

Chapter B2: History

Narrative ^{38 39 40 41 42 43 44 45}

THIS history of Wexford County is not intended to be a complete treatment of the subject. For purposes of this document, its focus is on the use of the land, its settlement and development and other influences on similar topics.

Wexford geography is shaped by the glaciers, large sheets of ice which covered all of Michigan during the last ice age. Following the glaciers, this area was probably first occupied by *Peleo* Indians dating from prehistoric times --during the last glacial retreat from the Great Lakes. Later, prehistoric Indians --early woodland cultures-- left burial mounds at several locations in the county. Their occupation seems to have been on a seasonal basis with the emphasis on hunting, fishing, and gardening. Early historic Indians which are dominant in Wexford County were Potawatomis, similar in culture to Ottawa Indians.

The *Gaaching Ziibi Daawaa Anishnaabe* (Little River Band of Ottawa Indians) has existed throughout post-glacial history in the Great Lakes region. The Ottawa *ota'wa'* (trade) was predominantly in the capacity of middle men between the Chippewa, to the north, and Huron Indians to the south. In the 1600's the French were added to the scene through trade for beaver pelts. This trade resulted in Indian dependency on Europeans. The Ottawa relationship with the French also resulted in increased Ottawa territory; including into their old hunting grounds, the lower peninsula of Michigan.

In 1763 the Treaty of Paris placed all of French Canada, including the territory of Wexford County, under British control --a disputed "control." The 1784

Treaty of Paris placed Michigan under United States jurisdiction --a jurisdiction which was not, in practice, a reality until after the War of 1812.

The first white men visiting the area found evidence of Native American occupation but again these appeared to be used only in the summer during the gardening and fishing time. In the 18th century, there was undoubtedly fur trapping by the Indians of the area for extensive fur trade of that era. Several Native American trails were in Wexford County: One running across the southeast corner of the county going around Little Clam Lake (Lake Cadillac). A second ran between Little Clam Lake and Big Clam Lake (Lake Mitchell) north to the Big Manistee River at section 32 of Hanover Township and north to Grand Traverse Bay.

These white men were French missionaries, later fur traders and military. In Wexford County the fur trade enticed people to travel up and down the Big Manistee River. Use of the river was to trap beaver, not because the river was easily passable. In its natural state the river was often blocked by overhangs, rocks, and tipped trees all which collected floating debris and created matted jams. Use of one such matted jam to cross the river was found where the Native American trail to Traverse City crossed the Big Manistee River.

Some Native Americans were later moved by the United States government to west of the Mississippi River, although some stayed in the area. The United States sought to purchase tribal lands through the use of treaties, the standard mechanism for dealing with foreign nations.

The Federal government did not protect the Grand River Ottawa from unscrupulous land speculators and many families lost title to their allotments in the Reservations in Muskegon, Oceana, and Mason Counties. A number of Bands moved from those areas to the 1836 Reservation on the Big Manistee River.

In 1836, the United States government purchased the land of Wexford County through the treaty of Washington from the Chippewas and Ottawas. One of the terms of this treaty provided for reservations at sites chosen by the Native Americans where they could be taught to live as white men. A strip of land six miles wide centered around Manistee Lake, and stretching back from Lake Michigan on both sides of the Big Manistee River about 20 miles was selected by the Chippewas as the site for one of the reservations. Accordingly, in 1837, the federal government sent a farmer, teacher, carpenter, blacksmith, and interpreter to the area and established a small community at the north end of Manistee Lake. Over a two year period, only about 50 Indians were induced to settle permanently on the Reservation.

³⁸ GLO maps and notes of the county.

³⁹ Wexford County Historical Society (O'Leary, Kelly); *Cadillac to Traverse City Indian Trail*; 1994.

⁴⁰ Peterson, Judge William R.; *The View From Courthouse Hill*; privately published; 1972.

⁴¹ Cadillac Area Chamber of Commerce; *100 Years of Community Service*; video tape; 1999.

⁴² Gray, Jenny; "History Lesson: Schools Change With Times"; *Cadillac News*; Dec. 31, 1999-Jan. 2, 2000; page 1&A2.

⁴³ Wexford County Historical Society; *Rural Schools of Wexford County, A Guide*; 1981

⁴⁴ Cadillac Area Chamber of Commerce; "Chamber Marks 100 Years of Community Involvement" in Cadillac Area Chamber of Commerce 1999 Annual Report; *Cadillac Evening News* supplement; September 18, 1999.

⁴⁵ *Cadillac, Its Past, Present and Future. A Symposium. Reminisces, Sketches, History and Prophecy.* The Cadillac News and Express, circa 1892 (Reproduction, Cadillac Printing Company circa 1992).

This, coupled with the fact that the white residents were never able to get along with each other, caused the government to abandon the Manistee location early in 1839. It is the Native Americans –*Gaaching Ziibi Daawaa Anishnaabe* (Little River Band of Ottawa Indians)⁴⁶– associated with this reservation and areas of the state to the south which still predominate today in Wexford County. Native American is still the largest minority group in Wexford County.

In 1837 the territory of today's Wexford County became part of Michilimackinac County, with Mackinac Island as the county seat.

The United States Government Land Office (GLO) survey of Wexford County started in 1837. The order in which the survey was done is important. The earlier surveys are given higher precedence for locating a given surveyed line.

The first U.S. Government survey done in Wexford County was of the Tier and Range (Township) lines. John Brink did the work in 1837 and 1838 for GLO at the same time he was doing the Indian Reservation boundary survey near Manistee and survey work in what is today Manistee County.⁴⁷

Then the section lines (subdivisions) were surveyed.⁴⁸ Some of this work was done by John Brink for GLO during 1839 in today's Antioch, Springville, Hanover and Wexford Townships.

At this point GLO survey activity in Wexford County stopped. Also in 1840 the territory of today's Wexford County became part of Mackinac County, with Mackinac Island as the county seat. The GLO surveys done at this time also laid out the proposed future counties. The name originally given to the territory of today's Wexford County was *Kautawabet*, an Native American word for "broken tooth" after a chief of the Potawatami Tribe.⁴⁹ In 1843 the Michigan legislature recanted, and renamed 16 of the counties.

In 1848 contracts for GLO survey work was awarded to two surveyors – Orson or Ordon Lynn or Lyon, and Orange Risdon – to do survey section lines in what is today Clam Lake, Cherry Grove, Henderson, South Branch, Slagle, and Boon Townships. Then survey work stopped again.

In 1849 the territory of today's Wexford County became part of Ottawa County, with Grand Haven as the county seat.

In 1852 two surveyors – V. W. Caukin and L. S. Scranton – were contracted by GLO to complete the survey of Wexford County: section lines in today's Haring Charter Township, Cedar Creek, Liberty, Selma, Colfax and Greenwood Townships.

The progress of GLO surveys for Wexford County is summarized in the following table.

⁴⁶The *Gaaching Ziibi Daawaa Anishnaabe* (Little River Band of Ottawa Indians) *Ogema* (tribal leadership) was reaffirmed as a federally recognized tribe by public law 103-324 (108 Stat. 2156) on September 21, 1994.

⁴⁷Mr. Brink's dates of work given in his notes appear to be suspect.

According to those dates he did the Indian Reservation boundary for the Indian Commission, GLO and Tier-Range lines survey all at the same time.

⁴⁸Three sets of survey instructions exist, all three of which may be found to have been used in Wexford County: (1) resulting in "standard" and "closing" corners along the Tier (north/south) boundary of a township, (2) going back to result in the "standard" and "closing" corner to be placed at the same location along Tier lines and (3) resulting in "standard" and "closing" corners along the Range (east/west) boundary of a township. When a "closing" and "standard" corner are not at the same location, then the two different locations are used, respectively, for the two adjacent townships.

⁴⁹The name *Kautawabet* or *Kautowaubet*, is also claimed to be an Indian word meaning "land of water," by those who are more responsible for promoting the area. The name was probably first applied to the area by Henry Schoolcraft, responsible for naming many of Michigan's counties.

G.L.O. Survey Progress Table

| Tier North | Range West | Today's Municipality Name | Work done | Date GLO Survey was done | GLO contract surveyor |
|-------------------|-------------------|---|--|--|------------------------------|
| 21 | 9 | Clam Lake Township, part of Cadillac City | township lines | 2 nd quarter 1837 | John Brink |
| 21 | 10 | Cherry Grove Township | township lines | 2 nd quarter 1837 | John Brink |
| 21 | 11 | Henderson Township | township lines | 3 rd quarter 1837 | John Brink |
| 22 | 11 | Boon Township and part of Harrietta Village | township lines | 3 rd quarter 1837 | John Brink |
| 21 | 12 | South Branch Township | township lines | 3 rd quarter 1837 | John Brink |
| 22 | 12 | Slagle Township and part of Harrietta Village | township lines | 3 rd quarter 1837 | John Brink |
| 22 | 9 | Haring Charter Township and part of Cadillac City | township lines | 4 th quarter 1837 | John Brink |
| 22 | 10 | Selma Township | township lines | 4 th quarter 1837 | John Brink |
| 23 | 9 | Cedar Creek Township and Manton City | township lines | 2 nd quarter 1838 | John Brink |
| 23 | 10 | Colfax Township | township lines | 2 nd quarter 1838 | John Brink |
| 24 | 9 | Liberty Township | township lines | 2 nd & 3 rd quarter 1838 | John Brink |
| 24 | 10 | Greenwood Township | township lines | 2 nd & 4 th quarter 1838 | John Brink |
| 23 | 11 | Antioch Township | township lines | 3 rd quarter 1838 | John Brink |
| 23 | 12 | Springville Township and Mesick Village | township lines | 3 rd quarter 1838 | John Brink |
| 24 | 11 | Hanover Township and Buckley Village | township lines | 3 rd quarter 1838 | John Brink |
| 24 | 12 | Wexford Township | township lines | 3 rd quarter 1838 | John Brink |
| 23 | 11 | Antioch Township | subdivisions | 4 th quarter 1839 | John Brink |
| 23 | 12 | Springville Township and Mesick Village | subdivisions | 4 th quarter 1839 | John Brink |
| 24 | 11 | Hanover Township and Buckley Village | subdivisions | 4 th quarter 1839 | John Brink |
| 24 | 12 | Wexford Township | subdivisions | 4 th quarter 1839 | John Brink |
| 21 | 10 | Cherry Grove Township | re survey of subdivisions | 3 rd quarter 1848 | Orson Lynn |
| 21 | 11 | Henderson Township | subdivisions | 3 rd quarter 1848 | Orson Lyon |
| 21 | 12 | South Branch Township | subdivisions | 3 rd quarter 1848 | Orange Risdon |
| 22 | 12 | Slagle Township and part of Harrietta Village | subdivisions | 3 rd quarter 1848 | Orange Risdon |
| 21 | 9 | Clam Lake Township, part of Cadillac City | re survey of subdivisions | 4 th quarter 1848 | Orson Lynn |
| 22 | 11 | Boon Township and part of Harrietta Village | subdivisions | 3 rd quarter 1848 | Ordon Lyon |
| 22 | 9 | Haring Charter Township and part of Cadillac City | subdivisions | 2 nd & 3 rd quarter 1852 | V. W. Caukin |
| 23 | 9 | Cedar Creek Township and Manton City | subdivisions | 2 nd & 3 rd quarter 1852 | V. W. Caukin |
| 24 | 9 | Liberty Township | subdivisions and subdivision of section 37, 32, 33. | 3 rd quarter 1852 | V. W. Caukin |
| 22 | 10 | Selma Township | subdivisions | 3 rd quarter 1852 | L. S. Scranton |
| 23 | 10 | Colfax Township | subdivisions | 3 rd quarter 1852 | L. S. Scranton |
| 24 | 10 | Greenwood Township | subdivisions | 3 rd quarter 1852 | L. S. Scranton |

