with instructions that the box be opened in 1976. His grandchildren opened the box early this year and were fascinated with its contents, including a letter discussing his sentiments about life during the decade after the Civil War."

Kersh declared that, "A Time Capsule is more than just preserving keepsakes. It gives us the opportunity of providing future generations of residents an authentic look at the past, and the realization that things often taken for granted didn't even exist 100 years before."

Happy Birthday, America!
Happy Birthday, Grosse Ile

*P.S. Happy Birthday to us, too.
We're celebrating our fifteenth!*

7717 MACOMB ROAD GROSSE ILE, MICHIGAN 48138 ORLEANS 6-3346

interiors by de board INC



Precision Aircraft Parts

E.A. Morgan, Jr.

Morgan Products Inc.

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Early Education Started in Island Homes

A Bicentennial plate issued by the Grosse Ile PTA this year depicts the island's earliest schools and maps the locations of those schools.

Education, however, had its beginnings in the home and was an informal type of teaching.

In 1816, some historical notes indicate that a Mrs. McKinney ran a school in an old log house on the west side of the island.

Next came the Rev. Moses Hunter school, opened in 1847 and operated until 1861. Located on the site of the present St. James Episcopal Church, the school formed the initial part of a building that was enlarged to later become the Island House, a popular resort hotel in the late 1800s and early 1900s.

One historical item from the Rev. Hunter's school is displayed

at the Historical Museum. It is a pledge made by 14 boys at the school to meet again "20 years hence." The pledge was dated May 2, 1877.

William A. Wood was the teacher of a Monguagon Township School District No. 2 school located in 1851-53 on Ferry Road.

The first building to be erected as a public school was dated 1854 and was located on McCarty Road, now known as Church Road. The McCarty School served children two years and was moved to be converted to St. Anne's Church. The teacher at McCarty School, Hattie Hyde, reportedly earned \$30 a month.

The Carlos B. Clark residence at 26265 West River Road has a room which once was a one-room school for children for the lower end of the island. Youngsters

attended classes here in 1870. It was remodeled in 1910 by Clark into the present residence.

The period 1866-1911 saw the disappearance of several schools and centralization of classes in one building on East River Road. The site is now known as the 1911 building. Gordon Lloyd, well known designer of a number of island historic homes, designed the first central school.

The earliest school records on file for Grosse Ile schools dates back to September 1894 when the district was part of Monguagon District 2. Grosse Ile then had 246 children on the school census 139 between the ages of 5 and 19 attended classes.

The school had three full-time teachers and one part-time instructor. The balanced budget for the year totaled \$3,376.11. Grosse

Ile received \$569 from the state for education (25 per cent) and the remainder came from district taxes and a one-mill operating levy that bought in \$460. These statistics are from a school report submitted to Lansing by the school director William T. Gage whose home was on E. River Road.

On the school board at this time were Mary Anderson and Seth C. Smith.

Education was decentralized again by 1870 when one-room units were built at the north end and at the lower west side.

The Sunnyside School operated from 1874-1900 and was a decentralized, one-room school; Horsemill School existed from 1876-1900 also a one-room school.

Charles Fox School at 22623 West River Road exists today as a remodeled private home. It replaced the two one-room schools between 1901-1912 when the East River Central School was placed in operation.

A third one-room school in this period was on Stoney Island to serve the families of workmen laboring on the Livingston Channel. It was dated 1907-1911.

Again reflecting the shift of island education from decentralized to centralized schools, construction began on the two-story building now known as the present administration building or 1911 school.

(See Early Education, Page D-7)

The Earliest Schools



SUNNYSIDE SCHOOL



McCARTY SCHOOL



FOX SCHOOL

William D. Krauss

Builder

Custom Homes on Grosse Ile

Since 1960

676-6823





HOW MANY ANCESTORS are recognizable in this old school photo?

Early Education Started in Homes

(Continued from Page D-6)

Built originally as a six-classroom building for grades kindergarten through eighth, an addition occurred in 1913 that boosted classroom space to nine. The buildings' final addition occurred in 1923 at a cost of \$70,000 when four classrooms were added plus the auditorium.

The new high school (now the junior high school) was built in 1929 because of Grosse Ile's fast growth.

Then we saw a period of decentralization of education with the erection of the East River Elementary School in 1951 with 10 classrooms. It later had two additions bringing it to an 18-classroom building with a multipurpose room and cafeteria. In 1959-60, Parke Lane School was erected; then came the new high school on Grays Drive in 1965-66 followed several years later by the Meridian Elementary School.

Grosse Ile schools shifted from

Monguagon District Two to Grosse Ile School District in 1915 by a vote of the school board and the township board. This occurred when Grosse Ile separated from Monguagon Township and set up its own government. School records, however, show that electors created the Grosse Ile School District by ballot in 1936.

Transportation of pupils at district expense was inaugurated as early as 1914, thus giving the district the distinction of being one of the first in Michigan to furnish student transportation. This also accounts for the shift from decentralized schools to one central school at that period.

At the island's kick-off of its Bicentennial celebration in April, 1975, School Board Trustee Dan Kaufman compiled a chart to compare school statistics between September 1894, earliest known records, and 1974-75.

These statistics show the growth of the island with the student population moving from 139

in 1894 to 2,574, 60 years later. The chart is printed elsewhere on this page.

Over the years, Grosse Ile has had many long-tenured men and women serving on the Board of Education. Among these were Orin N. Webb, 1905-1917; Robert Johnson, 1916 to 1941, and Dallas S. Kelsey, 1948-1966.

Superintendents over the years have included E. H. Bremer, 1922-24; Charles E. Brake, 1924-35 when he left to become Wayne County Intermediate School District superintendent; Lawrence Krueger, 7 years; Donald C. Baldwin, 8 years; Earl Lancaster, 1950-52 and Robert B. Smith, 1952 to the present.

French, English Colors Tell Island's Ancestry

On Heritage Pride Day May 22, 1976, two flags were dedicated in a program with guests from the French and British consuls in Detroit.

Consul-General J.T. Hyslop from the British consul and Vice-Consul Jean Magniere spoke briefly as their nation's flags were raised to fly on either side of the American and Bicentennial flags to represent our French and British heritage prior to the Revolution.

The King's colors, adapted in 1616 and first flown in the Colonies in 1606, is the red cross of St. George (patron saint of England) and the Scottish cross of St. Andrew. The Irish cross of St. Patrick was added when the present Union Jack was adapted in 1801.

The King's colors were raised over Detroit in 1760 after the French were defeated. It wasn't until 1796, however, that the British evacuated Detroit and the American flag was raised.

The French flag with its three gold fleur-de-lis on royal blue background was adapted by Clovis in the 500's. Champlain first raised the French flag in 1614 with its gold fleur-de-lis on a white background during his North American explorations.

The French flag flew in this area from 1618 until 1760 when they gave up Fort Pontchartrain

(Detroit). The present French tricolor was officially adopted by King Louis in 1789.

Both flags were donated by the township's Beautification Committee to fly during Bicentennial year.

Early 1900 Pupils Recall the Barons

Two people fondly remembered by hundreds of persons who graduated or attended Grosse Ile's public schools until the 1940s were "Grandma" and "Grandpa" Baron.

For 23 years, the two worked long and faithfully as custodians of the island's school on East Road. They were hired in 1917.

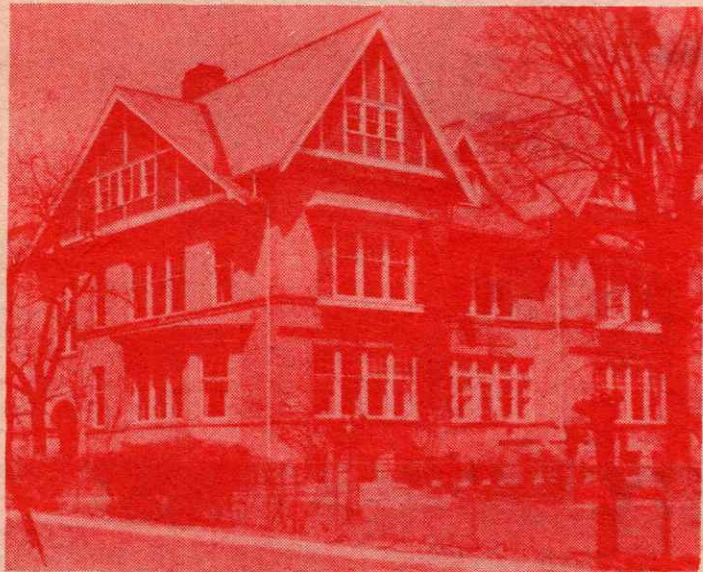
"Grandma" Baron was the former Julia Royer, born in Detroit in 1871, who was raised and educated in Flat Rock. After marrying Dan Baron, the couple lived on the Douglas farm for several years, later on the Albert Lowrie farm until they moved into their own home on Macomb Street. For a time, they occupied a home on the school property.

The couple had four children: Emma Reaume, Hubert, Leo and Eva Cummings, who all made their home on Grosse Ile.

How Your Schools Changed

This statistical table compares Grosse Ile education between 1894 and 1975:

1894		1975
139	No. Students	2,574
3	Full-Time Teachers	147
3	(1 Part-Time)	
3	Schools	5
\$3,366.11	Budget	\$3.5 million
\$24.89	Per Pupil Cost	\$1,350
25 percent	Gov.'t Aid	34 percent
75 percent	Local Finances	66 percent



THE 1911 Building replaced a small frame Central School. Still standing today on East River Road, it is the administration headquarters.

A History of our Founder

Mr. John Karmazin was born in Czechoslovakia, May 23, 1884, and came to the United States in 1903. After his arrival and during his college years he worked as a tool and die maker for Burroughs Adding Machine Company and Western Electric Company. He graduated from the University of Illinois in Mechanical Engineering in the Class of 1911. In 1913 he married the former Rose Marie Mares, and they had three children; Josephine; John, Jr.; and Ted.

His first job after graduation was with the International Harvester Company in Chicago. He was eventually assigned by them to Moscow, Russia where he helped start the first automobile factory in Russia. Both he and his wife witnessed the Russian Revolution in Moscow. Along with other Americans, they commandeered a train and fled across Siberia to Vladivostock, where they were able to secure passage to Japan, and eventually the United States.

During World War I, Mr. Karmazin served as a Captain in the U.S. Army Intelligence Division, and was in the American Peace Commission to Czechoslovakia, helping to set-up the Republic at the end of World War I.

The first "All-Steel Refrigeration Condenser" and first "Automobile Radiator Pressure Cap" are among the over-one-hundred patents awarded Mr. Karmazin. He also has a number of patents pending for other refrigeration condenser and heat transfer devices.

