

US 12 Heritage Trail Eastern Tour

Saint Joseph County



Set off in 1829, the county's name is derived from the St. Joseph River, which, in its turn, was named, by the explorer LaSalle, in honor of the patron saint of New France. In prehistoric times the region was occupied by "Mound Builders" and later by the Pottawatomie and Miami tribes. The first permanent settlements were at Sturgis Mottville and White Pigeon in 1826-27.

Two important trails crossed the county, the Chicago or Sauk trail and the Washteneaw Trail. The Chicago trail is today US12 while the Washteneaw ran along a line from Leonidas to Centerville, Constantine and Mottville. In 1851 the Michigan Southern Railroad arrived in Sturgis. The availability of rail transportation gave raise to industry especially in Sturgis and Three Rivers. Today both industry and agriculture are important to the economy as well as tourism. (*Michigan County Atlas*, Universal Map, Williamston, MI., pg.162)

The Chicago Road

In 1825 the United States Government appropriated \$3,000 for a federal highway, the second in the nation, which was laid out along an ancient Indian trail. Maintained almost constantly by federal, state and local governments, the highway has been used constantly through the present. Today this highway, US 12, traverses the State of Michigan, retaining alongside it an invaluable legacy of structures, artifacts, and landscapes. These structures represent a built environment that reflects the needs of both the regions travelers and its settlers.

US 12 has many names: The Sauk Trail, The Chicago Road, Michigan Avenue. The corridor through which it passes has been used by man since prehistoric times. When the Europeans first entered Michigan in the seventeenth century the route was already a well-established pathway through the wilderness. It roughly followed, from Lake Erie to Lake Michigan, a geographical line where the abundant forests of the north gave way to the more open grasslands to the south.

Near Saline and parallel to the highway, paleontologists from the University of Michigan have excavated portions of the longest mastodon trail way ever found, suggesting that game animals were using the corridor over 10,000 years ago. The indigenous peoples of Michigan who hunted the animals followed, establishing migratory routes. Burial and encampment sites have been identified along the highway. During the early history of European dominance the trail was used by both native peoples and the French in the lucrative fur trade. After the British

gained control of the region, the indigenous people continued to use the trail as they seasonally traveled to receive their yearly stipend from the British at Fort Malden in Ontario.

Through the early part of the American era, such a pattern continued, but when the Erie Canal opened in 1825, settlers were able to reach Michigan Territory by water, turning the nation's westward push north. In this movement the Old Sauk Trail played a key role, as settlers left the boats in Detroit to travel overland to Chicago and points in between. The great flood of settlers soon created such a demand for land that the two land offices located in Detroit and Monroe became insufficient. (*Past, 1998 Pioneer America Society Transactions Volume XXI, Martin C. Perkins ed., The Sauk Trail: Roadside Culture and Transportation History in Southern Michigan, Gladys Saborio, pg.71.*)

Sturgis

The area around Sturgis was first settled in 1827. In October of 1832 the area was platted and called Sherman. In 1837 lots were laid out in another part of the area and it was given the name Ivanhoe. It wasn't until the coming of the railroad in 1851 that it gained importance in the region. In February 1857 the Michigan Legislature ordered the two villages be combined under the name of Sturgis (for Judge John Sturgis). The railroad spurred the development of industry that brought wealth and growth. The abundance of early twentieth century residential buildings attests to the city's prosperity in the early decades of the that century. Small to medium sized Tudor revival and Colonial Revival houses line the shaded streets. Art Deco styled street lighting remains from this era as well. The intact neighborhoods and the exceptional street lighting give the visitor a sense of stepping backward in time to the mid-twentieth century.

Notable among the public buildings in Sturgis are the **Colonial Revival Style Post Office (1911)** and the **Electrical Plant and Dam (1936)**. A railroad museum is housed in the former **Michigan Central Railroad Station (1913)**. The railroads, which followed the old road through the corridor, brought with them an unprecedented growth in commerce, and industry flourished with the availability of new markets across the nation. Where the rails went towns flourished and a legacy of these small stations is left along the highway.