The GLO land survey – dividing the county into square mile Public Land Survey sections, and six by six townships has a major influence on the development of the county, placement of rural roads, and property development. This grid pattern is still the dominant rural land development pattern today. Surveying during 1830-1850 was not as accurate as one can be today with modern equipment. Also, as one attempts to create a square

grid onto a round earth, with hills, valleys, and so on, imperfections become the rule – not the exception. In surveying the historic original corner location carries the most weight in establishing section lines and boundaries. The result is the “six by six square” “36 square mile” township is rarely exactly 36 square miles. The following table illustrates this point.

Municipality Size

| | Size of Municipality | | Rank |
|---------------------|----------------------|--------------|------|
| | acres | square miles | |
| Wexford County (83) | 367,606.0 | 574.384 | 1 |
| Wexford Twp. | 23,389.8 | 36.547 | 2 |
| Liberty Twp. | 23,360.8 | 36.501 | 3 |
| Cherry Grove Twp. | 23,232.0 | 36.300 | 4 |
| Henderson Twp. | 23,165.0 | 36.195 | 5 |
| South Branch Twp. | 23,048.9 | 36.014 | 6 |
| Selma Twp | 23,029.0 | 35.983 | 7 |
| Boon Twp | 22,720.9 | 35.501 | 8 |
| Slagle Twp. | 22,623.5 | 35.349 | 9 |
| Greenwood Twp | 22,664.6 | 35.413 | 10 |
| Colfax Twp. | 22,628.3 | 35.357 | 11 |
| Antioch Twp. | 22,542.9 | 35.223 | 12 |
| Hanover Twp. | 21,917.5 | 34.246 | 13 |
| Springville Twp. | 21,909.0 | 34.233 | 14 |
| Cedar Creek Twp. | 21,870.4 | 34.173 | 15 |
| Haring Charter Twp. | 21,407.0 | 33.448 | 16 |
| Clam Lake Twp. | 19,908.5 | 31.107 | 17 |
| Cadillac City | 5,350.3 | 8.360 | 18 |
| Buckley Village | 1,204.4 | 1.882 | 19 |
| Manton City | 997.3 | 1.558 | 20 |
| Mesick Village | 829.7 | 1.296 | 21 |
| Harrietta Village | 635.9 | 0.994 | 22 |

In 1853 the territory of today’s Wexford County became part of Grand Traverse County, with Traverse City as the county seat. In 1855 the territory of today’s Wexford County became part of Manistee County, with Manistee as the county seat. Today’s Missaukee and Wexford counties were part of Manistee County’s Brown Township. In 1857 the state approved the construction of a new state road, the “Muskegon and Northern Pike,” later known as the “Newago and Northport State Road” (roughly following today’s M-37). The road was built by clearing a path in the woods from 1858-1863 and the Big Manistee River was bridged in 1864. The first European-descendent settler in the county – Benjamin W. Hall – followed this road in 1862 and located in section 30 of today’s Hanover Township, just north of the Big Manistee River. By the end of 1863, seven families homesteaded in the same area and at the end of 1864 another 15 families settled in the area.

Most the families were from New York state and were connected to Traverse City for commerce. Grand Traverse County, at the time had a population of 2,000.

In 1866 the Manistee County Board of Supervisors (now County Commissioners) separated the territory of Missaukee and Wexford Counties from Brown Township by creating Wexford Township for the entire area of today’s Wexford and Missaukee Counties.⁵⁰ By 1868 there was daily mail service from Traverse City to the Wexford Post Office. An estimated 450 people lived in Wexford Township.

During this era the only people coming into the county were looking for free government land under the Homestead Act. Land was also sold to timber speculators, not settlers. Also over half of Wexford County was already set aside for specific government grants and not available for homesteading. Half the

⁵⁰Thus, Manistee County’s original three townships, Manistee, Stronach and Brown, were added to: Bear Lake, Onekama, Marilla and Wexford Townships. Before Wexford County was founded Cleon, Filer, Arcadia and Pleasanton Townships were created, all in the territory of today’s Manistee County.

land in the county was a land grant to the Grand Rapids and Indiana Railroad to subsidize construction of a railroad from Grand Rapids to some point on Little Traverse Bay. Literally every odd numbered public land survey section in Wexford County was given to the railroad. This further isolated early settlement patterns, as people tended to be spread out among alternating sections. The Homestead Act had a maximum of 160 acres (a quarter of a square mile) so settlement would result in four families in a section, surrounded by "railroad" sections in which no one lived. Other government land grants were for general education grants to the states (public land survey section 16 in each township) and the Morrill Act grants to support state "land grant colleges." These three, plus the Homestead Act of 1862 resulted in only half the available land being given away in Wexford County. This had a profound impact on the pattern of early settlement and development in Wexford County. But that impact is no longer seen today.

The close of the Civil War (1865) set off a 25-year period of continuous growth in settling areas of northern Michigan as veterans sought homes and free government land offered to civil war veterans. By 1870 every survey township had at least one homesteader.

In 1867 a two-story hotel, lumber mill, and grocery store was constructed where the Newago and Northport State Road crossed the Big Manistee River. In January 1868 a post office was created at "Manistee Bridge." However the Postal Service named the post office, and settlement, "Sherman" to honor General William T. Sherman.

In 1869 Wexford County was established (Sherman was the county seat) by passage of P.A. 386 of 1869, signed by Governor Henry P. Baldwin on March 30. Wexford included territory of today's Wexford and all of today's Missaukee County. The county was created with four townships: Wexford, Springville, Hanover and Colfax. The territory of Hanover and Colfax included area within today's Missaukee County. About 90% of the county's 500 people lived within 10 miles of Sherman. By 1870 the census showed 650 people in Wexford County.

With the organization of the county there was an increased interest to settle the area around Sherman by businessmen. This resulted in land speculation around Sherman, platting a Village of Sherman, three lawyers, two physicians, sawmills, school, two general stores, grocery and drug store, blacksmith, Maqueston Hall, in 1871 a Methodist Church, a newspaper *The Wexford County Pioneer* (a.k.a. *The Sherman Pioneer*), and in 1873, a Congregational church.

The Manistee River Navigation Company was formed by the major logging companies located in Manistee. This cleared the Big Manistee River of vari-

ous jams making the river navigable to float logs down the river to their saw mills. This river clearing activity started at Manistee and reached Sherman in 1870. This meant intensive logging activity would come to northern Wexford County and led to optimistic ideas of steamer traffic on the river. Boat travel on the river never happened due to lack of investors. The first logging camp was located in Springville Township.

With adverse weather conditions, several small fires got out of control on October 8, 1871, burning through most of northern Michigan – in particular in areas where timber had been cut and slash left on the ground. Because timber activity was just starting in Wexford, most of the county was spared the destruction of this fire season. This occurred on the same day as the great Chicago fire. The rebuilding of Chicago produced a large market for timber products which came from northern Michigan.

In the 1870s, Sherman's growth slowed with most of the new growth in Wexford County now taking place in the southeast corner of the county, where a new railroad was located in Clam Lake, Haring and Cedar Creek Townships. Transportation in the 1870s was a matter of time and money, power and prestige. A twenty mile trip on roads usually took four hours. The existence of a railroad was a major advantage. By 1880 Manton and Cadillac were both larger than Sherman.

In 1871 the Grand Rapids and Indiana Railroad (G. R. & I.) was under construction in Wexford County. The right-of-way had been logged as far north as Fife Lake in Grand Traverse County. A small settlement had been created at the east end of Little Clam Lake.⁵¹ George A. Mitchell, a younger brother of William and Charles T. Mitchell who were principles with the G. R. & I., selected the site for a settlement on the east side of Little Clam Lake. The reason for the site was to be able to use the Clam Lakes as floating ponds for timber for a future lumber industry which would use the G. R. & I. to move the product to market. Also the east end of Little Clam Lake was in the approximate center of a major area of pine stands. Mitchell was able to acquire some of the land in Railroad sections 3 and 9 in Clam Lake Township, and section 33 in Haring Township.

In 1871, Missaukee County was established and was no longer a part of Wexford County, due mainly to the growth and improved ability to settle the area as a result of the G. R. & I.

Mitchell then platted the village of Clam Lake⁵² with an unusually wide Mitchell Street,⁵³ a block located between the railroad and lake as a park (mainly a swamp in 1871), and block "F" (an unbuildable steep hill) set aside

⁵¹Little Clam Lake was renamed in 1903 Lake Cadillac. Big Clam Lake was renamed the same year as Lake Mitchell, after George A. Mitchell. The river between the two lakes retained its name, the Black River. The canal was dug later.

⁵²Village of Clam Lake was later incorporated as a Village, and when it became a city, was renamed Cadillac.