At one time Mr. Karmazin was associated with General Motors Corporation at Frigidaire and Harrison Radiator Divisions. After retiring at age 65 he formed Karmazin Products Corporation, which now employs over 300 people at its present location in Wyandotte, Michigan—manufacturing products from his original patents. These products are universally used in the commercial refrigeration field; engine oil coolers for passenger cars; hydraulic oil coolers for heavy-type construction equipment, air compressors, etc.

Mr. Karmazin is still active in the business as Chairman of the Board.

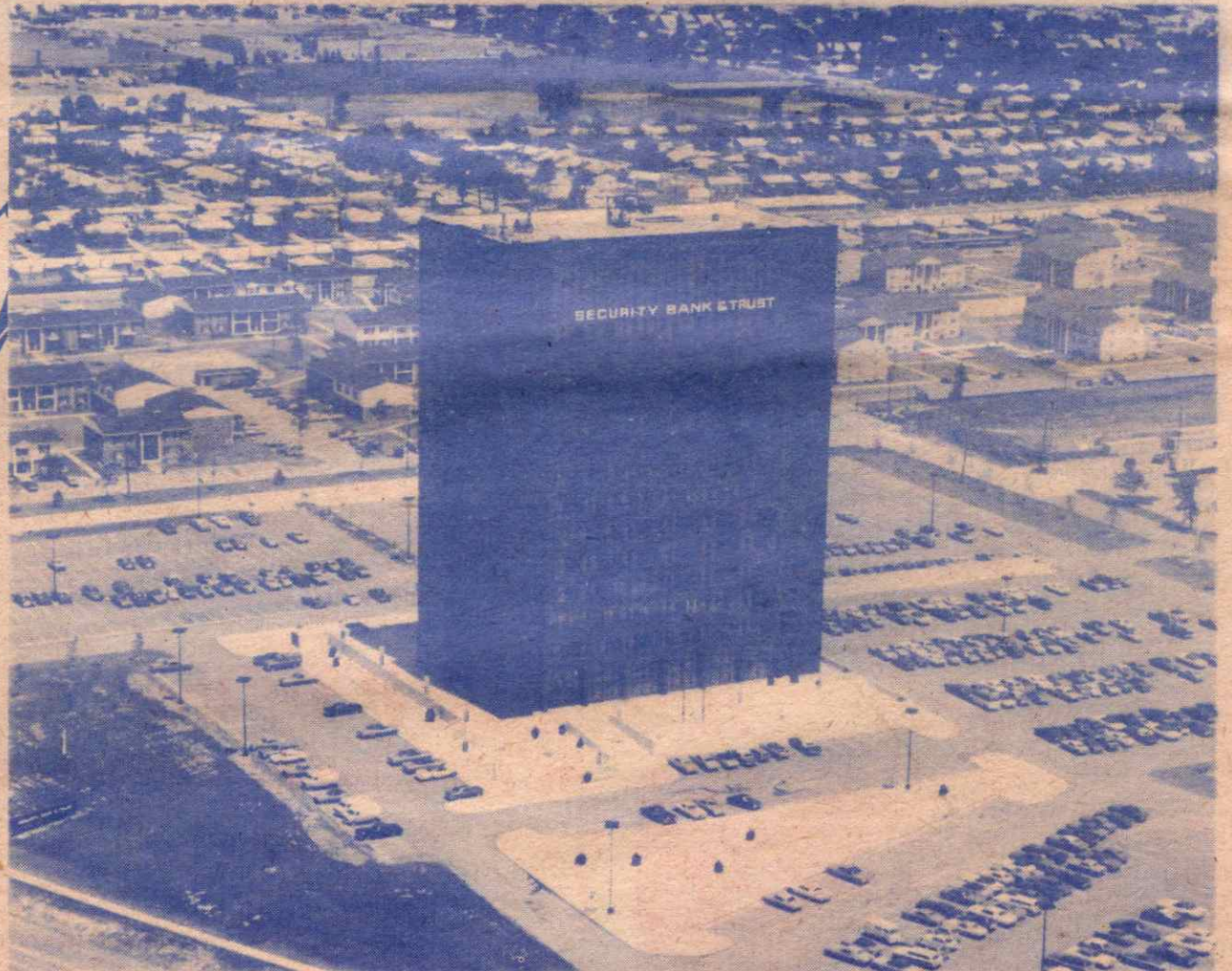


WYANDOTTE, MICHIGAN

SECURITY BANK SALUTES GROSSE ILE ON ITS 200th BIRTHDAY, JULY 6, 1976

No other community in our Downriver area enjoys the honor of sharing a dual celebration with our country in this 200th year.

The Directors, Officers and Staff of Security Bank and Trust wish to offer our sincere congratulations to the residents of Grosse Ile on this auspicious occasion. We have been privileged to share with you in the growth of your community and we hope to continue serving your business and personal banking needs.



When it comes to banking, Security is all you need!

283-5000

SECURITY BANK & TRUST

A SUBSIDIARY OF SECURITY BANCORP, INC.
MEMBER FDIC

Time Changes Little in Peoples Demands on Government

By MEG BREMER JONES
Times haven't changed much in government and people's demands for services on Grosse Ile.

If one substituted dates and names - maybe not all names - the problems that caused people to feel frustration with living on a small island in the Detroit River would not seem to have changed.

Take roads as one example. Mrs. Julia Keith, in "Our Little Island Grosse Ile," wrote of a fertile soil but "being largely clay, anything would stick in it in the wet weather."

(What do islanders have to do today but add sand and peat moss and nutrients to change clay soil to dirt that will produce beautiful lawns and gardens.)

That same clay gave people one of their earliest problems, road-making, Mrs. Keith said. Going to and fro before winter frost and in rainy spring months was done under great difficulties. "Any vehicle was liable to sink beyond immediate redemption," Mrs. Keith wrote.

Then a "man with vision," Cameron Waterman in the early '80s brought crushed stone from the Sibley quarries (across the river from Waterman's West River Road home), and spread enough stone to make a pavement of sorts." Others copied him.

Skip a few decades to Jan. 2, 1915, and read the minutes of a brand new township -- Grosse Ile.

Roads are again a township board meeting and an annual meeting topic. A road committee was named headed by T. H. Noble.

In four years, under the road committee, the township built up a complete system of highways,

aided by direct taxation, state road rewards and a bond issue. (Complete system meant the river roads and a few cross streets.)

A few years later, April 2, 1923, found \$2,000 set aside at the annual meeting to improve roads.

This allocation by the Township Board was spurred by the thought at any further delay in completing the island's road system would jeopardize future plotting and uniform improvements.

(Therefore, the township

decided to create a planning committee to plot the future course of the island.)

Within the past five years, Grosse Ile has built a new set of roads...many over the original lanes developed in the 1800s. Prior to this 1971-3 improvement, the island was called "Chuckholeville, USA." The ruts in roads were bad.

At the June 14 Township Board meeting in Grosse Ile's 200th birthday year, roads still were a conversation among trustees. The road was Stout Street.

+++

Roads, water pollution, sewers, low flying planes, zoning and planning, beautification of riverbanks, operating "taxi machines" at excessive speeds, problems with picnickers (now it's fishermen and litter).

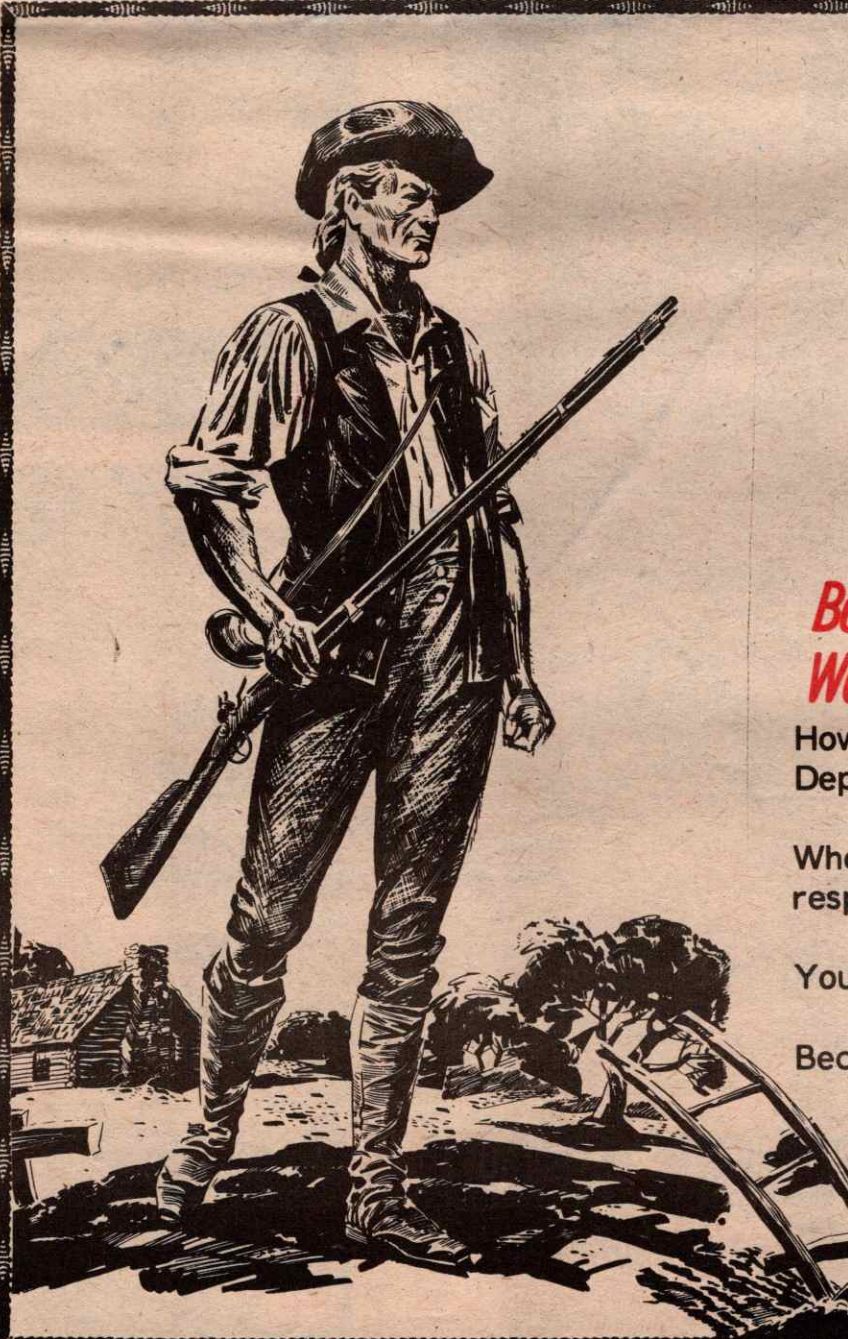
All of these...and more...are topics that prove times have changed little in government on Grosse Ile from its early days to 1976.