Halfway Road

The road is so named because it marks the halfway point between Detroit and Chicago.

Burr Oak

“Every means of transportation, once adopted, imposes itself on a society and extracts a price that nobody ever bargained for. As it becomes dominant, it

compels the society that uses it to conform to its own special demands.”
(Bruce Catton, *Michigan: A History*. New York: W.W. Norton and Company, Inc. 1976.)

This small town serves as an excellent, though sad example of the truth in this quotation. The railroads brought prosperity to such small towns. Burr Oak boasted of a manufacturing plant that sent agricultural equipment to markets across the nation. Many beautiful residential buildings, and an impressive Italianate style main street attest to its prosperity. With the coming of the automobile, the transportation focus returned to the road, which ran a short distance to the south. The downtown was abandoned. The businesses of Sturgis, a short drive away, could provide easy accessibility to the goods and services required by the population. Residential neighborhoods remained vital the main street languished. New ideas are need to revitalize these towns, which have such picturesque charm and walkability.

Interesting to the visitor is the **New England Town Style**. Brought to Michigan by immigrants from New England and New York who traveled to the territory by way of the Erie Canal. The town is laid out around a village green with the town hall and religious buildings focusing on the square. This settlement pattern is not found further south where settlers tended to come from New York City and Pennsylvania and brought with them Dutch and German inspired settlement pattern. The original town pattern was altered with the coming of the railroad where the typical Midwest main street supplanted the original plan of the village.

Halfway Inn Stagecoach Stop (1835)

Branch County



Named for John Branch, Secretary of the Navy under President Andrew Jackson, Branch County was set off October 29, 1829 and organized in 1833. Settlement began with the founding of Bronson in 1828, in what is one of Michigan's smallest counties. To the east of Bronson near the present site of Coldwater, settlement was discouraged by the presence of hostile natives. While other counties grew rapidly during the 1830's growth in Branch was sporadic. Its inland location made it much more inaccessible in a time when land transportation was miserable and the prairies were not as invitingly large and easy to farm as some neighboring areas. Some of these transportation problems were solved when the Chicago Road (now US 12), begun in 1825 and improved in the 1840's became a viable means of transportation as it crossed the county on it's way from Detroit to Chicago. (*Michigan County Atlas*, Universal Map, Williamston, MI., pg.1.26)

In 1847 the Union City Iron Company was formed, in the northern part of the county, producing from local mines, what was most likely, the first iron made from Michigan ore.

The State Public School for Dependent and Neglected Children, the first of its kind in Michigan, opened in Coldwater in 1874, providing needy children with state aid and education. Today the school has become the Coldwater Regional Center for Developmental Disabilities.

General farming remains essential to the county's economy as well as diverse manufacturing at Coldwater and Bronson.

Bronson

Founded in 1828 this town was the first to be settled in the county. Among its notable public buildings are:



Bronson Public Library

207 N. Matteson

Registered State of Michigan Historical Site L2090, 2000

The Bronson library originated in the early 1880s as the Ladies Library Association. In 1888 the township assumed ownership. Built with funds donated by steel tycoon Andrew Carnegie, the Classical Revival Bronson Public Library opened on May 23, 1912. This structure typifies Carnegie libraries. Between 1889 and 1923, Carnegie generated community support for free public libraries across the country with his generous donations.

Roosevelt Era Post Office

One of over 70 in Michigan, these buildings and the artwork that many contain stand as a reminder that in one of our Nation's darkest hours we produced some of our finest public works.