⁵³Mitchell Street is named after George A. Mitchell. Cass Street is named for Edgar Cass, a G. R. & I. Official (not Governor Lewis Cass), and Mason Street named for S. C. Mason, a Big Rapids innkeeper and friend of Mitchell's (not Governor Stevens T. Mason). Mitchell's Indiana partners Oscar A. Simons and attorney Augustus A. Chapin; logging and rail road associates Bremer, Nelson, Shelby, and Stimson are also remembered with street names.

as a location for the Wexford County Courthouse.⁵⁴ In January 1872, the railroad was completed as far north as Clam Lake. By 1872, Clam Lake businesses catered toward a transient population; railroad workers, woodsmen, loggers; with hotels, boarding houses, saloons, and red-light houses. The G. R. & I. also ended the dominance of Traverse City as a wholesale distribution center. Goods could be shipped by rail for the same price, and quicker, than to Traverse City by ship. Thus, Clam Lake also saw a growth in general stores, grocers, farm suppliers and wholesalers.

The plat of Clam Lake included a place for the courthouse, and Mitchell's later efforts to move the county government to Clam Lake was the initial blow in a decade-long political dispute over the location of the Wexford County seat. For detail about this aspect of the county history, one should read *The View From Courthouse Hill* by Wexford County Circuit Court Judge William R. Peterson.

The first saw mill to start in Clam Lake was Pioneer Mill owned by a business associate of Mitchell's. The mill was soon sold to Jonathan W. Cobbs, a Quaker from Ohio and Indiana. Cobbs came to Clam Lake in 1874 where he was generous in his interest to solve the problems of Swedish immigrants and provided gifts to Scandinavian churches and the Benefit Association. He also platted and then provided inexpensive lots for sale to laborers for their homes: Cobbtown. Other mills also opened, all by men somehow connected with Mitchell: Harris Brothers [lumber] Mills, James Haynes' planing mill, [Jacob] Cummer Lumber Interests, Shackleton, and Green mills.

Mitchell also recruited additional key business (retail and service) and professional people to Clam Lake. In 1872 the *Clam Lake Weekly News* started publication. The lasting legacy of Mitchell's was his ability to attract outstanding men to Clam Lake who stayed and prospered while creating a community. Mitchell provided churches, a cemetery with free land, and worked hard to procure county seat status for Clam Lake.

In 1873 the Clam Lake Canal Improvement and Construction Company completed digging a canal between Big and Little Clam Lakes. The opening of the canal lowered the water of Big Clam Lake (Lake Mitchell) by more than one foot, and raised the level of Little Clam Lake (Lake Cadillac) flooding parts of Clam Lake town.

In 1873 Manistee County's Cleon Township was detached from Manistee and became part of Wexford County. This event is unusual. It is explained by the

ongoing dispute over the location of the Wexford County seat. The following is from Judge Peterson's book:

... the organization of townships, villages and cities . . . at once explain how the rivalry grew and illustrate the extremes to which partisans went in perusing their goal. A treatise entitled 'A Political History of Wexford County Townships,' which suggests old election statistics and musty records, would probably attract few readers. On the other hand, a title such as 'Your Sins Shall Find You Out'⁵⁵ hardly suggests a subject dealing with local government. It does more justice to our story, however, which is an account of deceit, election scandals, larceny, bribery and attempted bribery, rumors of blackmail, extortion, and larger crimes, and the final violence of 1882 that capped the political organization of the county.⁵⁶

Four things drove the political battle:

(1) The will and persistence of George A. Mitchell, (2) The growing population of the county, (3) The law governing a change in location of a county seat, and (4) The law dealing with township organization.⁵⁷

State law in the 1870s required a public referendum to move a county seat. The population in the Clam Lake area would carry the day in such an election, as that area of the county had already outpaced the Sherman area in growth. However, the County Board of Supervisors must act to place the question to the county's voters with a vote to do so. In this era, the membership of County Supervisors consisted of each township supervisor and each city ward representative. In Wexford, therefore, the issue became one of creating townships or cities to gain more voting members from your area on the County Board of Supervisors so a majority could not put the county seat question to a vote. However, creation of townships is done by the County Board of Supervisors – an action which fuels more fire over the county seat battle. The township supervisors from the Sherman area were thus trying to create more townships, and one way, was to have Cleon Township moved from Manistee to Wexford County. This was done by an act of the Michigan Legislature – the second and only other way to create additional townships.

Prior to 1873, new townships were in the Sherman area (Colfax 1869, Antioch 1872) and a

⁵⁴Block "F" is bounded by Mitchell, Shelby, Spruce and Beech Streets, known as Courthouse Hill – not the present site of the Wexford County courthouse.

⁵⁵Closing words of Thomas Ferguson to the Clam Lake representatives, at the County Board of Supervisors meeting, January 11, 1877.

⁵⁶Peterson, Judge William R.; *The View From Courthouse Hill*; privately published; 1972; page 151.

⁵⁷Peterson, Judge William R.; *The View From Courthouse Hill*; privately published; 1972; page 152.

smaller number in the Clam Lake area (Henderson 1871, Thorpe 1871 (later renamed Selma), Cherry Grove 1872, Clam Lake 1872). In 1873 Cedar Creek (Manton), Haring , and Greenwood (Sherman) were created.

Other settlements (circa 1873) in the east part of Wexford County also came into existence and started growing: Haring Station with one saw mill, retail and service enterprises and the Shay machine shop. Bond's Mill was a similar settlement in northeast Haring Township as well as settlements at Gilbert, Long Lake and Round Lake. By the end of 1872 the G. R. & I. reached Manton. George Manton selected the site for the city because he knew the state would build roads first along or near tier and range lines (township lines) and two intersect near where the G. R. & I. passed. In 1873 the railroad station opened and the *Manton Tribune* started publication. Construction of a second state road in the

area had started going west from Manton to Sherman and Bear Lake in Manistee County, today's M-42, W 16 Road, and Thirteen Mile Road. The mail route was changed to go through Manton rather than continuing through Sherman en-route to Traverse City. In 1877 Manton incorporated as a village.

In 1874, Clam Lake was incorporated as a village. At that time several newspapers were published from the second floor of the LaBar & Cornwell building: *Michigan Advance*, the *Democrat*, *Daily Citizen*, *Arbvitaren* (a Swedish language paper), and monthly journals *Pythian*, the *State Oddfellow*, and the *Journal of Foresters*. Also in 1874 Liberty Township (Manton area) was created. In 1875 Summit Township (Sherman alliance) was created and later named Boon Township.

In 1876 the issue of County Board of Supervisors and how they lined up for moving the county seat was broken down as follows:

Clam Lake as the county seat

Clam Lake Township
Cherry Grove Township
Henderson Township
Haring Township
Selma Township

Sherman as the county seat

Cleon Township
Wexford Township
Springville Township
Antioch Township
Boon Township
Hanover Township
Colfax Township

Manton as the county seat

Greenwood Township
Liberty Township
Cedar Creek Township

No one had a majority. Then the Clam Lake delegation thought they had the support of one Manton area supervisor and one Sherman area supervisor. So on January 9, 1877 a large Clam Lake delegation (including the activists and mill hands brought along by their employers) went to Sherman anticipating the County Board of Supervisors to place the county seat location on the ballot. The delegation was in Sherman to watch the meeting and then move the county records back to Clam Lake –without waiting for the formality of the actual election. When at Sherman a large number of lumberjacks from a camp four miles up the Big Manistee River were led into town by the supervisor the Clam Lake group thought they had bought. Then an angry throng from the Manton area formed after the Cedar Creek Township supervisor agreed to support Clam Lake. The result of the mob was the supervisor was forced to resign. The County Board of Supervisors vote was 8-5, not to put the county seat issue on the ballot.

The next strategy was for Clam Lake to try to build an alliance with Manton, promising to help move the county government to Manton – a divide and conquer strategy. The deal was to introduce a motion to hold a vote to move the seat to Manton, and Cadillac would support it, knowing they would not have the necessary

⁵⁸Cadillac was named after Antoine De La Motte Cadillac, the original settler of Detroit.
⁵⁹Sherman Township consisted of Section 36 of Wexford Township, Section 1 of Hanover Township, Section 30 of Springville Township, Section 6 of Antioch Township.

votes to put the issue to the population. Manton's part in the deal was once moving the county seat to Manton was tried, and if failed, Manton would then throw its support to Clam Lake. But Sherman's faction called the bluff, and voted for the move to Manton. In 1878 a county election to move the county seat to Manton was held. Organization in Cadillac got out a "no" vote at the polls. Manton should then have realized it had been had.

In 1877 the City of Cadillac⁵⁸ was incorporated with Mr. Mitchell serving as its first mayor. In 1878 Mitchell died following an accident. However, the creation of Cadillac also changed the membership of the Wexford County Board of Supervisors, shifting more votes toward putting the county seat issue before the county's voters. The response by Sherman supporters was to attempt to create Sherman Township⁵⁹ (1877-1879), Concord Township⁶⁰ (1879-1880/85 disputed). Other townships attempted but never completed was West Side,⁶¹ Wheatland,⁶² Benton,⁶³ and Dover.⁶⁴

Sherman's fear of losing the county seat was partly mitigated by Manton now aligned with Sherman. But through the past eight years Cadillac continued various means to bring the issue forward. In 1880 the Board of

⁶⁰Concord Township consisted of section 31 and 32 of Hanover Township and section 5 and 6 of Antioch Township.
⁶¹West Side Township was to be part of today's Cedar Creek Township west of the G. R. & I. railroad tracks.
⁶²Wheatland Township was to be the north half of today's Colfax Township.
⁶³Benton was to be the south half of today's Hanover Township minus Sherman/Concord Township.
⁶⁴Dover Township was to be the north five miles of today's Springville Township minus Sherman Township.

Supervisors, in a 16 to 2 vote approved a county referendum on the question of moving the county seat to Manton. The Sherman faction was realizing it would not keep the county seat, and preferred Manton to Cadillac. Cadillac voted with Manton to demonstrate its good faith under its former deal, despite its former duplicity and no intention of delivering on its promises. In 1881, the Wexford County seat was moved to Manton following a county-wide election. In 1881 Cleon Township was shifted back to Manistee County. However, Manton did not build an adequate county

building – as was part of the deal – according to the Cadillac-dominated Supervisors. As a result no county tax money was spent on furniture, jail, etc. Some of the county property at Sherman was relocated to Cadillac which is where the jail and Circuit Court actually was being held. Then the motion to hold another election to move the county seat was made. After the 1881 election the County Board of Supervisors now lined up as follows – one vote short.