Even becoming a township government was not an easy task.

Originally Indian territory, the island was claimed by the French for a period and then by the British;..This section of Michigan was lumped with Canada. It became a part of the United States following the Treaty of (See Times Change, Page D-17)



TWO SURVEY TREES, whence property marking (lot sizing) started years ago, stood from the 1808-1810 until March, 1973, when high winds uprooted the remains of the last tree. Beside it was the Mansion House built by William Macomb in 1783-84 until it was burned by the Indians. A later home housed William Macomb II. Some islanders have souvenirs from this tree framed and hung on their walls.



**Because of YOU, Modern Day Minutemen ...
We thank you for your vigilance; you saved a life!**

How fortunate we are on Grosse Ile to have a volunteer Fire Department that cares.

When Rene had a heart attack Saturday, June 13th, you were responsible for saving his life.

Your alertness, expertise and courtesy will never be forgotten.

Because of YOU ...

Rene and I want to say ...
HAPPY BIRTHDAY, GROSSE ILE

Barbara Denne



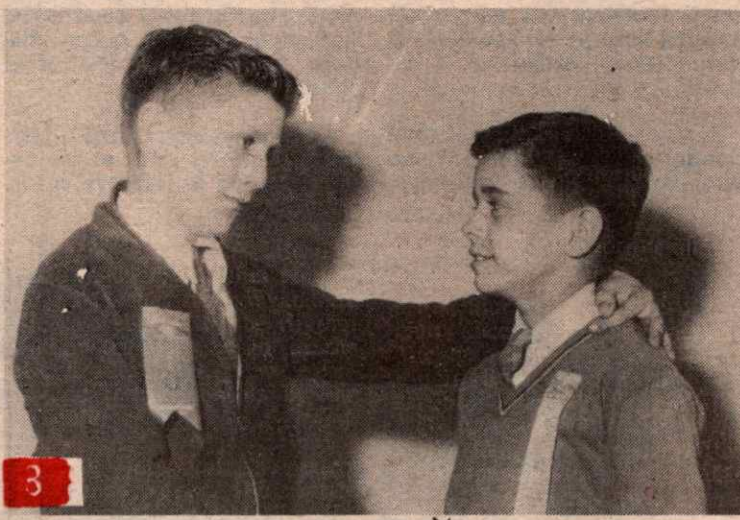
How Many People Do You Know?



1



2



3



6



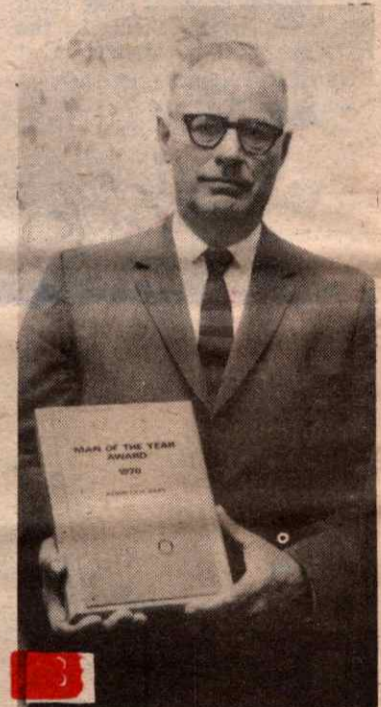
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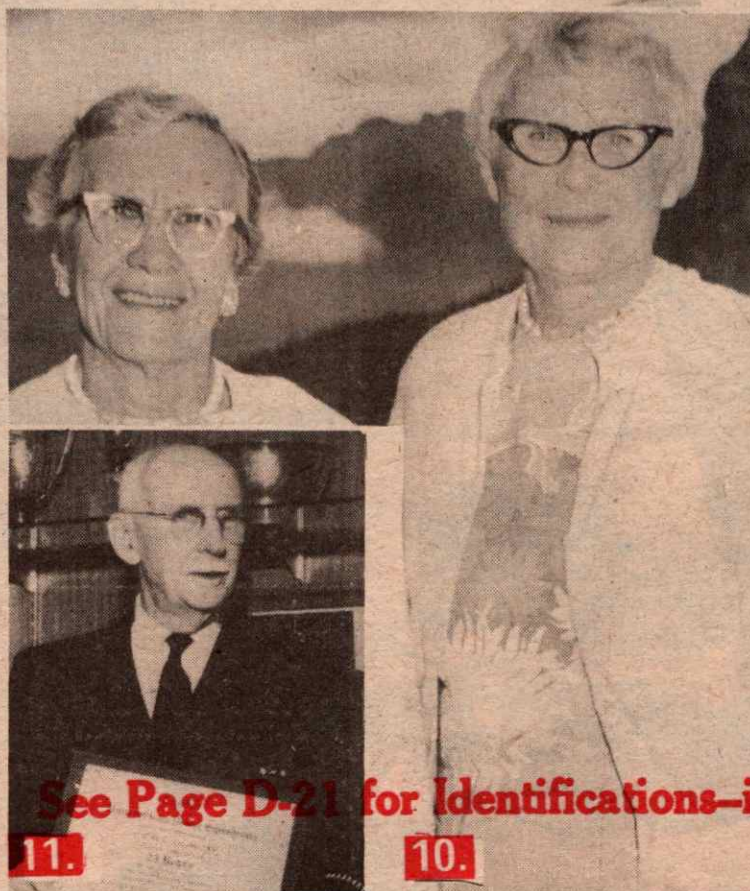
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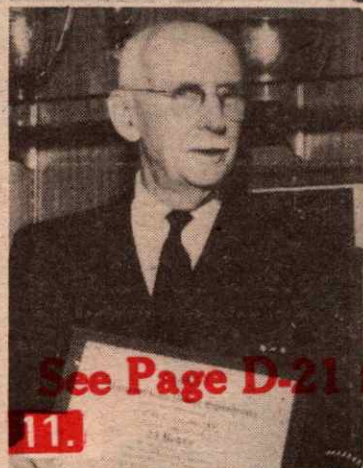
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14



4



11

See Page D-21 for Identifications—if we know them

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Ile's Vital Statistics '76 to '76

	1976	1876
Population (1976 est.)	8,900	424 (1870 census)
Number of Dwellings	2,745	
Area	10.25 square miles	10.25
Public Open Space	4 areas	
Assessed Valuation (State Equalized)	\$80,343,526	
Building Permits (Fiscal Year)	42 homes, 2 industries	0
Township Budget (1976-77)	\$1,651,509	\$9,411 (1915)
School Budget (1975-76)	\$3,713,944	
Registered Voters	5,400	
Number Public Buildings	27	
Number School Buildings	5	
Auxiliary Buildings	1	
Number Classrooms	97	
Other Rooms	12	
Number Teachers	131	
Financial Institutions	3 (resources totaling over \$8 million est.)	
Telephones in Service	3,000	38 (1898)
Churches	5	2
Industry	66	
Airport	1	
Newspapers	2 (Weekly)	
Street Mileage	56 (32 paved)	
Police Department	14 (6 cars)	
Auxiliary Police	8	
Fire Department	47	

Senior Essays Preserved Much Island History

It was on the daily train rides between Grosse Ile and Detroit when Carlos B. Clark heard many tales about the history of Grosse Ile.

Cognizant that this southeast section of Michigan had a tremendous history, Clark talked many hours with O.N. Webb, the train conductor, and other island commuters about the island's early days.

Clark often commented about the lack of written history on Grosse Ile.

This prompted him to initiate the Grosse Ile Day Essay Contest. He announced it at commencement exercises in 1934 when he was the commencement speaker.

The following year . . . and for the next 22 years . . . every island senior spent the winter months

interviewing pioneer residents, probing local books and records, reading historical books on Michigan in the Detroit and Burton Historical Libraries to accumulate information for essays.

Every senior wrote an essay as a graduation requirement. The essays were read each spring at a Grosse Ile Day program at the high school. Today, in the homes of many Grosse Ile graduates are miniature framed plaques that went to the yearly essay winners, a gift from Mr. Clark. The plaque was a replica of a large plaque hung on the high school wall on which the winners' names are engraved.

Those essays still are stored in the high school and provide a wealth of information about early

(See Senior Essays, Page D-15)

HAPPY BIRTHDAY
AMERICA
and
GROSSE ILE

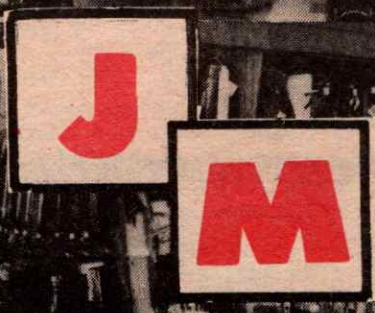
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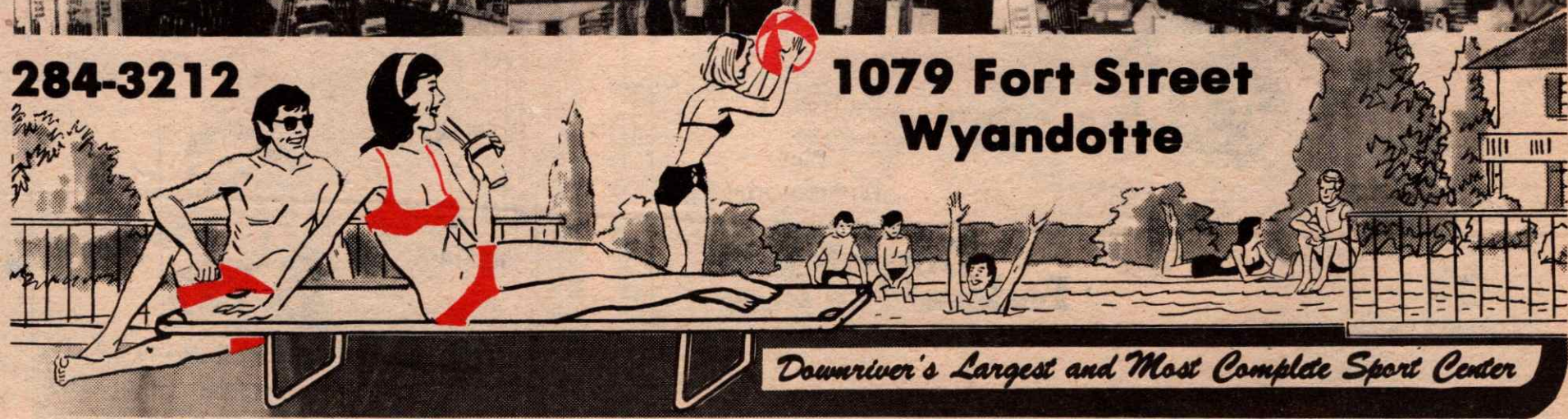
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Ferry Boat, Railroad Preceded 2 Bridges

By DEBBIE STEVENS

New visitors to Grosse Ile are often amazed that they really must cross a bridge to the island. Then they discover there is a choice of two: the county bridge or the toll bridge.