Built under the authority the Federal Public Buildings Appropriation Act of 1938, and designed by the Office of the Supervising Architect in 1940, and opened on January 24, 1941, building and site cost of \$50,000. "The building is 50 feet by 86 feet (with) a cupola in the center of the slate roof... that carries out the colonial design. The lobby has a terrazzo floor trimmed with Tennessee marble and Rochelle border. The woodwork is oak stained with a green effect." (The Bronson Journal January 24, 1941, Documentation for *Michigan's Roosevelt Era Post Offices*, unpublished work in progress, Gladys Saborio)

Coldwater

Platted in 1832 the village was incorporated in 1837. It is located at the junction of what was the Sauk Trail and another



Native American trail that ran north to Mackinaw. In 1842 the city became the county seat and growth was stimulated by the arrival of the Michigan southern Railroad in 1850.

The city today is noteworthy for its exceptional collection of buildings from the second half of the nineteenth century. The overall excellence of the architecture owes much to local architects and carpenter builders Marcellus H. Parker, Ebenezer Saxton, and Asbury W. Buckley. (*Buildings of Michigan*, Katherine Bishop Eckert, Oxford University Press, Oxford, New York 1993. pg.201)

Allen's Root Beer Stand (c.1950)

After the Second World War, more and more Americans took to the road. A demand for the amenities of travel arose, restaurants, lodging, a place to buy fuel, and a spot for a picnic. With this new use landscape of the corridor changed. Tourist's cabins, gas stations, and roadside parks were built. Drive-in restaurants like this one became a popular spot for both tourists and locals. So popular did these places become that they remain an icon of the 1950's auto culture. Allen's curbside service and pink and black tiled interior preserve perfectly this era of highway use. (*Past, 1998 Pioneer America Society Transactions* Volume XXI, Martin C. Perkins ed., *The Sauk Trail: Roadside Culture and Transportation History in Southern Michigan*, Gladys Saborio, pg.77.)

Tibbits Opera House



Barton S. Tibbits, whose father had platted the town of Coldwater, served as mayor in 1881 and brought the Tibbits Opera House to south Michigan in 1882. Mortimer Smith of Detroit designed the Victorian era, Italianate style, theater; ground was broken in 1881. The curtain rose for the first performance on the evening of

September 21, 1882. Through the years, Tibbits Opera House has set the stage for vaudeville acts, John L. Sullivan, Robert G. Ingersoll lectures, minstrel shows, Buffalo Bill, John Philip Sousa, Mack Sennett, boxing matches, Otis Skinner, traveling politicians, performing dogs, camel rides, and even a beer drinking elephant.

With a greatly altered façade, the building has seen many changes over time. It was retrofitted as a silent movie house by 1912, in 1927-28, the façade was covered and the doors were opened as a movie theater. More modern theatres, drive-in movies, television and shopping malls took over the entertainment business in the 1950's. By 1954 the old opera house stood vacant and fading.

In 1962 a small group created the Tibbits Foundation and reopened the opera house as a live performance theater.

Many famous names have graced Tibbits' stage and have entertained audiences through their creative influences such as: Bob Newhart, Woody Herman, The Royal Winnipeg Ballet, Roger Williams, Joseph Cotton, P.T. Barnum, The Dukes of Dixieland, Eddie Foy, Jr., The Chicago Symphony, Ethel Barrymore, The Virginia Symphony, The Chad Mitchell Trio, The Glen Miller Orchestra, The Chenille Sisters, and Guy Lombardo.

The Branch County Library

Edwin R. Clark (1828-1900), a prosperous druggist and grocer, gave the library to Coldwater as a gift. Coldwater resident, Marcellus H. Parker designed the cross-gable-roof, corner towered, brick, Queen Anne structure, following the plan by W. F. Poole, librarian of the Chicago Public library, which was published in the *Library Journal*. (Eckert, pg.202)

East Chicago Street Residential Area (1860-1910)

East Chicago and Pearl Streets between South Hudson and North Sprague.