Clam Lake as the county seat

Clam Lake Township
 Cherry Grove Township
 Henderson Township
 Haring Township
 Selma Township
 Slagle Township
 Boon Township
 Colfax Township

Sherman as the county seat

Wexford Township
 Springville Township
 Antioch Township
 Hanover Township

Manton as the county seat

Greenwood Township
 Liberty Township
 Cedar Creek Township

The Cadillac area responded by proposing Benson Township,⁶⁵ and carving Haring township up into six total townships: Kysor,⁶⁶ Copley,⁶⁷ Long Lake,⁶⁸ Garfield,⁶⁹ Linden,⁷⁰ and Haring.⁷¹ None of the supervisors from the “new” townships actually voted at the February 14, 1881 Supervisors meeting. The motion to have a vote to move the county seat to Cadillac was made, and the vote produced 12 votes in the Cadillac faction, with Liberty Township voting with Cadillac!

In 1882, the Wexford County seat was moved to Cadillac, following a colorful story of the “Battle of Manton” with a skirmish between Cadillac and Manton residents in the course of moving county records to the new county seat.

The lasting impact of the dispute over the county seat was, at least in part, the creation of more and smaller townships in Wexford than might have otherwise occurred. In a number of surrounding counties there are still townships which are larger than the 36 square miles (e.g. 72 square miles). This means other county townships have a larger tax base, population, and thus resources for purposes of performing township functions.

In 1878, Ephraim Shay started to manufacture and use his “Shay’s locomotive on narrow gauge railroad for purposes of lumbering. The locomotives were built by

William Crippen & Son of Cadillac. The engine pulled cut timber to lumber mills for cutting. Shay held the patent on his geared locomotive as a faster less costly way to move lumber to his mills at Haring Siding along the G. R. & I.

During this era, lumber was the dominant industry, with lumber mills on all lakes in Wexford County: Meauwataka, Stone Ledge, Long Lake, Round Lake, Bond’s Mill, Woodward Lake and Billings [dam] Pond in Manton. Other mills located along the G. R. & I. and more mills along Cobbs & Mitchell and Cummer Lumber Company logging railroads. Ties to Manistee existed as major logging land speculators came from that city, and lumber barons from Manistee logged lands in Wexford through use of the Big Manistee River, Pine River, and logging railroads as well as the Manistee and Northeastern railroad. In Wexford the dominant players were Cobbs & Mitchell, Mitchell Brothers, Mitchell Brothers-Murphy and the Cummer family of enterprises: J. Cummer & Son; Cummer Lumber Company; Cummer & Cummer; Murphy & Diggins; Cummer, Diggins & Co.; Cadillac & Northeastern Railroad Company; J. Cummer and Sons; Cummer & Gerrish Planing Mills; Cummer Ladder Company; Blodgett, Cummer & Diggins; Cadillac Veneer Box Company; Climax Blind Company; Mitchell-Diggins Iron Company . Mr. Cummer was the dominant force in politics, city government, and his industries set wages,

⁶⁵Benson Township was to be the south half of today’s Cherry Grove Township.
⁶⁶Kysor Township was to be the northwest part of today’s Haring Township.
⁶⁷Copley Township was to be the north central part of today’s Haring Township
⁶⁸Long Lake Township was to be the northeast part of today’s Haring Township.
⁶⁹Garfield Township was to be the southwest part of today’s Haring Township.
⁷⁰Linden Township was to be the northeast part of today’s Haring Township.
⁷¹Haring Township was to be the center part of today’s Haring Township which was left over.

hours and work conditions for other employers.⁷²

The new county seat can be viewed as four different communities: Cadillac, Cobbtown, Harristown (Cummertown), and Frenchtown. Each were isolated by not having any road around Little Clam Lake and effectively blocking off the four communities by the large storage yards needed by each lumber mill. Passenger steamer traffic on Little Clam Lake was a common mode of transportation.

In 1884, there was still 30,000 acres (8%) of government owned land in Wexford County. The G. R. & I. still owned over 9,000 acres 2½%, of which had not been logged.

In 1885 Cummer purchased block “F” and subdivided it.

The Toledo & Cadillac Railroad Company was organized in 1885 which resulted in a second railroad through Cadillac. There were a number of Cadillac investors (including Jacob Cummer) and city-sold bonds. From 1889 to 1894, the railroad was constructed from Cadillac to Frankfort. It later became the Toledo & Ann Arbor Railroad with car ferries across Lake Michigan. Villages which followed its construction included Harrietta,⁷³ and Mesick,⁷⁴ by-passing Sherman entirely. Other communities along the road included Yuma, Boon, Bagnall. None of these places had any existence prior to the railroad. These town’s businesses were based on hardwood logging which was going strong at the time.

(The history of Harrietta is typical of villages and towns in western Wexford County: In 1890, the area around Harrietta was logged, principally for Charles Ruggles, a land and timber buyer from Manistee. Logging continued in the area – as in most of western Wexford County – from 1890s to 1921. Harrietta promoted itself as being in the “valley of the beautiful” in the early part of the century. In the 1900s Slovenian ethnic people moved to the area. The town consisted of three hotels, three saloons, six general stores, two meat markets, a barber, post office, railroad station, bank, school, two hardware stores, two to three churches, a brick manufacturer, stove manufacturer, pickle station, single mill, saw mill, wood novelties manufacturing, and wood alcohol manufacturing. In 1901, a fish hatchery was constructed on Slagle Creek just west of Harrietta by the Michigan Department of

Conservation. (In 1926 the hatchery was expanded, and in 1979 it was rebuilt. The Michigan Department of Natural Resources hatchery is a major trout rearing facility for Michigan.) In 1920 there were many fires in Harrietta. In the 1920s most lumber-based businesses closed or moved as the timber stands in the area were gone. The village benefitted from a small boom due to construction of Hodenpyle Dam by Consumers Power Company.⁷⁵ In 1972, the Wexford Sand Company of Saginaw, Michigan, started operations in Yuma, sending sand mainly to Ford Motor Company and Cleveland’s Central Foundry Inc.⁷⁶)

In this same era, 1880s and 1890s, Wexford County enjoyed prosperity and optimism with significant population growth, new homes, businesses, towns and a second railroad. German and Scandinavian (primarily Swedish) immigrants contributed to the county’s population growth and reinforced the ethnic mix which had been occurring.

This was also the era which foreshadowed the reduction of the timber industry for most of northern Michigan. However, in Cadillac the best hardwood timber stands throughout the state were being shipped to Cadillac for processing. Cadillac’s lumbering manufacturers were the acknowledged leaders of the industry, the lumber industry trade center, the location of the hardwood manufacturer’s association, and publisher of half the trade journals for the industry. Cadillac was also the pricing point for hardwood flooring and lumber for the United States. This practice eventually led to federal anti-trust prosecution.

In 1889, a municipal sewer system was in place in Cadillac. This was not treated sewage, but simply pipe drainage to the Clam River from businesses and homes. The response to complaints about odor in that era was to pipe the sewage another 300 feet down stream and to ban swimming in the Clam River. The Business and Professional Men’s Organization – a forerunner of a Chamber of Commerce – was organized. In 1893, electric service came to Cadillac. Cummer Lumber company built an electrical plant for its mills in the mid 1880s. In 1893, it started to burn slab-wood and acquired an electric franchise from Cadillac for street lighting. Cummer also started promoting household electric lighting at this time. In 1892, major improvements to the city’s waterworks was done.

It was also common for the lumber mills to fill wetlands and Little Clam Lake with sawdust, slab wood and sand. Most mills had “dumping docks” extending out into the lake. Fluctuating water levels – resulting

⁷²Cummer also built a two story office building done in a blend of Queen Anne and British Gothic architecture on Mitchell Street – now the *Cadillac News* building.

⁷³Harrietta is also known as Harietta, Harriette, and Gaston. The village is named after Harriet Burt, fiancée of Harry Ashley, builder of the railroad. Streets in Harrietta are named for railroad surveyors, engineers, and founders. In 1874 the area was known as Springdale (section 6 of Boon Township), then Harriette in 1892. The village was incorporated as Gaston in 1891 and changed back to Harriette after protest by the railroad. In 1923 it was named Harrietta.

⁷⁴Mesick is also known as Sherman Station under the pretense that the railroad serviced Sherman (who raised funds to finance the road). Mesick is named after the Mesick brothers who came to the area working on the state road.

⁷⁵Today, Consumers Power Company is known as Consumers Energy.

⁷⁶Lazar, L. Maxine (editor); *Harrietta’s First 100 Years*; Harrietta, Michigan; July 1991; a.k.a. “The Harrietta Centennial Book” by the Harrietta Centennial Committee.

from high spring melt-off, loss of the buffering effect of wetlands, and the improved and widened canal between the two lakes resulted in repeated flooding notably in 1880, 1882, 1893, 1894, and 1985.

In 1896 and 1899, major fires burned out an entire business block in the downtown area of Cadillac. Reconstruction used masonry materials which resulted in the old buildings seen today.

On March 15, 1899, the Cadillac Club formed. This club, renamed the Cadillac Commercial Club, was a direct descendent of the Cadillac Area Chamber of Commerce. The purpose of the organization was to oversee the management of conventions, fairs, to promote raising of sugar beets in Wexford County, and work with the state to restock fish in area lakes. On March 17, 1903, the organization was re-named again becoming the Cadillac Board of Trade. With this re-organization the emphasis centered on attracting new industrial companies in the Cadillac area and to promote Wexford and surrounding counties as farm country. The effort to attract industry included cash bonuses, land, and buildings. Early successes included the Oviatt Manufacturing Company which came to Cadillac from Cleveland, Ohio; the Challenge Machine Company of Philadelphia; St. Johns Table Company in 1906; wood veneer producers; and a glove maker. The St. Johns Table Company continued to employ people in Cadillac until it closed in 1985.

In 1911, 29 years after the county seat was moved to Cadillac – the Wexford County courthouse was finally built.

In 1915, Walter Kysor⁷⁷ opened the Acme Motor Truck Company, a truck assembly plant, in Cadillac. This firm built the industrial buildings now occupied by the AAR Cadillac Manufacturing plant. Acme Motor Truck Company remained in Cadillac until 1932 when it was disbanded by its creditors.