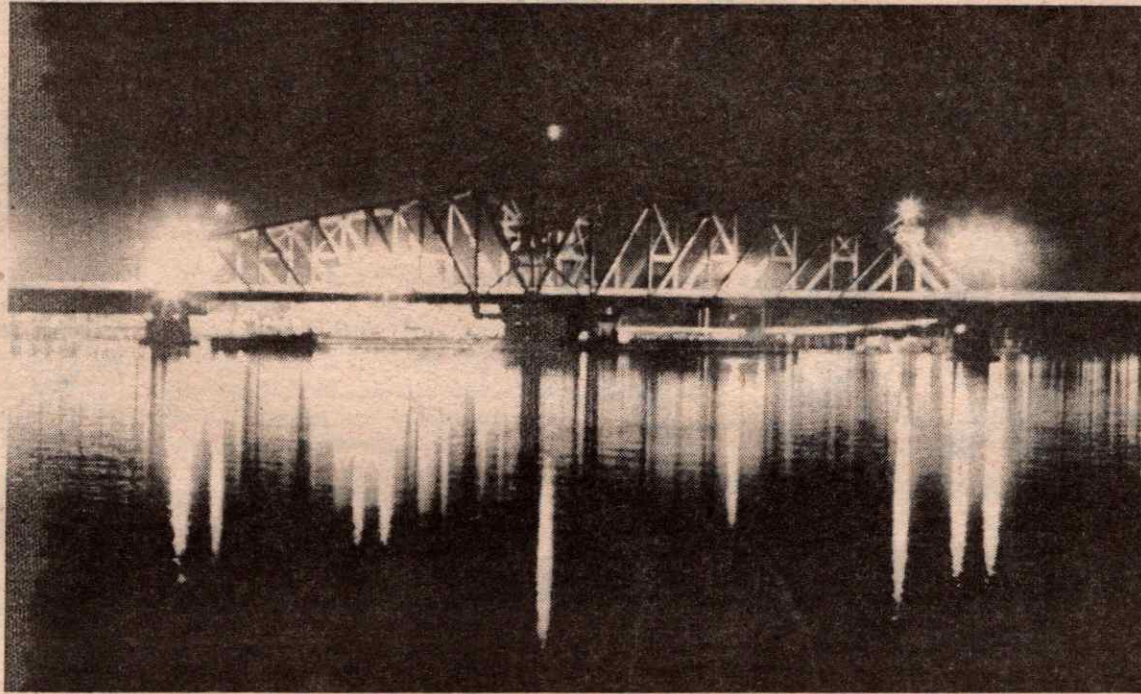
Today the bridges are taken for granted by most area residents. Few remember before their construction when the only way to the island was by ferry or by railroad.

The toll bridge opened on

Thanksgiving Day in 1913 as the first automobile bridge linking Grosse Ile to the mainland. It is located across from Riverview in the northern part of the channel which separates the island. The Grosse Ile Bridge Company, privately owned by the Smoke



THE TOLL BRIDGE, first to connect Grosse Ile to the mainland, donned a red, white and blue dress last month for the Bicentennial. The span connects the island with Riverview.



LIGHTS REFLECTED on the Detroit River give the free bridge, between Grosse Ile and Trenton, a spectacular look at night.

family, operates the bridge by charging a fee.

A look at a board of supervisor's transcript determining fees for the bridge in 1910 reveals that it was more expensive to cross the bridge in its early days than it is now. For instance, in 1910 the toll set for an automobile with driver (any other passengers were charged extra) was 50 cents one way and 80 cents round trip; today, it costs 25 cents per carload to cross one way.

That document also listed a single wagon with two animals and a driver was charged 50 cents one way. Each person over eight-years-old walking over paid an eight-cent fee.

Farming was still important at that time, and a threshing machine with driver was charged \$3 toll. Hogs and sheep on foot were assessed five-cents each while the cost for other animals was 10-cents each.

On Sept. 4, 1931, the Wayne County Bridge, or free bridge, was opened. Located further south on the channel, it runs between Elizabeth Park and the Edison complex in Trenton.

The opening was a gala occasion with picnickers at the park, a fleet of boats in the river and a flight of airplanes flying overhead. The governor of Michigan delivered a speech, and bands played. The bridge was officially opened by the general manager of the Curtiss-Wright Airport on Grosse Ile who flew through and cut the ribbon.

The original foundation of the county bridge goes back to 1871 when the Canada Southern Railroad built a railway bridge to Grosse Ile and through to Stony Island. From there, ferries transported the railroad cars to Canada as part of the Chicago-Buffalo service.

In 1900, Michigan Central Railroad assumed control of the bridge. A new railroad station

was built on the east side of the island four years later and now houses the Grosse Ile Historical Museum.

Passenger service to Grosse Ile was provided from Detroit until 1924.

The bridge was purchased by Wayne County a few years later and the present automobile bridge was built on the right-of-way.


Both bridges are swing bridges; that is, to open they swing sideways. This type of bridge was very common in the early days and necessary for the freighters and pleasure boats to pass through.

On Aug. 6, 1965, the toll bridge was rammed by the freighter John T. Hutchinson. Five cars were on the section that fell, but no casualties occurred. All traffic was re-routed to the county bridge until repairs were completed in early December.

Grosse Ile's population growth is interesting to note. When the toll bridge opened in 1913, less than 800 people lived on the island. Eighteen years later when the county bridge opened, the population was only 1,500. Today, the population is near 9,000 and more than 11,000 cars cross the free bridge daily.

The two bridges dramatically highlight Grosse Ile's skyline and still provide the most important channel of transportation in this urban age.

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We moved to our present facility on Allen Rd. in Woodhaven in February, 1974.

These new, larger headquarters made even more service possible...more new cars and trucks to choose from, a bigger service department and an unbeatable selection of previously owned cars and trucks.

We have a special interest in Grosse Ile's
 200th Birthday

D.J. Gorno, President
 Islander since 1949

Ed Joliffe, Secretary-Treasurer
 One of Grosse Ile High School's
 Outstanding Athletes

George Gorno, Used Car Manager - Lifelong
 Island Resident and '67 Graduate of
 Grosse Ile High.

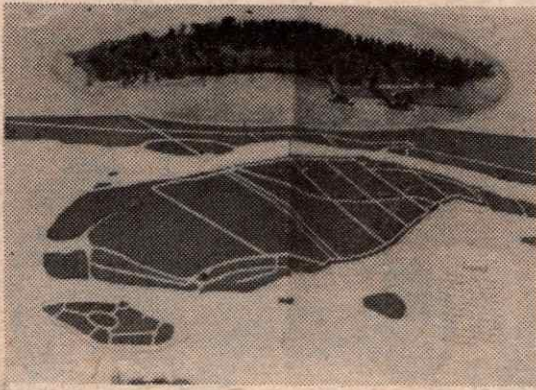
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Musicale's 45 Years Are Rich in Cultural Aid to Young, Old



SUGAR ISLAND, located near the head of Lake Erie, has long been a popular spot for a day's outing. The steamer Riverside (or Wyandotte) made trips to the Island (and nearby Hickory Island) at the turn of the century, giving many Downriverites opportunities to spend a day at the park. The Grosse Ile Historical Museum has two small red and crystal dishes that are souvenirs of Sugar Island in the days when the items were given as prizes in competitive games and races. The aerial photo of Grosse Ile shows a picture of Sugar Island superimposed. The picture is misleading because Sugar Island actually is off Hickory Island, not west of Grosse Ile.

Cultural interests had an early beginning on the island in private homes, but it was not until the 1900s that special groups were formed to meet cultural needs of residents.

Among these was the Friday Musicale, founded in December, 1931, by Mrs. John Karmazin. The group since 1958 has been named the Grosse Ile Musicale.

A committee of six met at that time to arrange the organization and to plan the first year's program.

The meetings were to be held on the second Friday of each month at the home of a member.

When the first group of 50 women met, they elected Mrs. Karmazin as president. Vice-president was Mrs. Walter C. Boynton; Mrs. Reginald E. Leggette, secretary, and Mrs. Oscar A. Johnson, treasurer.

The first program featured Miss Thelma von Eisenhower, contralto, as soloist.

Besides bringing great artists and their music to Grosse Ile, the Musicale has aided students at the school.

During the depression, when the school could not afford a music teacher, the club paid to bring a teacher from Wyandotte twice a week. Also, the rhythm band instruments, used in the lower grades for years, were contributed to the schools by the Musicale.

Among some of the early programs were: the Little Symphony of Gorges Miquelle, Cranbrook Glee Club, University of Michigan Glee Club, two Gilbert and Sullivan operas presented in the school auditorium, a harpsichord recital, organ recitals at the island churches, a Ukrainian National Chorus, Ypsilanti Madrigal Club.

The group has drawn on numerous Detroit Symphony, University of Michigan and Wayne State University performing artists for programs as well as their own membership. In 1976, an effort to develop a performing group within the club was launched which successfully gave a mini-opera for the annual meeting.

For four years, 1937-1941, the club sponsored University of Michigan extension courses in music appreciation. The instructor was Professor Glen McGough. Given in the school auditorium, the course permitted credit toward a degree in music for several who attended regularly.

The children's concerts by the Detroit Symphony on Saturdays for a number of years was on the Musicale's schedule. They sponsored a bus of students to attend the concerts.

The 1976-77 officers are Mrs. Frederick Stewart, president; Mrs. Bruce Sells Jr., vice-president; Mrs. Richard Papp, Mrs. Richard Andrew, secretary; Mrs. John C. Kreger, treasurer.

Senior

(Continued from Page D-11)

islanders and life on Grosse Ile in its early days.

A similar essay contest ran concurrently in West Acton, Mass., where Mr. Clark was born.

The essay contest founder was the controller of the J.L. Hudson Co., Detroit, a post he held for 33 years before retiring in 1946, and was internationally known for his department store accounting procedures. He was given an honorary professorship at the Harvard Business School.

The Clark home was on West River Road, south of Larkspur Road. He died in December, 1947, leaving his estate to the Hudson-Webber Fund for underprivileged children.

'Frisky' Rates 200-Year Honor

Kurt Kobiljak always thought his dog Frisky was special. Now he has proof.

Frisky's new Grosse Ile dog license number is 200 in this Bicentennial year, 1976.

Frisky, a stray "cocker-shep," has lived with Kurt's family over a year.

"I used to call him Susie but that was a mistake," Kurt explained.