East Chicago Street was the site of one of Coldwater's earliest Chicago Road taverns. The street began to acquire an elegant character even before the civil war, and is now one of southern Michigan's best streetscapes of 1860-1910 residential architecture. (Eckert, pg.203)

I-69 and US 12

The modern highway interchange serves as an example of how the roadside landscape reflects culture. It is a familiar sight, one that could be located anywhere in the nation. The automobile has shaped this landscape of ample and over-lit parking space with stores, lodging places and restaurants where the merchandise, the décor, and the menu are familiar even before one enters the door. Our culture of convenience, familiarity, and sameness is all here to see.

At the eastern limits of Coldwater, Michigan, US 12 crosses I-69. Located at this junction alongside Wal-Mart and Bob Evans are nineteenth century agricultural and residential buildings. Here the modern interchange meets an old road with structures demonstrating the routes constant use throughout the regions history. The structures, the artifacts, the entire landscape that remain along the old highway's length form a living textbook of our cultural history. (Saborio, pg.71)

Abram C. and Catherine Smith Fink House (.3 miles east of I-69)

Originally encircled by a trotting track and surrounded by fenced pastures, this Italianate house was the centerpiece of Branch County's leading horse farm. Fisk came to Coldwater from Monroe County, New York in 1835 and settled his farm in 1840. He brought the celebrated Morgan Stallion, green mountain Black Hawk, to the county in 1851 and pioneered horse

breeding in Branch County. Fisk's early house, a five-bay, center entrance, Greek revival building erected around 1840. Located across US 12, at 892 East Chicago Street. It is a simplified, vernacular type, once common along the Chicago Road. (Eckert, pg.203-204)

Quincy

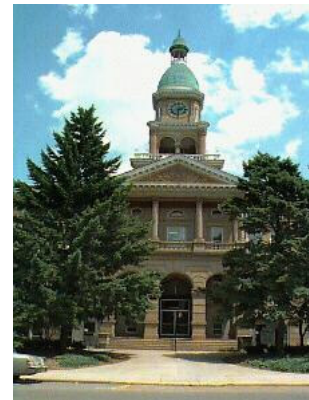
When the Chicago Road opened in 1833, Quincy was settled. With the completion of the Lake Shore and Southern Railroad in 1852, the town grew as a shipping point and as a service center for the surrounding country.

Star of the West Milling Company

Rock-faced concrete block and poured concrete elevators, two- and three-story frame warehouses, and a crisp, orange brick, International style office building comprise this milling company's complex of buildings. Milling and a Portland cement plant formed the economic base of Quincy. (Eckert, pg. 204)

Hillsdale County

Set off in October 1829 and organized in 1835 Hillsdale is the only county in Michigan bordered by two other states. It was named for the rolling hills and valleys found in the area. Moses Allen was the first settler in the county, arriving in what is now the town of Allen in 1827. (*Michigan County Atlas*, Universal Map, Williamston, MI., pg.1.66)



Allen

Little more than four corners, founded in 1827, Allen had 500 people in 1870, but has dwindled to 200 today. The founder Moses Allen was a member of Orange Risdon's team charged with the survey of the Chicago Military Road (present day US 12). Like Risdon in Saline, Allen chose land along the surveyed road to build his home.

There is also a strong connection with the Amish in Allen. The land in this area is variously too gravelly, hilly, or wet to pay off for large-scaled, mechanized agriculture, but is well suited to Amish farming methods: small -scaled, general, self-sufficient farming. Several Amish Communities have moved to the area. Amish men are excellent house movers and barn restorers. (*Hunt's Highlights of Michigan third edition*. Mary and Dan Hunt, Midwestern guides, Albion, Michigan. 1996, pg.134.)