In the early 1900s, pine lumber was depleted and no longer a viable resource for harvesting. Lumbermen of the late 1800s did not practice modern forestry techniques in order to replenish the forest for future harvesting. In Northern Michigan many owners of lumber companies knew exactly what they were doing and had anticipated the depletion of the forest. Many lumbermen simply chose to move farther west where there continued to be virgin forest. Others stayed in the area and created the long term nucleus for future industrial development, and in the short term produced hardwood

lumber products. In 1916, the Cadillac Board of Trade was again reorganized as the Cadillac Area Chamber of Commerce, in part, in response to the need to bring industry to the area to replace the lumber mills.

The Cadillac Malleable Iron Company opened its doors October 13, 1921. The creation of this industry was a result of lumbermen attempting to diversify. In particular the iron company's origins were from use of pig iron from the Mitchel Diggins [Lumber] Company. Cadillac Malleable Iron Company still employs about 460 people in 1999.

Also, Walter Kysor came back to Cadillac from Allegan County with his Kysor Heating Company. Mr. Kysor is credited with inventing the automobile heater which was made in Cadillac. This company evolved into today's Kysor Cooling Systems which employs about 200 people in Cadillac in 1999.

In the late 1920 the lumber industry was basically a thing of the past, with the county seeing a high rate of unemployment.

In 1927 the business community was focusing on advertising the Cadillac area, bringing conventions to town, targeting new businesses to move to the area and road improvements. However the Great Depression (1929-1940) necessitated major changes in the promotional strategy and provided a number of major opportunities – which still benefit the community today.

The depression saw the creation of the Huron-Manistee National Forest and the Fife Lake State Forest. During the 1920s and the Great Depression many rural residents and farmers lost their land. Businesses failed, credit was not possible, and property taxes were not paid. Many of the lands which were lost as a result of non-payment of taxes were marginal in terms of productivity for farming or forestry.⁷⁸ Wexford County never had success collecting property tax from these areas. The problem was chronic, with several successive owners unable to find an economically viable use of the land. The Forest Service received tax reverted lands from the state of Michigan, and other lands were used by the state to create a state forest system. Creation of public forests not only solved a major economic issue of the time, it created a lasting impact on the landscape of Wexford County.

The existence of the public forests provided several opportunities for the recovery of the area. In the 1920s the landscape had few areas of trees left. One can see photos of the area without any trees. The significance is these photos with few trees were taken a number of decades **after** the lumbermen left or

⁷⁷Walter Kysor was the nephew of Daniel. S. Kysor who purchased the D. S. Kysor Machine Company in Cadillac (formerly McAdie & Co. and McAdie Iron Works) in 1899. Daniel Kysor was a partner in the saw mill at Bond's Mill. Prior to that he purchased the Thorp Farm in Selma Township, logged it, then logged in the southern United States before returning to Cadillac and partnered with Walter Kysor and Frank Farrar. These individuals played a major role with the Cadillac Machine Company, Acme Truck Company, and Kysor Heater Company (now Kysor Industrial Corporation).

⁷⁸Some would argue the existence of the Forest Service "costs" Wexford in terms of lost tax base. The historic reality is taxes were not collected on these lands in the first place and were never productive from an economic standpoint. Reversion back to the public sector simply faced this reality. Today one can argue these public lands provide an irreplaceable public resource which adds value for the community in terms of tourist-related business development, adjacent seasonal home development, and premium prices paid for private lands which are near and next to public forest lands.

stopped their timber harvest activity. This area was in need of major reforestation efforts, soil erosion reclamation. The United States Forest Service was a major player in these efforts. One of the Midwest's largest tree nurseries existed in the Wellston-Hoxeyville area, Chittenden. Pine stock was raised at Chittenden and planted in the forest – today seen as various pine plantations. A partnership with the Civilian Conservation Corps (CCC) and public works projects (such as the construction of the forest highway M-55 from Manistee to Cadillac) were among the efforts of this era. The CCC also did much of the work with the Forest Service in reforestation efforts. As a result several of the 57 CCC in Michigan were located in Wexford County on state and federal lands. Nationwide the CCC

planted 485,000,000 trees, built 7,000 miles of road, planted 157,000,000 fish as well as constructing public buildings, recreation sites, bridges and air strips.

A major triangulation mapping effort began in this part of Michigan. The United States Geological Survey started work to produce its 15 minute topological maps. This was done by constructing towers as triangulation points in the county. Today many of these tower points (and additional points added since then) became first order control points for location control for surveying and global positioning systems.

Wexford County First Order Control Points⁷⁹

| Year Monumented | Designation | PID | Latitude | Longitude | Location |
|--------------------|-----------------------------|-----------------|---------------------|----------------------|---|
| 1916 | W 14 | PL0238 | N 44° 09' 06.60203" | W 085° 26' 33.71407" | Near W ¼ corner of section 6 T20N R9W, Osceola County. |
| 1931 | MANTON | PL0515 | N 44°21' 06.83998" | W 085°25' 22.39467" | Near N ¼ corner (in SW ¼) section 32 T23N R09W. In a person's yard in the Manton Mountain development. |
| 1931 | SELMA | PL0521 | N 44° 19' 37.03075" | W 085° 32' 49.27320" | In section 5 of T22N R10W, Selma Township |
| 1931 | HARRIETTA | PL0525 | N 44° 14' 34.62415" | W 085° 41' 38.55850" | In section 6 T21N R11W, Henderson Township. |
| 1931 | BRIER HILL | PL0523 | N 44° 21' 57.63308" | W 085° 40' 46.01952" | In NW ¼ of NW ¼ of section 29 of T23N R 11W, Antioch Township. |
| 1916 reset in 1961 | I 14 RESET | PL0223 | N 44° 24' 23.25644" | W 085° 23' 49.02240" | SW ¼ of section 3 of T23N R09W, Cedar Creek Township (Manton City). In the Manton school yard. |
| 1980 | CADILLAC MUNICIPAL TANK | PL0516 | N 44° 15' 25.63688" | W 085° 23' 44.05975" | Section 34 of T22N R09W, Haring Township (City of Cadillac). 200 feet south of E. North Street. Under the Cadillac water tank, across the street from McKinney School. |
| 1980 | CAD | PL0517 | N 44° 15' 29.30166" | W 085° 23' 44.83134" | In Diggins Park in NW ¼ of section 34, T22N R09W. Lost. |
| 1980 | CADILLAC CABLE TV MAST | PL0513 | N 44° 13' 16.57914" | W 085° 24' 06.01391" | In NE ¼ of section 16, T21N R09W. Near Cable TV tower near DNR office. |
| 1980 | 83102 (cooperative network) | AA8095 | N 44° 24' 37.50143" | W 085° 41' 56.42960" | In SW ¼ of section 6, T23N R11W, base Hanover Township. NE of the intersection of M-42 and M-37. |
| 1980 | CADILLAC AIRPORT BEACON | PL0518 | N 44° 16' 51.24890" | W 085° 24' 46.60885" | Was at the Cadillac Airport Beacon light. Now in the yard of the Cadillac Airport aviation maintenance building |
| 1980 | CAD AZ MK | PL0519 | N 44° 16' 50.86572" | W 085° 24' 47.01204" | Was at the Cadillac Airport 18.6 feet north-northeast from entrance to airport lounge. (NW ¼ of section 28 T22N R09W?) Now in the yard of the Cadillac Airport aviation maintenance building. |
| 1991 | CABERFAE | PL0587 N 44° | 13' 22.61618" | W 085° 41' 59.71424" | Near SW corner of section 7 T21N R11W, Henderson Township. At the NE corner of the intersection of S. 13 Road & M-55. |
| 1991 | MEALWATAKA | PL0590 | N 44° 21' 23.87602" | W085° 36' 44.84613" | Near CENTER SOUTH 1/16 corner of section 26 T23N R 11W, Antioch Township. At the SW corner of the intersection of |

⁷⁹National Geologic Survey; "National Geologic Survey Database" Internet page URL <http://www.ngs.noaa.gov/>; National Oceanographic and Atmospheric Administration.

| Year | Monumented Designation | PID | Latitude | Longitude | Location |
|------|------------------------|--------|---------------------|----------------------|---|
| 1993 | 83203 | PL0625 | N 44° 15' 29.21930" | W 085° 23' 44.80464 | In NW¼ of SW¼ of section 34 of T22N R09W, Haring Township (Cadillac City). In Diggins Park on the top of the hill just west of McKinney School, north and across the street from the Cadillac City water tower. |
| 1993 | 83201 | PL0623 | N 44° 12' 44.54055" | W 085° 24' 11.97824" | In the NE¼ of section 16, T21N R09W, Clam Lake Township. Near Mackinaw Trail and U.S.-131 Freeway viaduct. South of Mackinaw Trail Middle School. |
| 1993 | 83205 | PL0627 | N 44° 19' 48.48308" | W 085° 24' 13.67796" | In the SE¼ of section 4 T22N R09W, Haring Township. In future U.S.-131 freeway right-of-way. |
| 1993 | 83204 | PL0626 | N 44° 19' 18.55269" | W 085° 23' 53.29903" | In NE¼ of section 9 T22N R09W, Haring Township. In future U.S.-131 freeway right-of-way. |
| 1993 | 83202 | PL0624 | N 44° 15' 09.62015" | W 085° 21' 47.53562" | In SE¼ of section 35 T22N R09W, Haring Township. On north side of M-55 and U.S.-131 freeway. |
| 1993 | 57200 | PL0621 | N 44° 15' 08.12349" | W 085° 20' 09.44220" | In NW¼ of section 6 T21N R08W, Missaukee County. SE corner of intersection of Seeley Road (S. 49 Road) and M-55. |
| 1994 | CADC | AA8100 | N 44° 16' 41.99475" | W 085° 25' 15.47659" | NE¼ of NE¼ of section 29 of T22N R09W, Haring Township (Cadillac City). In the Wexford County Airport, north of and midway along the runway. |

In 1936, the Cadillac Area Chamber's new directions led to forming a partnership with the Forest Service and CCC for the creation of the Caberfae Ski Area. The private ski area was developed on public lands and provided an opportunity for Cadillac to be a year-round resort attraction. This was coupled with the Chamber's major push to promote the area in Detroit, Chicago, Cleveland, Cincinnati, and St. Louis.