Kurt is the son of Dr. and Mrs. Steve Kobiljak, Knudsen.

Serving Dynamic Downriver 30 Years

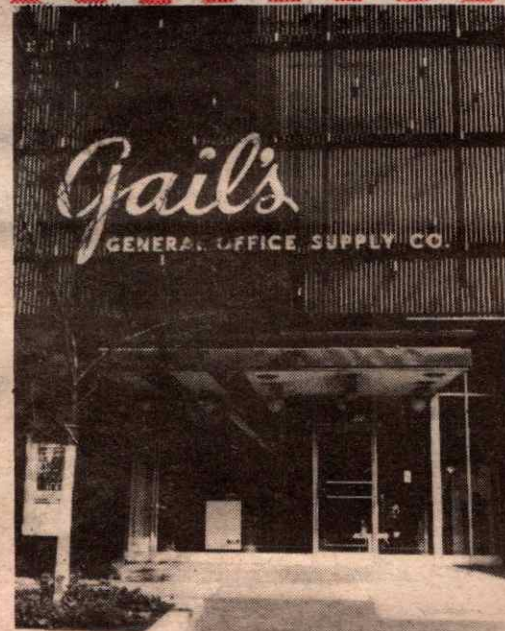
Serving dynamic downriver since 1946, Gail's General Office Supply has become a successful branch operation of General Office Supply Company, Detroit. In January of 1946, the store first opened its doors on Biddle Avenue in the Arcade, between Eureka and Sycamore. A young man, Paul Ahrens, joined the company on April 1, as the store manager. His new bride came along to help. They have worked side-by-side for thirty years, building the business to its present capacity.

In 1949, 99 Oak became the new home for the ever-increasing office supply-camera shop. Gail's continued to develop their image as "the friendly folk at First and Oak".

With a "Hi Diddle Diddle, we've moved to Biddle" the store jumped to its present location in November of 1962, expanding to a full block in size. The store was now accessible from either Biddle Avenue or First Street.

In 1970, when the First Street expansion was made, Gail's added a more complete furniture and office interiors department. At the same time the Camera department was dropped.

At present; hand in hand with their friendly image, Gail's has grown into a full size businessmen's department store: able to meet all your office supply needs, and featuring a complete line of social stationary, greeting cards, party goods, art supplies, pens and drafting equipment...and all this given to you, with a personal touch.




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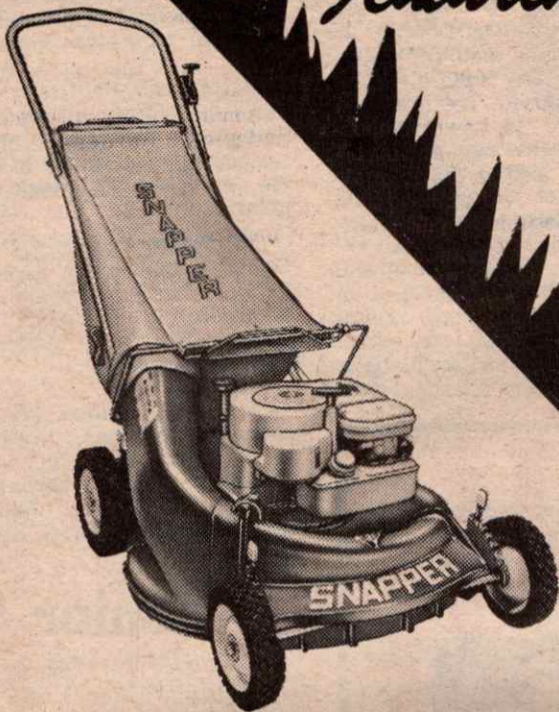
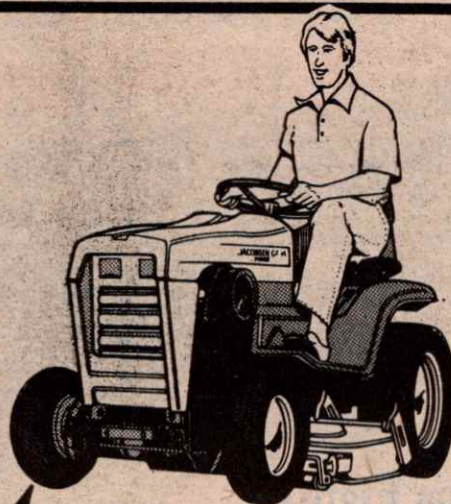
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OUTDOOR POWER EQUIPMENT



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↓
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OWNER

MARK DURDIK

CLIFF SWORD

JEFF ANDERSON

KATHY GRONDA

DAVE DETTLOFF

DAVE WHITTY



VFW Post Launched in March, 1946 by 21 Men

The Veterans of Foreign Wars, William S. Knudsen Post 9536, was launched in March, 1946, at a meeting of 21 men at the Sacred Heart Church.

At the initial meeting April 11, 1946, at the high school and with James Tribbey, department of Michigan inspector, Wellington A. "Moon" Milliman was elected as the first commander. Milliman, who still lives on

Macomb Street, was the former owner of the Grosse Ile Hardware.

Charter officers with Milliman were Robert Johnson, senior vice-commander; W. Gilbert Owen, junior vice-commander; Edwin Jolliffe, quartermaster; William Rauth, adjutant; Arthur Langfield, chaplain; J. Hemnich, service officer; R. J. Griffin, officer of the day; Tom Beck, guard; Edwin Haire, DeForest Alber and John Baron, trustees.

William Toepf was sergeant; Raymond M. Overholt was quartermaster sergeant; Fred Linley and William Monahan were delegates to the Wayne County VFW Council and LeGrant Baron was colorbearer.

These officers were installed May 19, 1946. At that ceremony, 21 citations were issued to island families who had lost a son or husband during World War II.

At the May 22 VFW Post meeting, officers for 1976-77 were named. They were installed June 24.

The officers include: Harry Young, West River Road, commander; Ray Norkus, senior vice-commander; Dave Gardner, junior vice-commander; Joe Guido, quartermaster; Ted Parkhurst, adjutant; Frank Ellison, chaplain; Stan Huber, service officer.

Roy Majors is the retiring commander.

The VFW Post Hall is on Macomb Street.



WOMEN play a role in Grosse Ile's modern police services. Betty Chesley joined the force in 1972, serving as desk officer in the daytime and as keeper of records and secretary to Police Chief Patrick Lyons.

Wedding Dolls in Museum Exhibit

The June display at the Grosse Ile Historical Museum, East River at Parkway, is a wedding party, according to Mrs. Lois Howard.

Mrs. Theodore Barbier arranged the display of kewpie dolls in wedding attire for the exhibit. The museum is open Friday mornings and Sundays between 1 and 4 p.m.

Time Changes Little

(Continued from Page D-9)

Paris which concluded the Revolutionary War.

For a period in the War of 1812, Grosse Ile again was under British rule but was returned to the USA after the war.

On April 27, 1827, while Michigan was still a territory, nine townships were created. One of these was Monguagon Township and Grosse Ile was a part of it.

Two attempts made by islanders to become a separate township were refused. The first was in 1834 when a Mr. Lawrence presented a petition to the Legislative Council asking that Grosse Ile be "set off as a separate township." The petition died in committee. Another petition presented to the State government suffered the same fate.

Therefore, on Sept. 11, 1914, William S. Blauvelt and 24 other islanders tried the Wayne County route of securing independence from Monguagon Township.

A second petition, Oct. 27, 1914, to the Wayne County Board of Supervisors asked: "That the Township of Monguagon be and the same is hereby divided, and a new township be and the same is hereby erected in said County of Wayne, which shall be designated as the Township of Grosse Ile, and shall consist of all the portion of Monguagon lying easterly of the center of the channel or branch of the Detroit River and including Calf Island, so-called in said channel." It was approved by the county board, 41-13.

Judge Alfred Murphy approved the document on Dec. 10, 1914, and the Michigan Supreme Court affirmed it on Feb. 12, 1915.

Meanwhile, the Board of Supervisors had appointed George Thrall, Richard M. Moore

and Archibald M. Alexander to preside at the first annual meeting in the library of the Central School on Nov. 23, 1914.

Notices of the election of the first township officials were posted on trees, on the bulletin board at the railroad tracks and at the island end of the toll bridge.

The election at Holland Hall on Ferry Road on Nov. 23, 1914, cost \$25.90 for 500 ballots (some white and some blue), a seal, pencils, string and a poll book.

The electors chose Republicans H. Leonard Wilton, supervisor; J. Frederick Burdeno, clerk; Richard N. Moore, treasurer; Orin N. Webb, Douglass Hall, William S. Hall and George Wangbichler as justices of peace. Highway commissioner was Robert Johnson. Constables were Anthony Lessner, Gregory Johnson, Edward J. Stumm and Charles D. Hastings.

Township board and annual meetings were held at the Central School until March 13, 1916, when the school board threw the township out because of "language, etc., engaged in that forced the school to close on election day, March 1." So the annual meeting that year was held in Holland Hall.

At the second meeting, the Township Board affirmed a school board action which changed the school district's title from Monguagon Township School District No. 2 to Grosse Ile Township School District No. 1.

The spring of early township government in 1915 was filled with hassling with Monguagon Township over the division of Monguagon funds to give Grosse Ile moneys that had been paid by islanders. The final agreement gave Grosse Ile 46.89 per cent of Monguagon's tax collection. This (See Times, Page D-23)

Aviatrix Amelia Earhart Tested Her Plane at Grosse Ile Airport

Amelia Earhart (1898-1937), who was a passenger on a plane making one of the pioneer trips across the Atlantic in June, 1928, stayed on Grosse Ile for a three-month period while she finished her book, "Twenty Hours and Forty Minutes."

Her stay was at the Curtiss-Wright Airport, now the Grosse Ile Municipal Airport, because, she had said, she would be able to live simply here and at the same time make speed tests in her Lockheed Vega plane.

Miss Earhart was attempting

to set the world's speed record for women.

Often she arose at dawn and, with her advisor-companion, Lt. Carl S. Harper, she put her plane through its paces over Grosse Ile.

Finally, at the Wayne County airport in 1931, Miss Earhart set the world's speed record, shattering previous women's record of her day.

The aviatrix's life ended somewhere in the south Pacific in July, 1937.

Census Figures Reflect Growth

Census figures prove that Grosse Ile's growth over the years has been slow, except for the years 1950-60.

In the first known recorded census in 1810, 50 persons were counted on Grosse Ile's mainland and three lived on Hickory Island. The ensuing census figures followed:

1845 -	200 est.
1860 -	364
1870 -	424
1920 -	802
1930 -	1,473
1940 -	2,206
1950 -	3,906
1960 -	6,318
1968 -	8,000 est.
1970 -	8,306
1976 -	8,900 est.