Green Top Country Village

The original Green Top Lodge and Cabins (the name comes from their green roofs) are the core of this “village.” The one-time roadhouse opened in 1926, the year the Chicago Road was paved. Green Top, one of the favorite stops between Detroit and Chicago, hosted salesmen, truckers, and tourists. The cabins were among the first around to have their own toilets. Jim Klein bought the place to use as an Antique shop in 1982. Shortly thereafter he began moving endangered buildings on the five-acre site. Today a collection of over thirty rescued buildings including country stores, schools, granaries and barns, a root beer stand, and a work-crew trolley make up the “village” (Hunt, pg.133)

Moses Allen Cabin Museum

This log cabin was the home of Moses Allen, the first settler in the area.

Jonesville

Settled around 1830 at a ford in the Saint Joseph River and its juncture with the Chicago Road, Jonesville was incorporated as a village in 1855.

Grace Episcopal Church

The church is associated with William N. Lyster an Irish-born missionary and circuit rider that preached in Jonesville in 1836. Darius Barker organized the parish in 1838 and construction began on the present church in 1844. The building is a combination of classical and Gothic styles, with paneling and furniture made of black walnut. (*Traveling Through Time: a Guide to Michigan's Historical Markers*, Laura A. Ashlee ed., Bureau of History Michigan Historical Commission Michigan Department of State, 1991.pg. 102)

Munro House (1842)

George C. Munroe, an operator of a gristmill and general store built this Greek Revival house, which is the oldest extant brick building in Hillsdale county. It is of the type named “Basilica” by Talbot Hamlin. Hamlin states that the “Basilica” “is a variation of the temple type with wings...a characteristic Michigan type found...no where else.” (*Greek Revival Architecture in America*, Talbot Hamlin, Dover Press, New York 1944, pg.294) The Munro House now functions as a bed and breakfast.

Grosvenor House (1874)

The house was built for Ebenezer Oliver and Sally Ann Grosvenor. Grosvenor was a Jonesville banker, who served as a state senator, lieutenant governor, state treasurer, and as a member of the state building commission that was responsible for the construction of the Michigan State Capitol. The building was designed by Elijah E. Myers who also designed the State Capitol building. The High Victorian Italianate design building is recognized as one of the most magnificent residences in

Michigan. Now operated by the Jonesville Historical Society, as a museum the building is open to the public. (Ashlee, pg.102 and Ekhart pg.200)

William Walton Murphy House (c.1840)

The house is a symmetrical, two-story, five bay Greek Revival with a rear wing. Brick for the building was manufactured in nearby Moscow. Murphy was a lawyer, publisher, and statesman. He counted Daniel Webster and Horace Greeley among the guests at his home. (Ashlee, pg. 102)

Glen Horton Roadside Park Fayette Township 1930

Congress passed the Federal Aid Road Act in 1916 and US 12 (then US 112) became a part of the Federal Highway system. Shortly after this act of Congress the State of Michigan took a leading role in developing highway amenities. In 1919 Iron County established Michigan's first roadside park and picnic tables. This was quite likely America's first such facility. Soon these parks became common along Michigan's major roadways. This park honors a former MDOT employee who still resides in nearby Somerset.

Located at this park is one of several markers placed in the early decades of the twentieth century by women's civic and church affiliated groups who made an attempt to mark the route of the Chicago Road. Inscriptions were etched on boulders or on bronze markers attached to boulders and placed with much ceremony along the highway.

Moscow Plains

United Methodist Church 1853

Greek Revival Church and cemetery.

Moscow

Carpenter Gothic Township Hall (former railroad station)

Dutch-gabled commercial building

Bretty's Gift Shop and Annex (Union School district # 1 1854)

The lovely stone building which houses "Bretty's" a combination gift shop, furniture store and much more, began life as a typical late nineteenth century rural school. Built of stone, a craft that was brought to Michigan by masons who had done stonework on the Erie Canal. The building exhibits Italianate windows and trim. Next-door is an excellent example of adaptive reuse. The annex, which sells gourmet foods, herbs and garden accessories has the bizarre effect of an early 20th century gas station canopy attached to a 19th century building. The building originally used as a general store and as a home for over a century had the gas station

attached as another way to earn a dollar from the locals and the constant traffic along the highway in the 1920's. Today the gift shop continues the tradition of reusing this quaint building.