During the Great Depression, the B. F. Goodrich Company moved into the Acme Motor Truck Company building in 1937. The fact that B. F. Goodrich Company came to Cadillac would have a lasting impact on future industries and labor force skills in the Cadillac area—with of today's workforce employed in industries stemming from Goodrich's operation, 40 years after it closed. The immediate impact was that it changed the entire thinking, living and outlook for the community. In retrospect, B. F. Goodrich Company opening a plant in Cadillac is one of the most significant events in the areas's history.

Just before the start of World War II, the Cadillac Area Chamber of Commerce started a campaign called "Plan For a Plan." However this effort was overshadowed by the war (1941-1945). with long term strategies for post war development and public improvements.

In the late 1940s and early 1950s, public schools in Wexford County began combining. Prior to this time the traditional one-room country school house was common with the Cadillac Schools under the jurisdiction of the Cadillac City Council. Consolidated school districts were formed in Wexford County: Mesick Schools included, among others, Springville, Minor, Clark and Haddo districts. Manton Schools consolidated 15 small districts. Forest View (Hoxeyville) also became a consolidated district before combining with

the Cadillac Area Public Schools (formerly Fractional School District for Haring and Clam Lake). A complete inventory of the one-room schools in Wexford has been compiled by the Wexford County Historical Society, *Rural Schools of Wexford County* © 1981.

In the 1950s, the Cadillac Area Manufacturers Association (Cadillac Industrial Fund) was created through the efforts of the Chamber. The idea for creation of the Manufacturers Association was a product of Cadillac merchants. Merchants realized that to be successful – have more shoppers – there needed to be a growing number of base, or export-producing jobs⁸⁰. The idea was to create more base job wage earners who in turn shop in Cadillac.

When the B. F. Goodrich company closed in 1959, the company left behind the work force, management skills, and entrepreneurs which led to the creation of Cadillac Rubber & Plastics, Inc., Cadillac Molded Rubber, Michigan Rubber Products, and Brooks + Perkins.

In 1969, the U.S.-131 [freeway] Area Development Association was started. The Association's purpose was to promote construction of U.S.-131 as a limited access freeway to and past Wexford County.

The idea to create a Downtown Development Authority (DDA), in the early 1970s, was a product of Cadillac area industrialists. Here the realization was a community's downtown is its "front door" and is important to attract people to an area. Attraction of people to an area is important, not just for tourism, but also to attract entrepreneurs to bring their industries to

⁸⁰As used here "export producing jobs," or "base" jobs means jobs which result in a product being sent out of the community and thus bringing money into the area. Such jobs commonly include industrial/manufacturing, agriculture, forestry, tourism, extraction/mining, and most recently information technology. Secondary jobs, or jobs created through a "ripple effect" include activity in the economic sectors of retail, services, wholesale, transportation.

Cadillac. What attracts a tourist also attracts an industrialist. This same concept is what led to the creation of the Cadillac Area Visitors Bureau to promote the area for tourism, conventions, and so on.

The necessary symbiotic relationship between industry, commercial, and tourism has been historically a part of Cadillac's heritage. The realization one can not afford to retain a quality environment without a strong economic base, and one can not retain a strong economic base without a quality environment is rare in Michigan communities.

There were national influences on Wexford County, also. This can best be summarized by quoting a brief essay.⁸¹

How did sprawl come about? Far from being an inevitable evolution or a historical accident, suburban sprawl is the direct result of a number of policies that conspired powerfully to encourage urban dispersal. The most significant of these were the Federal Housing Administration and Veterans Administration loan programs which, in the years following the Second World War, provided mortgages for over eleven million new homes. These mortgages, which typically cost less per month than paying rent, were directed at new single-family suburban construction.⁸² Intentional or not, the FHA and VA programs discouraged the renovation of existing housing stock, while turning their back on the construction of row houses, mixed-use buildings, and other urban housing types. Simultaneously, a 41,000-mile interstate highway program, coupled with federal and local subsidies for road improvement and the neglect of mass transit, helped

make automotive commuting affordable and convenient for the average citizen.⁸³

Within the new economic framework, young families made the financially rational choice: Levittown. Housing gradually migrated from historic city neighborhoods to the periphery, landing increasingly farther away.

The shops stayed in the city, but only for a while. It did not take long for merchants to realize that their customers had relocated and to follow them out. But unlike America's prewar suburbs, the new subdivisions were being financed by programs that addressed only homebuilding, and therefore neglected to set aside any sites for corner stores. As a result, shopping required not only its only distinct method of financing and development but also its own locations. Placed along the wide high-speed collector roads between housing clusters, the new shops responded to their environment by pulling back from the street and constructing large freestanding signage. In this way the now ubiquitous strip shopping center was born.

For a time, most jobs stayed downtown. Workers traveled from the suburbs into the center, and the downtown business districts remained viable. But, as with the shops, this situation could not last; by the 1970s, many corporations were moving their offices closer to the workforce – or, more accurately, closer to the CEO's house, as ingeniously diagramed by William Whyte.⁸⁴ The CEO's desire for a short commute, coupled with suburbia's lower tax burden, led to the development of the business park, completing the migration of each of life's components into the suburbs. As commuting patterns became predominantly suburb to suburb, many center cities became expendable.

While government programs for housing and highway promoted sprawl, the plan-

⁸¹Duany, Andres and Elizabeth Plater-Zyberk, and Jeff Speck; "A Brief History of Sprawl"; "What is Sprawl, and Why?" *Suburban Nation, The Rise of Sprawl and the Decline of the American Dream*; North Point Press; New York; 2000; ISBN 0-86547-557-1; pages 7-12.

⁸²Kenneth Jackson, *Crabgrass Frontier*, 205-8. "Quite simply, it often became cheaper to buy than to rent" (205). Interestingly, Jackson notes that "the primary purpose of the legislation... was the alleviation of unemployment, which stood at about a quarter of the total work force in 1934 and which was particularly high in the construction industry" (203).

⁸³*Ibid.*, 249. The Interstate Highway act of 1956 provided for 41,000 miles of roadway, 90 percent paid for by the federal government, at an initial cost of \$26 billion (249-50). Jackson notes that, "according to Senator Gaylord Nelson of Wisconsin, 74 percent of government expenditures for transportation in the United States in the postwar generation went for highways as opposed to 1 percent for urban mass transit" (250). Still, "the government pays seven times as much to support the operation of the private cars as to support public transportation" (Jane Holtz Kay, "Stuck in Gear," D1). The preference in Washington for roads over rails was due in no small part to influence peddling by the auto industry, as continues to be the case. With and without the government's blessing, the automakers have a history of mercenary acts, the most notorious of which was portrayed in the film, *Who Framed Roger Rabbit?* In what Jim Kunstler describes as a "a systematic campaign to put streetcar lines out of business all over

America," a consortium of auto, tire, and oil companies purchased and tore up over one hundred streetcar systems nationwide, an act for which General Motors was ultimately convicted of criminal conspiracy and fined a grand total of \$5,000 (James Howard Kunstler, *The Geography of Nowhere*, 91-92).

⁸⁴William Whyte, *City: Rediscovering the Center*, 288. Whyte noted: "Of thirty-eight companies that moved out of New York City to better quality-of-life needs of their employees, thirty-one moved to the Greenwich-Stamford area... Average distance from the CEO's home: eight miles." Whyte also documented how, over the next eleven years, those thirty-eight companies that moved experienced less than half the stock appreciation of thirty-six randomly chosen comparable companies that chose to remain in the city (294-95).

ning profession, worshipping at the altar of zoning, worked to make it the law. Why the country's planners were so uniformly convinced of the efficacy of zoning – the segregation of the different aspects of daily life – is a story that dates back to the previous century and the first victory of the planning profession. At that time, Europe's industrialized cities were shrouded in the smoke of Blake's "dark, satanic mills." City planners wisely advocated the separation of such factories from residential areas, with dramatic results. Cities such as London, Paris, and Barcelona, which in the mid-nineteenth century had been virtually unfit for human habitation, were transformed within decades into national treasures. Life expectancies rose significantly, and the planners, fairly enough, were hailed as heroes.

The successes of turn-of-the-century planning, represented in America by the City Beautiful movement, became the foundation of a new profession, and ever since, planners have repeatedly attempted to relive the moment of glory by separating everything from everything else. This segregation, once applied only to incompatible uses, is now applied to every use. A typical contemporary zoning code has several dozen land-use designations; not only is a housing separated from industry but low-density housing is separated from medium-density housing, which is separated from high-density housing. Medical offices are separated from general offices, which are in turn separated from restaurants and shopping.⁸⁵

As a result, the new American city has been likened to an unmade omelet: eggs, cheese, vegetables, a pinch of salt, but each consumed in turn, raw. Perhaps the greatest irony is that even industry need not be isolated anymore. Many modern production facilities are perfectly safe neighbors, thanks to evolved manufacturing processes and improved pollution control. A comprehensive mix of diverse land uses is once again as reasonable as it was in the preindustrial age.

The planners' enthusiasm for single-use zoning and the government's commitment to homebuilding and highway construction were supported by another, more subtle ethos: the widespread application of management lessons learned overseas during the Second World War. In this part of the story, members of the professional class – called the Whiz Kids in John Byrne's

book of that name – returned from the war with a whole new approach to accomplishing large-scale tasks, centered on the twin acts of classifying and counting. Because these techniques had been so successful in building munitions and allocating troops, they were applied across the board to industry, to education, to governance, to whoever the Whiz Kids found themselves. In the case of cities, they took a complex human tradition of settlement, said "Out with the old," and replaced it with a rational model that could be easily understood through systems analysis and flow charts. Town planning, until 1930 considered a humanistic discipline based upon history, aesthetic, and culture, became a technical profession based upon numbers. As a result, the American city was reduced into the simplistic categories and quantities of sprawl.

Because these tenets still hold sway, sprawl continues largely unchecked. At the current rate, California alone grows by a Pasadena every year and a Massachusetts every decade.⁸⁶ Each year, we construct the equivalent of many cities, but the pieces don't add up to anything memorable or of lasting value. The result doesn't look like a place, it doesn't act like a place, and, perhaps most significant, it doesn't feel like a place. Rather, it feels like what it is: an uncoordinated agglomeration of standardized single-use zones with little pedestrian life and even less civic identification, connected only by an overtaxed network of roadways. Perhaps the most regrettable fact of all is that exactly the same ingredients – the houses, shops, offices, civic buildings, and roads – could instead have been assembled as new neighborhoods and cities. Countless residents of unincorporated counties could instead be citizens of real towns, enjoying the quality of life and civic involvement that such places provide.