July 6, 1776 - July 6, 1976

200 Grand Years



Jim and Phyllis O'Donnell, Island Residents

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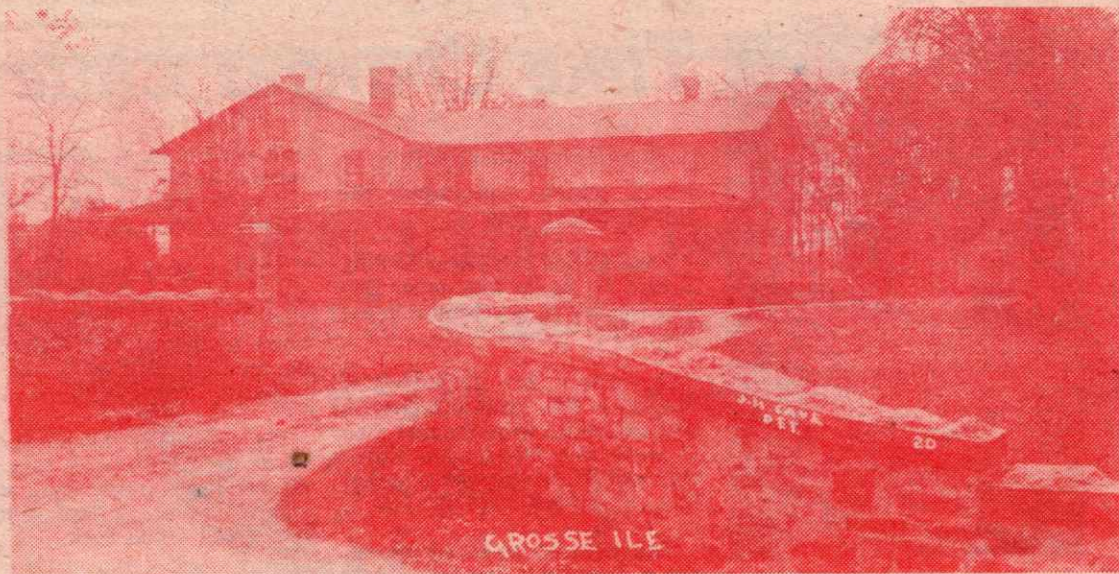


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BOATS ONCE carried hundreds of people to Grosse Ile's east side where The Island House was the mecca because of its summer entertainment possibilities. A popular resort hotel in the late 1800s and early 1900s, the Island House stood on the site of the 1958 addition to St. James Episcopal Chapel. The front part of the hotel was originally a private boys' school, sometimes called Episcopal Academy. The school was owned by the Rev. Moses Hunter who came to the island in 1847 and held regular religious services for early island residents. The school was discontinued in 1861 when Rev. Hunter went to Pennsylvania on a call to serve as a chaplain for a cavalry unit. Among island boys who attended the school were Rucker, Keith, Biddle, Norvell, Lowrie and Robert L. Stanton.

10 Women Did A lot for Youths at Berea College

No longer existent today but active in the early 1950s was a small group of women—never more than 10—whose effort was directed at selling the handiwork of students from Berea College, Ky.

Mrs. Howard Toogood invited five guests to her home and proposed that they begin to establish a perpetual scholarship at the college. The women decided to knit or sew small articles for sale to islanders.

A perpetual scholarship never materialized because sufficient funds were not raised by the small group. But, a number of students from Grosse Ile High School found tuition aid from the group.

Known as the Berea Club, it enabled students at the college to meet one requirement of their tuition: i.e. they had to work for half of their tuition.

The group included Mrs. Hugh Martin, Mrs. Ronard R. Hayward, Mrs. George Johns, Mrs. Norman Tieman and Mrs. Arthur F. Zoll.

The Berea Club's other contributions went to Finnish Relief, St. James Service League, Goodwill, Salvation Army, Red Cross and to handicapped children.

In 3 Years, Racquet Club Grew to 800 Members

Originally designed as a recreation building for Navy personnel, the Grosse Ile Racquet Club opened on Oct. 12, 1973, with 44 tennis-minded members.

Devoe fluorescent lighting, again the first such fixtures installed in the state, were added to assure no shadow problems on the indoor courts.

Tony Crociata, owner-manager of the Racquet Club, explained that the building had been used for basketball and boxing matches. The walls were knocked out and building gutted to provide suitable courts for tennis.

The Grosse Ile Racquet Club has four outdoor clay courts and now has a membership of 800 persons. Last year 72 young people under the age of 18 participated in the junior development program at the club.

The six indoor courts feature Neo-Preme rubber courts which is 3/8-inch rubber over concrete. The special floor was the first such one in the state and is easy on the legs during tennis matches.

Future plans include a possible party area over the club's lounge and perhaps racquet ball courts between the outdoor courts and the building, Crociata said.



EVEN TODAY tourists come from faraway places to see the Wonder Well located on Southpointe at the tip of Grosse Ile. The well has been flowing on the James Swan farm since 1904 when it was drilled in a search for 'black gold' oil. Instead sulphur water gushed skyward.

Tapes Record Oldtimers' Memoirs

Tape recordings of the memories of some of Grosse Ile's longtime residents will preserve the heritage of the community under a yearlong project by the Grosse Ile Historical Society.

Mrs. Helen Crebs (W.W.), Theodore Barbier, Howard Harvey, Isabella E. Swan, Mrs. Florence (Archie) Hamilton and Mrs. Violet (Anthony G.) Oldani.

To date, the three-member committee has completed eight interviews with islanders who have lived here more than 50 years, Mrs. Will S. Howard said.

Mrs. Howard said the interviews were made on small cassettes and copies were put on long tapes.

These interviewees include Mrs. Connie (R.L.) Stanton, Mrs. Grace (John B.) Wright,

"We hope to get a tape recorder for the museum," Mrs. Howard said, "so the interviews can be used when requested."



Wyandotte Trucking Corp.

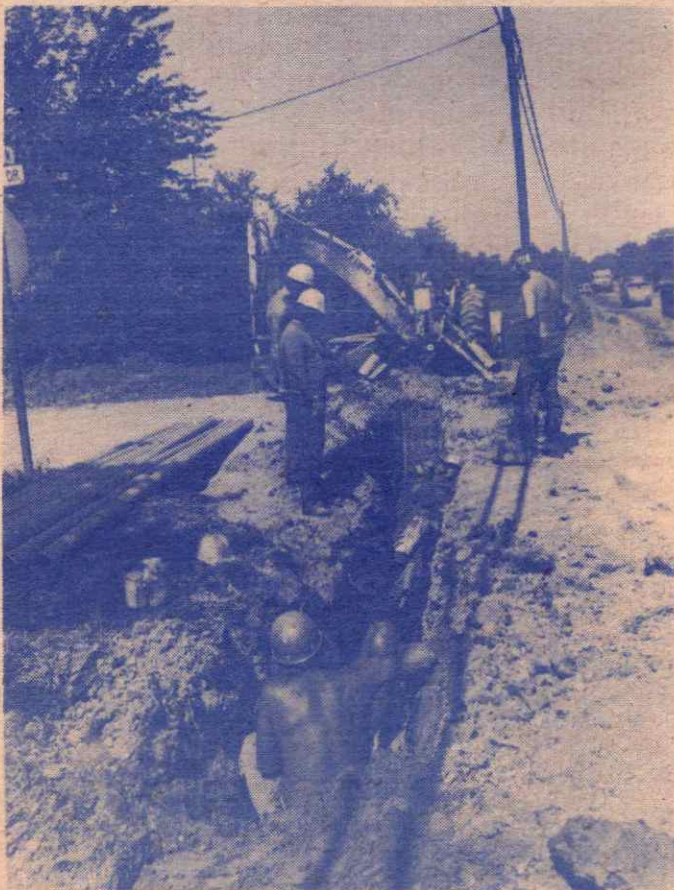
WYANDOTTE



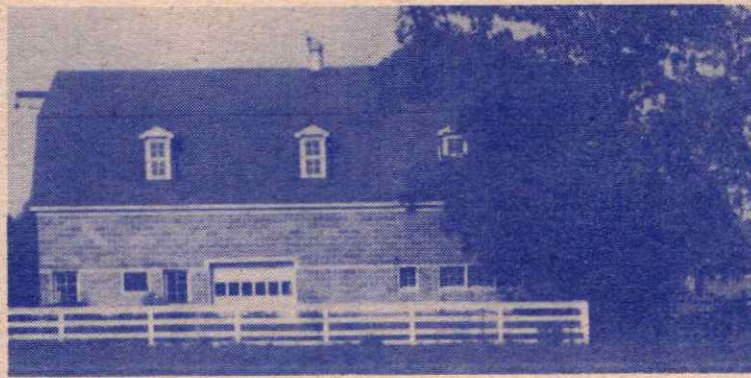
TREES along the riverbank once provided surroundings for The Treaty Tree at the foot of Grays Drive. In the 1950s, a brick wall was erected to enclose the 'Hollow' where Dunbar and Sullivan Dredging Co. boats are launched to take workmen to Stoney Island. The Treaty Tree and marker can be seen in the background.



COWS ONCE were common sights on Grosse Ile. This is a part of the Waterman dairy herd at the north end of West River Road.



WIDENING OF MERIDIAN Road at Macomb Street during the island's two-year highway blacktopping program was being done by workmen from Ajax Paving Co. at the time this photo was snapped in August, 1973. The paving work was completed that fall.



THE COMMUNITY AND Youth Center was 'born' in this barn. Located on the Charles Austerberry property on Meridian Road, the barn was given by the family to Grosse Ile as a center for young people. It later was torn down to give way to the new center building on the same property.



A SCHOOL SUPERINTENDENT who later became Wayne County superintendent of schools was Dr. Charles E. Brake. He headed the island school system 1925-1935.

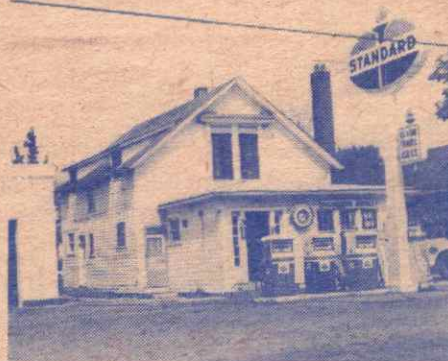
Photos Recapture People, Events of Past 150 Years



AN OLD SALT who made model ships was Commander Arthur Langfield, U.S. Navy, retired. He sailed on the U.S. Essex in 1900. In this 1968 photo, Langfield was preparing a ship model for a Fair and Hobby Show at the Naval Air Station.