There are elements of the above essay which hold true for every community in the United States. This presentation is not to present sprawl as "good" or "bad" but to convey a history of how it came about in the United States and in Wexford County. In the Wexford County area this was seen with housing starts in townships surrounding the county's two cities. In the Cadillac area this was followed with a movement of commercial activity outside the city (mainly retail and service to the north and office and medical services to the south). This took the form of a general reduction of commercial enterprises in other towns and villages. For more discussion on sprawl see page 87.

⁸⁵The strict separation of housing types actually hints at a more insidious cause of sprawl, economic discrimination, or sometimes simple racism. In the words of F.J. Popper: "The basic purpose of zoning was to keep Them where They belongs – Out. If They had already gotten in, then its purpose was to confine Them to limited areas. The exact identity of Them varied a bit around the country. Blacks, Latinos, and poor people qualified. Catholics, Jews, and Orientals were targets in many places" (Peter Hall, *Cities of Tomorrow*, 60). It has been well documented by Robert Fishman and others how racism was a large factor in the disappearance of the middle class from the center city ("white flight"), and how zoning law clearly manifests the desire to keep away what one has left behind.

⁸⁶Data given by Nelson Rising at the second Congress for the new Urbanism, Los Angeles, May 21, 1994. From 1970 to 1990, Los Angeles grew 45 percent in population and 300 percent in size (Christopher Leinberger, Robert Charles Lesser & Co. original research). According to the *Population Environment Balance* newsletter, we pave an area equal to the size of the state of Delaware every year. All told, seven thousand acres of forests, farms, and countryside are lost to sprawl each day, totaling well over 50,000 square miles since 1970 (Will Rogers, *The Trust for Public Land* membership letter, 1-2).

In 1978, fire destroyed the Safety Mate Boat plant owned by the Winn family. The family purchased the company in 1975. The company was rebuilt as FourWinns and employs 500 in 1999.

In the 1990s the state of Michigan started a “Remonumentation” program in cooperation with participating counties. Wexford is a participating county to use state funding to relocate the original 1837-1852 GLO survey monument locations in Wexford county and restore them with new monuments in their original locations. All land surveys done today are based on those GLO corner locations as the starting point.

Wexford County Historic Sites List.

FOR more detail on each site connect to the Internet site <http://www.state.mi.us/mdos/michsite/srchsitesite.cfm?T=24758>.

National Register list

- **Cadillac City Hall** (P25397) 201 North Mitchell Street, Cadillac.
- **Cobbs, Frank J. House** (P25401) 407 East Chapin Street, Cadillac.
- **Elks Temple Building** (P25402) 122 South Mitchell Street, Cadillac.
- **Masonic Temple Building** (P3518) 122-126 North Mitchell Street, Cadillac
- **Mitchell, Charles T., House.** (P25404) 118 North Shelby Street, Cadillac.
- **Shay Locomotive.** (P25405) Cass Street, in the city park, Cadillac.

State Register Listed

- **Battle of Manton informational designation** (P25406) Rotary Park on U.S.-131 south of Griswald Street, Manton.
- **Caberfae Ski Resort Company informational site** (P25410) Caberfae Road, South Branch Township.
- **Cadillac Public Library** (P25398) 127 Beech Street, half block east of Mitchell Street, Cadillac.
- **Clam Lake Canal** (P25403) Northeast of 6093 M-115, Cadillac.

Level of Support for Measures to Guide Land Use and Environmental Protection: Percentage Distributions and Means

| | <i>Mean</i> ⁸⁷ | Strongly Favor | Favor | Oppose | Strongly Oppose | Don't Know |
|---|---------------------------|----------------|-------|--------|-----------------|------------|
| Designating and protecting sites of historical or cultural interest | 1.65 | 37.6 | 56.4 | 3.0 | 0.5 | 2.5 |

⁸⁷The “strongly favor” response is given the numeric code of 1; “favor,” is coded 2; “oppose” is given the code of 3; and “strongly oppose” is coded 4. “Don’t know” responses are excluded when the mean is calculated.

- **Cobbs and Mitchell Mill No. 1 site** (P25399) 329 South Street at Lake Cadillac, Cadillac.
- **Cobbs and Mitchell, Inc. Building** (P25400) 100 East Chapin, west of Mitchell Street, Cadillac.
- **First Wexford County Courthouse site** (P25411) Northwest corner of State and Manistee Streets, (M-37 and West No. 14 Road), Sherman (Wexford Township).
- **Greenwood Disciples of Christ Church** (P25408) 7303 North 35 Road, Greenwood Township.
- **Manton Fire Barn and City Hall** (P25407) Southeast corner of West Main and State Street, Manton.

County Historic List

- **Indian Trail** from Lake Cadillac to Grand Traverse Bay.
- **Site of First School in Wexford County, Cornell-District #1 1865-1945.** Northwest corner of W. 4 Road and N. 11 Road, Section 2 of Wexford Township.
- **Site of Civilian Conservation Corps (CCC) Camp Axin (Camp # 1661) 1933-1942.** About 0.3 miles west of S. 25 Road on the south side of Caberfae Highway (M-55), Section 13, Henderson Township.
- **Hoxeyvill’s first Post Office, “Clay Hill.”** July 20, 1870-November 20, 1878 located in the Henderson House. Section 6/7, Henderson Township.
- **Harrietta Fish Hatchery**
- **Coates Highway** (W 30 Road, S 23 Road, W and E 34 Road (Boon Road)).

Municipality Historic List

- **Cadillac Central Residential Area** being studied as a possible state/federal historic district.

Opinion Survey on Historic Sites

Support for protecting and enhancing historic structures took third place (behind protecting groundwater and protecting lakes and rivers) in the survey of Wexford Residents.

Support for protecting sites of historical/cultural interest, is reasonably high, although the percentage of residents who “strongly favor” each of these measures is less than the percentage strongly favoring the

protection of water quality in the county. Roughly one third of respondents “strongly favor” “designating and protecting sites of historical or cultural interest.”

Wexford County Historic Population Data

MSU Extension, Wexford County; Kurt H. Schindler March 29, 2000

| | 1870 | 1874 | 1880 | 1890 | 1900 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 |
|------------------------------|------------|--------------------------|-------------------|-------------------|---------------------|---------------------|---------------------|---------------|---------------|---------------|---------------|---------------------|---------------------|---------------------|----------------------|
| Wexford County 1869 | 650 | 2,917¹ | 6,364 | 11,278 | 16,845 | 20,769 | 18,218 | 16,827 | 17,976 | 18,628 | 18,475 | 19,717 | 25,102 | 26,360 | 30,484 |
| Antioch Township 1869 | * | 163 | 114 ² | 470 ³ | 657 ⁴ | 640 | 682 ⁵ | 478 | 462 | 448 | 373 | 395 | 618 | 671 | 810 |
| Sherman Village | * | * | * | * | 427 | 260 | * | * | * | * | * | * | * | * | * |
| Boon Township 1875 | * | * | 115 | 764 | 955 ⁶ | 1,153 | 591 | 505 | 637 | 475 | 410 | 457 | 500 | 562 | 670 |
| Harrietta Village 1891 | * | * | * | * | 419 | 336 | 226 | 149 | 208 | 152 | 119 | 132 | 139 | 157 | 169 |
| Cadillac City 1874 | * | * | 2,213 | 4,461 | 5,997 | 8,375 | 9,750 | 9,570 | 9,855 | 10,425 | 10,112 | 9,990 ⁷ | 10,199 ⁸ | 10,104 ⁸ | 10,000 ¹⁰ |
| Cedar Creek Township 1873 | * | 248 | 553 ¹¹ | 1,603 | 1,937 | 2,129 | 1,405 ¹² | 436 | 498 | 455 | 534 | 692 ¹³ | 1,010 | 1,013 | 1,489 ¹⁴ |
| Cherry Grove Township 1872 | * | 101 | 275 | 216 | 417 | 481 | 403 | 268 | 382 | 583 | 695 | 835 | 1,517 | 1,763 | 2,328 |
| Clam Lake Township 1872 | * | 1,047 | 620 | 881 | 1,009 | 954 | 825 | 670 | 750 | 792 | 1,017 | 1,084 ¹⁵ | 1,658 ¹⁶ | 1,739 ¹⁷ | 2,238 ¹⁸ |
| Cleon Township 1868 | * | 94 ¹⁹ | 270 | * ²⁰ | * | * | * | * | * | * | * | * | * | * | * |
| Colfax Township *1869 | 172 | 246 ²¹ | 375 | 463 | 678 | 754 | 576 | 536 | 511 | 459 | 398 | 374 | 602 | 556 | 763 |
| Concord Township 1879-1880 | * | * | 171 | * | * | * | * | * | * | * | * | * | * | * | * |
| Greenwood Township 1873 | * | 136 | 112 ²² | 197 | 375 | 432 | 209 | 195 | 254 | 205 | 162 | 155 | 297 | 372 | 542 |
| Hanover Township 1869 | 112 | 242 ²³ | 154 ²⁴ | 209 ²⁵ | 477 ²⁶ | 812 ²⁷ | 509 ²⁸ | 372 | 377 | 323 | 351 | 373 | 665 | 826 | 1,200 |
| Buckley Village 1905 | * | * | * | * | * | 464 | 352 | 236 | 217 | 194 | 247 | 244 | 357 | 402 | 550 |
| Haring Charter Township 1873 | * | 199 | 728 ²⁹ | 319 | 322 | 418 | 406 | 551 | 629 | 935 | 1,059 | 1,387 | 2,523 ³⁰ | 2,501 | 2,962 |
| Henderson Township 1871 | * | 75 | 194 | 138 | 208 | 253 | 180 | 115 | 110 | 99 | 107 | 120 | 140 | 162 | 176 |
| Liberty Township 1874 | * | * | 109 | 274 | 423 | 370 | 284 | 243 | 285 | 320 | 272 | 334 | 542 | 641 | 800 |
| Manton City 1877 | * | * | 314 | 661 | 895 | 1,069 | 793 | 1,008 | 1,006 | 1,085 | 1,050 | 1,107 ³¹ | 1,212 | 1,161 | 1,221 ³² |
| Selma Township 1870 | * | 138 | 233 | 242 | 446 | 823 | 533 | 285 | 468 | 542 | 598 | 749 | 1,289 | 1,607 | 1,915 |
| Slagle Township | * | * | * | * | 460 ³³ | 486 | 323 | 336 | 315 | 254 | 202 | 286 | 406 | 470 | 569 |
| South Branch Township 1880 | * | * | 176 | 310 | 380 | 221 | 221 | 195 | 238 | 173 | 187 | 210 | 276 | 306 | 330 |
| Springville Township *1869 | 107 | 103 ³⁴ | 150 ³⁵ | 306 | 1,244 ³⁶ | 1,390 ³⁷ | 748 ³⁸ | 590 | 693 | 673 | 636 | 799 | 1,191 | 1,339 | 1,673 ³⁹ |
| Mesick Village 1901 | * | * | * | * | * | 510 | 318 | 303 | 327 | 359 | 304 | 376 | 374 | 406 | 447 ⁴⁰ |
| Wexford Township *1869 | 259 | 219 | 419 | 559 | 930 ⁴¹ | 919 | 573 ⁴² | 474 | 506 | 382 | 312 | 370 | 457 | 567 | 798 |
| Benzie County | 2,184 | | 3,433 | 5,237 | 9,685 | 10,638 | 6,947 | 6,587 | 7,800 | 8,306 | 7,834 | 8,593 | 11,205 | 12,200 | 15,998 |
| Grand Traverse County | 4,443 | | 8,422 | 13,355 | 20,479 | 23,784 | 19,518 | 20,011 | 23,390 | 28,598 | 33,490 | 39,175 | 54,899 | 64,273 | 77,654 |
| Kalkaska County | 424 | | 2,937 | 5,160 | 7,133 | 8,097 | 5,577 | 3,799 | 5,159 | 4,597 | 4,382 | 5,272 | 10,952 | 13,497 | 16,571 |
| Lake County | 548 | | 3,233 | 6,505 | 4,957 | 4,939 | 4,437 | 4,066 | 4,798 | 5,257 | 5,338 | 5,661 | 7,711 | 8,583 | 11,333 |
| Manistee County 1855 | 6,074 | 8,471 | 12,532 | 24,233 | 27,856 | 26,690 | 20,899 | 17,409 | 18,447 | 18,524 | 19,042 | 20,393 | 23,019 | 21,265 | 24,527 |
| Missaukee County | 130 | | 1,553 | 5,048 | 9,308 | 10,606 | 9,004 | 6,992 | 8,034 | 7,458 | 6,784 | 7,126 | 10,009 | 12,147 | 14,478 |
| Osceola County | 2,093 | | 10,777 | 14,630 | 17,859 | 17,889 | 15,221 | 12,806 | 13,309 | 13,797 | 13,595 | 14,838 | 18,928 | 20,146 | 23,197 |