A MICHIGAN historical marker, this sign labels the Military Outpost that existed in 1815-17. The stockade was maintained by the United States after the War of 1812 and was garrisoned by detachments of the Fifth Infantry Regiment who were quartered in seven log cabins. The group protected the island's civilians from Indian raids.



A LONGTIME business on Macomb Street is Richardson's Service and gas station—with the family still active in the business. It has been in the family for about 20 years, starting with Jack. Now his son, Kim, works with him.

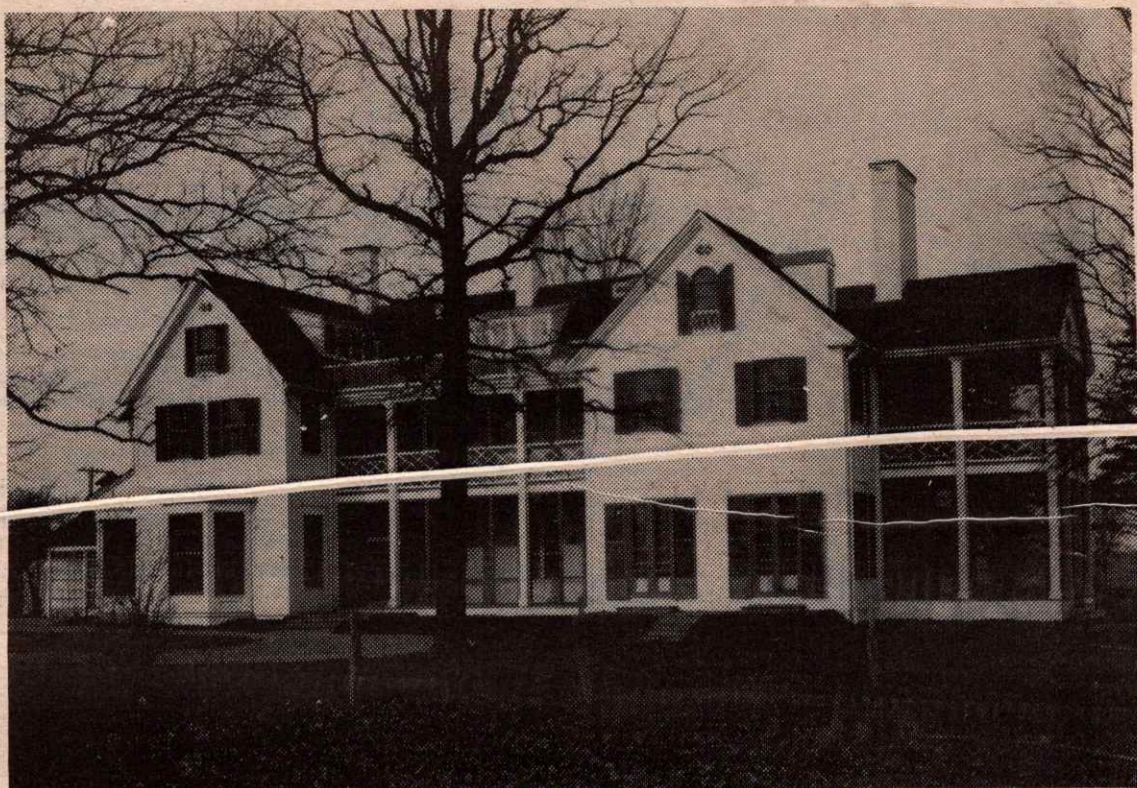


HIGH WATER, that's still with us, were the flood tragedies of 1972 and 73. The Thorofare Canal at the north end of the island looked like this in those days.

How Many Did You Know?

Here are the identities of the persons in the picture-quiz on Page D-10.

1. Ex-Supervisor and Township Attorney, Frederick S. Glover, man of the year.
2. Dr. Marian Chown when she was elected president of the Wyandotte General Hospital Staff.
3. Catherine Stewart. You always see her involved in music.
4. She was often called on to judge flower shows. Mrs. Donald B. Smith.
5. Hiker . . . but who ???
6. Miss Adah England, English teacher at high school, pictured about 1936-37.
7. She's sewing for Youth Center. But who???
8. Spelling Bee Champ Chick Lafayette (now police lieutenant) and runner-up Rudy Guest.
9. William T. Woodward, famed for his sketches of Grosse Ile, in his home print shop.
10. Mrs. Walter Pepke and Mrs. Marjorie Burdeno were on a trip when this was snapped.
11. Edward DeMille Campbell won a Coast Guard award.
12. Mr. Republican and an ex-township trustee. Lee H. Clark.
13. Township Trustee and ex-school board member Kenneth Gape, man of the year.
14. Louis Lafayette, snapped with his old-fashioned coffee machine that you can barely see.



JOY LODGE, summer vacation home for nurses at Grace Hospital, Detroit, is an Elba Island landmark. Purchased in 1922 by Mrs. Nellie Newberry Joy, president of the Board of Lady Managers of the hospital which was founded by her grandfather, John S. Newberry, Joy Lodge was used by student nurses and graduates in the Grace Hospital School of Nursing until its sale in the early 1960s.

Knudsen Estate Is Now Our Waters Edge Country Club

Through the years the former estate of William S. Knudsen on West River Road and Parkway progressed to the Island Boat Club, and then the property came

under the ownership of the West River Yacht Club.

In January, 1974 prolonged negotiations were completed and Water's Edge Country Club was formed.

The Grosse Ile Township Board organized a seven-man commission to oversee the new country club.

In 1974, 1,802 families joined the club and in 1975, the membership rose to 1,984 families.

The facilities feature a nine-hole golf course which is 3,100 yards par 35; club house which, in October, 1975 began offering full dinner service to guests in addition to luncheon fare, and a large pool just discovered to be "several inches under official Olympic size".

Rotary, Kiwanis and Jaycee groups from the island meet weekly at Water's Edge.

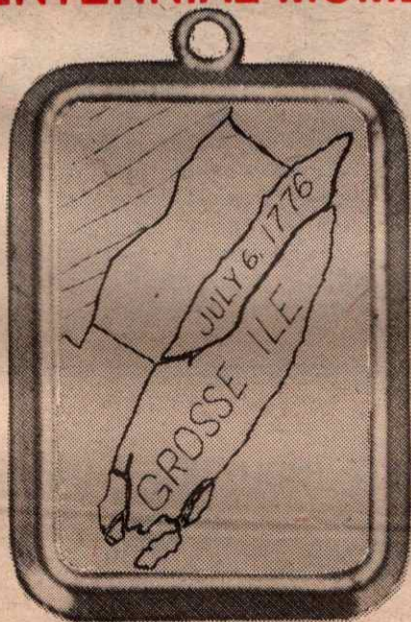
For the first two years, seven area communities were eligible for "resident" membership in Water's Edge. They included Rockwood, Brownstown, Lincoln Park, Woodhaven, Gibraltar, Trenton and Grosse Ile. Only the last four communities are now included as "residents."

Persons living in these four communities may join Water's Edge for an annual \$30 fee per family. This includes all children under age 21. Non-residents may join for \$60 per family.

Minimal fees are charged for swimming and golf; profits are used to pay the debt on the 75-acre club. No tax dollars were used in the purchase of Water's Edge Country Club, a community golf and swim club for Grosse Ile.

At the waterfront is a marina where members dock boats in the summertime and store them over the winter. Expansion of the marina is planned.

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Scoutings On-Off History Now Serves Ile Boys

(Editor's note: The history of early scouting on Grosse Ile was the subject of a Grosse Ile Day essay researched and prepared in 1948. Facts for this article are culled from the essay and augmented with updated data by The Camera.)

Scouting on Grosse Ile was first fostered in 1912, just two years after its introduction in the United States, according to the Grosse Ile Day essay.

Frank Debinski of Detroit organized 10 boys and met with their interest in this first troop was stimulated by Mrs. F. P.

Anderson when she allowed the boys to remodel the old carriage-house on her property and use it as a meeting place. The troop disbanded in 1915.

Some of these first scouts were Dr. O.N. Graves and his brother, plus Benjamin Douglas and Ernest Gronda.

Scouting was revived in 1919 by Gilbert Douglas who held the troop until 1922.

When the Rev. Charles T. Webb came to St. James Church in 1925, he revived scouting with about 15 boys who met at St. James.

Among members of this troop were Thomas Connellan, Dean Rucker, Helmuth Krave and Don Clift.

When the Rev. Webb left about 1930, his successor, the Rev. Leonard K. Smith, who had written and published many books about scouting, became the leader.

Interest in Boy Scouting lagged for a period until about 1936 when W. W. Knight Jr., assisted by Arthur Fox, revived interest and activities. Among the scouts' activities were trips to Grayling for hiking and skiing.

Knight, who was scoutmaster until 1939, organized the troop committee, made up of fathers of scouts and others interested in scouting. Its responsibilities were troop advancement.

Knight also purchased property at Horsemill and Thorofare where he allowed scouts to camp regularly.

Scouting maintained interest in the ensuing years through the efforts of Harold Foss, H. C. L. Jackson, Willard Wolfe, David Hooper, John Royal (a school science teacher), Hoyt Howlett.

During the war years, the scouts volunteered as war bond salesmen, messengers for the Civil Defense and stretcher carriers for the Red Cross Motor Corps.

Troops over the years have been sponsored by the Board of Education, PTA, Rotary Club, churches and other groups.

Several other areas of scouting in the early part of this century were the Cub Scouts and the Air Scouts.

The Cub Scouts were organized

in 1942 and are a junior unit of scouting. L.G. Lunsted was an early leader.

Arthur Marsh organized the Air Scouts in the late 1940s. With a membership of 20 boys, all older scouts interested in scouting, participated.


With the backing of Capt. W. D. Anderson, commandant at the Grosse Ile Naval Air Station, the air scouts were allowed to meet at the air base Saturday mornings.

Approximately 215 boys in Cub and Boy Scouting are served yearly on the island, according to Detroit Area Council records. Troop 1261, established in 1939, is sponsored by the Rotary Club. Rotary also sponsored, for a period, a Sea Scout Explorer troop.

The second Boy Scout Troop 1262 was established in 1963 and was sponsored by St. James Episcopal Church but is not listed with the Detroit Area Council.

Each of these troops has a junior version, Cub Pack 1261 and Pack 1262.

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Eberle Smith Cited by Fellows for Long Service as Architect

Eberle M. Smith, architect-engineer, who resides on Parke Lane, was honored for 40 years of architectural practice in late May at his newly redesigned and redecorated offices at West Fort Street and the Lodge Expressway, Detroit.

During the day evening recognition, Smith was presented a special citation marking his 40 years of business by the College of Fellows of the American Institute of Architects and the Detroit Chapter.

His firm, Eberle Smith & Associates, has always been located in downtown Detroit.

Among the structures that he has designed include the Hyde Park co-op houses; the Frank Murphy Hall of Justice; the Southwest General Hospital opened a year ago; Henry Ford Community College buildings and Schoolcraft Community College as well as along list of schools for the Detroit School Board. He also was architect for several Grosse Ile school buildings.

BA Degree Awarded

Eric K. Nielsen was awarded his bachelor degree in business administration at spring commencement ceremonies on May 29 at Michigan Technological University in Houghton, Mich.

Dr. Ivar Giaever, 1973 Nobel Prize winner in physics, delivered the commencement address. Eric is the son of Mr. and Mrs. H. Nielsen of Southpointe.



AN EAGLE SCOUT award is always a special moment when a mother and dad are present to help celebrate achievement of one of Boy Scouting's highest honors. Here scoutmaster Dr. Joseph Brough looks on as Mrs. Arthur MacCorkle pinned her son, Harry. Looking on is his dad, Arthur. The family now lives in Gibraltar but Harry was member of Troop 1261 while he was on the island.

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★

Time Changes Little Over Century of Demands

(Continued from Page D-17)

amounted to \$16,610 and five road scrapers.

A surprise in the second township election of officers at the 1915 annual meeting was the sticker candidacy of Charles Oldani which ousted Robert Johnson as highway commissioner, 84-79. A recount had to be conducted. Other officials were re-elected. A \$2,000 budget was set for the next year.

With roads the prime issue, a July 27, 1915, special election on a \$75,000 bond issue for "good roads" passed with 60 per cent of the residents voting for it. The money was used to "gravel, macadamize and build stone roads, build or repair bridges."

'Ere long, the township had a new kind of complaint: "operating taxi machines at excessive speeds." Warnings were posted.

Related road problems of those days were the theft of gravel from piles of stone to be used to build roads, and farmers with their plows accidentally dug furrows in the newly gravelled roads.

Township minutes of 1917 contain the first appeal for water. In the same year, the troubles with speeders resulted in Mr. Gildersleeve, a Wayne County sheriff's deputy, being hired at \$5 per day on a "borrowed motorcycle" to patrol the island.

The year 1918 saw the township

receiving a 42-star flag from Robert Stanton which flew at the Country Club Red Cross Drive and then at the Central School. By 1920, the bridges to Hickory and Elba Islands had to be improved.

Police protection on a more or less formal basis began in April, 1921, when the township bought a motorcycle and hired Thomas H. Joyce for six months (from May 1) to patrol at a salary of \$12 per month, plus \$100 at the end of six months if he did a good job.

Isaac Peabody began auto patrol (with his own car) in April, 1924. He became police chief in 1928.

Grosse Ile's early fire protection came from Wyandotte through a contract started in July, 1921. In 1929, noting the need for some local fire protection, the Township Board purchased 22 galvanized water pails for fighting fires. They were for the bucket and broom brigade.

By 1937, it was voted to raise \$10,000 for fire protection. Equipment purchase was delayed when the county tax allocation board allowed only \$2,700 for fire equipment.

At the September, 1935 township board meeting, the job of providing a system of good water was begun. The complete system was to cost \$240,000, of which Grosse Ile had to provide \$115,000 and the federal government provided the remainder.

The members of the first water board were George D. Melissarato, John C. Wright, John F. Beyster, Edgar Fitzgerald and Dr. John W. Nagle.

Pure water had been discussed earlier, however, when, in November 1923 E. A. Starkweather, Keen Richards and Louis W. Schimmel were named to a Pure Water Study Committee.

Among other "firsts" in public services to islanders were:

- July 14, 1922: Township Board resolved to stop pollution of the river by forcing people to have septic tanks.

- May 18, 1923: First Library Commission was composed of Mrs. F. P. Anderson, Mrs. Cyrus H. Kinsman and Mrs. E. Porter West. Wayne County was providing a circulating library at the time.

- Aug. 24, 1923: A Parking and Traffic Study Committee included F. A. Kelsey, James Joy Miller and John Smedley.

- November, 1923: Mrs. Anna Patterson was appointed township nurse.

- Sept. 18, 1924: the Grosse Ile Improvement Association recommended the lot size on the island to be 50 feet by 150 feet.

- + April 5, 1926: Hubbell, Hartgering and Roth were hired as sewers and water consultant. (The township still uses the firm for its sewer engineering.)

- May, 1927: Complaints were filed about damage to island homes from Solvay Process Co. blasting in the Sibley Quarry.

- A village incorporation election lost, 362-188.

- Property was purchased in May, 1929, from Robert Johnson on Macomb Street for township government use.

- Aug. 29, 1930, zoning ordinance was adopted.

- July 31, 1931: The Wayne County Road Commission agreed to take over Grosse Ile roads at the rate of 20 per cent yearly over a five-year period. 25.3 miles of roads existed at that time.

- Depression years found many islanders not paying their taxes; the township borrowed from Downriver banks until no one would loan money anymore. A \$10,000 from Robert Johnson at one point saved the township's empty treasury.

The schools suffered similar problems and finally had to issue script to employees instead of money.

Alexander Macomb

(Continued from Page D-24)

general merchants, bankers and land owners of many farms are suppliers.

Their firms were known as Alexander and William Macomb; Macomb; Edgar Macomb; etc.

The Macomb brothers were known for their clever business skills and were known widely as the "merchant princes." Their mercantile business was headquartered in Detroit and operated through Montreal, Canada.

They also were sutlers for the British Army, importing goods and articles "used to keep the Indians on the side of the British" during the period when the British occupied this territory.

Alexander Macomb owned properties in New York; William became owner of the Detroit and other Canadian investments. At one time William owned all the islands in the Detroit River. Later, Alexander purchased "public lands" in New York.

On July 6, 1776, the two brothers purchased the island of Grosse Ile from the Potawatomi Indians.

Alexander Macomb married first. He chose as his bride Catherine Navarre, daughter of Robert Navarre, who had been "Subdelegue and Notaire Royal" when Detroit was French. The marriage was performed in 1773 at Detroit by Major Basset of the 10th Regiment.

In the years that followed, they had 11 children.

Catherine Navarre Macomb died and Alexander married Jane Marshall Rucker, widow of John Peter Rucker, a merchant in New York. Alexander then had a "second family" of seven children with Jane. His total offspring numbered 18.

Alexander Macomb built a home in New York City for his family at 39 Broadway St. It was at this New York City home that President George Washington lived before the U.S. Capitol was moved to Philadelphia.

In the World War II years, Grosse Ile became a close-knit community dedicated to an all-out effort to aid the "boys at the Air Base." Population mushroomed because of the influx of men from all parts of the world.

Road improvements, fire protection from the Navy fire station, water and other services had to be provided for the war effort.

By 1946, the township board governed about 3,000 people in 700 homes located mostly along the river roads and the major cross streets. No Potawatomi subdivision existed then. Elbamar were the only apartments.

Problems were still the same: public safety and pay for officers; garbage removal; fire protection and equipment, assessments and equalization; zoning...particularly with the Four Corners development and boat business. Water pollution complaints came about upriver industries. And chuckholes were developing in the roads. The minutes simply say: there's nothing new under the sun.

William Macomb lived at Detroit, a part of Canada. In 1792 he was elected to the Legislative Assembly of Upper Canada as a member from the County of Kent. Detroit was in that Canadian county.

William married Sarah Jane Dring who had been born in Canada.

In 1783, William Macomb built a home on Grosse Ile which he named the "Mansion House." He became the sole owner of the Macomb properties in the west (Michigan and Ontario).

Although William had 11 children, in his will he left all his real estate to his three sons, John, William and David. His wife and daughters inherited all his other holdings.

William Macomb died on April 16, 1796, shortly before the British surrendered Detroit to the United States of America.

Seventh generation descendants of William Macomb live on Grosse Ile today.

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Focuses On ... Alexander, William Maccomb

Many people contributed to the history, the culture and the progress of a 200-year-old republic.

Where and how did it all start on this island in the Detroit River?

Many people, too, have contributed to the history, culture and progress of Grosse Ile, a 200-year-old community.

The "people" beginnings, of course, were the Potawatomi Indians who, on July 6, 1776, came to an agreement with two men, Alexander and William Maccomb, on the shores of Grosse Ile's east side to sell their Indian holdings.

A historic treaty, now housed in the Burton Historical Library, Detroit, recorded that property exchange.

The treaty will be brought to Grosse Ile in Tuesday, July 6, under guard to be lodged in the Township Hall for one-day public inspection.

Who were these two men who acquired the "Kitche-minishen" lands and where did they come from?

John and Jane Gorden Maccomb, the parents, came to America from Ireland in 1755. With them were their three young children, Alexander, William and Anne. The family settled at Albany, N.Y.

The two brothers were very close as youths and, as adults, they entered the business world as partners.

At first, the two were Sutlers to the British Army and became.

(See Alexander, Page 23)



THE EVENTS OF THE PAST SHAPE THE PATHWAY OF THE FUTURE. Engraved on the Treaty Tree monument at E. River Road and Grays Drive, the prophetic statement and monument will be the focal point of Grosse Ile's celebration of its Twin Bicentennial on Saturday, July 3. The monument was erected in 1906 by the Grosse Ile Improvement Association to memorialize the 'Treaty Tree' where Grosse Ile was conveyed from the Potawatomi Indians to Alexander and William Maccomb (pronounced to rhyme with tomb).



ALEXANDER MACOMB'S picture hangs in the Historical Museum on E. River Road. William Maccomb, the brother who acquired Grosse Ile from the Indians, cannot be depicted here because no known picture of him exists.

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Calendar

- July 3--Voter registration, Township Hall, 8 a.m. to 5 p.m.
- July 3--Twin Bicentennial Parade, 1 p.m.
- July 3--Rotary Club Chicken, 12 noon to 6 p.m.
- July 3-4--Bicentennial Headquarters open
- July 3--Canoe Races on Thorofare, 9 a.m. to ?.
- July 4--Historical Museum open, 1-4 p.m.
- July 4--St. James Chapel tours, 1-4 p.m.
- July 5--11--Boys Tennis Tournament. Call Doug Merrow.
- July 6--Grosse Ile's official 200th Birthday.
- July 6--Last Registration Date, 8 p.m., Township Hall.
- July 6--Planning Commission, Township Hall, 8 p.m.
- July 6--Treaty on Display, Township Hall, 11 a.m.
- July 10--Rotary Club Bike-a-Thon.
- July 11--Moto-Cross Races, Nike Site.
- July 12-18--Girls Tennis Tourney. Call Doug Merrow.
- July 12--Township Board meeting, Township Hall, 7:30 p.m.
- July 21--Bicentennial Hoedown and Auction, Krogers Parking Lot, 7 p.m.
- Oct. 22--PTO-sponsored all-class reunion, Football Game.