1. Wexford County lost territory to the creation of Missaukee County in 1871.
2. Antioch Township lost territory to the creation of Summit (Boon) f1875, Concord f1879.
3. Antioch Township gained territory when Concord Township ceased to exist in 1880.
4. Sherman Village was created in 1900 in Wexford, Hanover, Springville and Antioch Townships.
5. Sherman Village ceased to exist in 1910 in Wexford, Hanover, Springville and Antioch Townships.
6. Harrietta Village (formerly Harriette, Glaston) was created in 1891 in Boon and Slagle Townships.
7. Cadillac City gained territory from annexation from Clam Lake Township.
8. Cadillac City gained territory from annexation from Clam Lake and Haring Townships.
9. Cadillac City gained territory from annexation from Clam Lake Township.
10. Cadillac City gained territory from annexation from Haring Charter Township and Clam Lake Township.
11. Manton Village was created in 1877 within Cedar Creek Township.
12. Cedar Creek Township lost territory to the reorganization of Manton Village, f 1877, into Manton City in 1910.
13. Cedar Creek Township lost territory to annexation to Manton City.
14. Cedar Creek Township lost territory to annexation to Manton City.
15. Clam Lake Township lost territory to annexation to Cadillac City.
16. Clam Lake Township lost territory to annexation to Cadillac City.
17. Clam Lake Township lost territory to annexation to Cadillac City.
18. Clam Lake Township lost territory to annexation to Cadillac City.
19. Wexford County gained territory when Cleon Township was added to Wexford County in 1873.
20. Wexford County lost territory when Cleon Township was removed from Wexford County in 1881.
21. Colfax Township lost territory to the creation of Thorpe (Selma) f1870, Cherry Grove f1872, Clam Lake f1872, Haring f1873.

22. Greenwood Township lost territory to the creation of Liberty f1874.
23. Hanover Township lost territory to the creation of Greenwood f 1873.
24. Hanover Township lost territory to the creation of Concord f1879.
25. Hanover Township gained territory when Concord Township ceased to exist in 1880.
26. Sherman Village was created in 1900 in Wexford, Hanover, Springville and Antioch Townships.
27. Buckley Village was created in 1905 in Hanover Township.
28. Sherman Village ceased to exist in 1910 in Wexford, Hanover, Springville and Antioch Townships.
29. Haring Township lost territory to the reorganization of Clam Lake Village, f 1874, into Cadillac City in 1877.
30. Haring Township lost territory to annexation to Cadillac City.
31. Manton City gained territory from annexation from Cedar Creek Township.
32. Manton City gained territory from annexation from Cedar Creek Township.
33. Harrietta Village (formerly Harriette, Glaston) was created in 1891 in Boon and Slagle Townships.
34. Springville Township lost territory to the creation of Henderson f1871, Antioch f1872.
35. Springville Township lost territory to the creation of South Branch f1880.
36. Sherman Village was created in 1900 in Wexford, Hanover, Springville and Antioch Townships.
37. Mesick Village was created in 1901 in Springville Township.
38. Sherman Village ceased to exist in 1910 in Wexford, Hanover, Springville and Antioch Townships.
39. Springville Township lost territory to annexation to Mesick Village
40. Mesick Village gained territory from annexation from Springville and Antioch Townships.
41. Sherman Village was created in 1900 in Wexford, Hanover, Springville and Antioch Townships.
42. Sherman Village ceased to exist in 1910 in Wexford, Hanover, Springville and Antioch Townships.

Wexford County, during the 1870 Census

| | |
|---------------------|-----------------|
| | |
| Wexford fl 1869 | Hanover fl 1869 |
| Springville fl 1869 | Colfax fl 1869 |

Wexford County, during the 1874 special Michigan Census

| | | | |
|--|-------------------|--|---------------------|
| Clam Twp fl 1868 (pt. of Wexford 1873-1881) | Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 |
| | | | Cedar Creek fl 1873 |
| | | Colfax fl 1869 | |
| | Antioch fl 1872 | Selma fl 1870 (formerly Thorpe 1870-1871) | Haring fl 1873 |
| Springville fl 1869 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1880 Census

| | | | | |
|----------------------------------|--------------------------------------|------------------------|----------------------|--|
| Twp fl 1868 (excl. 1873-1881) | | Hanover fl 1869 | | |
| | Wexford fl 1869 | Concord Twp. 1879-1880 | Greenwood fl 1873 | Liberty fl 1874 |
| | | | Manton Vill. fl 1877 | |
| | Antioch fl 1872 | Colfax fl 1869 | | Cedar Creek fl 1873 |
| | | | Haring fl 1873 | |
| | Boon (formerly Summit) fl 1875 | Selma fl 1870 | | Cadillac City (Formerly Clam Lake Village) fl 1874 |
| Springville fl 1869 | Henderson fl 1871 | Cherry Grove fl 1872 | | Clam Lake fl 1872 |

Wexford County, at height of the County Seat Battle 1874-c1881

| | | | | |
|--|----------------------|--------------------------------------|-----------------------|--|
| Clam Twp fl 1868 (pt. of Wexford 1873-1881) | | | | |
| | Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| | | Concord Twp. 1879-1880 | | Manton Vill. fl 1877 |
| | Dover fl 1871-c1880s | | Antioch fl 1872 | Cedar Creek fl 1873 |
| | | | Colfax fl 1869 | |
| | | Boon (formerly Summit) fl 1875 | Selma fl 1870 | Haring fl 1873 |
| | | | Benson fl 1881-c1880s | Cadillac City (Formerly Clam Lake Village) fl 1874 |
| Springville fl 1869 | Henderson fl 1871 | Cherry Grove fl 1872 | | Clam Lake fl 1872 |

Other townships proposed or attempted to be created, but never were:

- Benton (S 1/2 of Hanover Twp.)
- West Side (Cedar Creek Twp. west of the rail road track)
- Wheatland (N 1/2 of Colfax Twp.)
- Kysor (6 1/2 NW sections of Harding Twp.)
- Linden (S 1/2 of Harding Twp.)
- Garfield (6 SW sections of Harding Twp.)
- Long Lake (NE part of Harding Twp.)
- Copley (center part of Harding Twp.)

Wexford County, during the 1890 Census

| | | | |
|----------------------|-------------------|----------------------|-----------------------|
| | | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| | | | Manton Vill. fl 1877 |
| | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| Springville fl 1869 | Boon fl 1875 | Selma fl 1870 | Haring fl 1873 |
| | | | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1900 Census

| | | | |
|----------------------|---|----------------------|------------------------|
| | | | |
| Wexford fl 1869 | Sherman Vill fl 1900-c1910 Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| | | | Manton Village fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1910 Census

| | | | |
|----------------------|---|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Sherman Vill fl 1900-c1910 Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton Vill. fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1920 Census

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1930 Census

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1940 Census

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1950 Census

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1960 Census

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c 1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

Wexford County, during the 1990 Census

Wexford County, during the 2000 Census

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |

| | | | |
|----------------------|------------------------|----------------------|-----------------------|
| | Buckley Village 1905 | | |
| Wexford fl 1869 | Hanover fl 1869 | Greenwood fl 1873 | Liberty fl 1874 |
| Mesick Vill. fl 1901 | | | Manton City fl 1877 |
| Springville fl 1869 | Antioch fl 1872 | Colfax fl 1869 | Cedar Creek fl 1873 |
| | Harrietta Vill fl 1891 | | Haring fl 1873 |
| Slagle f c1890s | Boon fl 1875 | Selma fl 1870 | Cadillac City fl 1874 |
| South Branch fl 1880 | Henderson fl 1871 | Cherry Grove fl 1872 | Clam Lake fl 1872 |