Somerset

McCourtie Park.

Somerset Township on the edge of Hillsdale County has a gem; McCourtie Park. McCourtie, who made his fortune in oil in Texas came home to Somerset and founded the Portland Cement Company. On the site of his family homestead, today a township park, he commissioned many examples of *Trabajo Rustico*. *El Trabajo Rustico*, Spanish for rustic work, is a form of sculpture executed in concrete. Forms are built of steel and wire then covered in concrete to form sculptures that mimicked wood, stone and rope. McCourtie had admired this work in Texas and brought two artisans, Dionicio Rodriguez and Ralph Corona, to the area to produce sculpture for his property, among them seventeen bridges and two trees that serve as chimneys for a rathskeller hidden from the highway by the hillside. Here he entertained his friends, some of them rather notorious, with poker, cigars and illegal liquor.

Several more examples of these artisans's work can be found along the highway as well as in the Detroit Zoo.

Lenawee County

Lenawee County derives its name from the Shawnee word for "Indian". It was set off September 10, 1822 and organized in 1826. Original settlement was to the south of the highway in present day Adrian and Tecumseh. Railroads both a north and south line, The Michigan and Southern which passes through Clinton and the Erie and Kalamazoo, which connected Toledo, Ohio and Adrian and was the first rail west of Albany, New York, brought growth and prosperity to the region. In the mid 1800's Lenawee was a leader in both population and in agriculture. The Raisin Institute, a bi-racial, coeducational, teacher's college was founded by staunch abolitionist, Laura Haviland. Adrian Collage opened in 1859.

The northern part of the county is known as the Irish Hills. There are conflicting views as to the origin of the name. One group contends that the Reverend Lyster named it in the nineteenth century. Lyster was an Irish minister that road circuit in the county. Another group claims that homesick Irish settlers named the area for its resemblance to their homeland. Yet another theory is that the name is the invention of local businessmen in the early twentieth century, who wanted to attract the emerging automobile tourists to the area. Whatever the explanation the area still attracts many tourists and summer residences to its numerous lakes and roadside attractions.

St. Joseph Catholic Church and Shrine

St. Joseph Church originated as a missionary church during the 1850's. The first resident priest arrived in 1954. Before that priests from Adrian, Clinton, Manchester, Tecumseh and Monroe all served here.

The original church, which is still part of the present structure, was built in 1854 by Irish pioneers. The tower and stained glass windows were a 1911 addition and in 1928 while Father Joseph Pfeffer from Manchester was in service the church was enlarged to its present form. (Ashlee, pg.165)

St. Joseph's Shrine

As part of the expansion of the church in 1928, a shrine-inspired by the grotto at Our Lady of Lourdes in France- was designed. In 1932 work began on the outdoor Stations of the Cross. A footpath begins at Pilots Courtyard at the top of the hill and winds down the steep embankment and up again ending at Christ's Tomb. The crucifix is of Carrara marble.

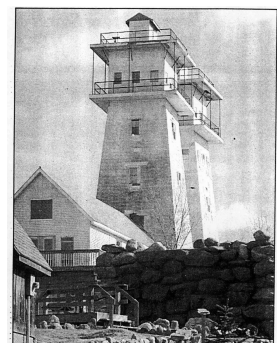
The Villa Cruz is mainly the work of the same artisans who created the sculptures at McCourtie Park. Rodriguez and Corona sculpted the steps and archways and railings from wet cement to resemble stone and timber. (Ashlee, pg.165)

Flavor Fruit Farms, Inc.

An orchard and cider mill that offers gourmet foods, antiques, home decorations and gifts. Visitors can walk through the orchard and see wild game, elk, llamas and mustangs. It has a full service bakery, pony rides, hayrides, craft shop, and candy store.

The Irish Hills Observation Towers (1924)

Auto tourism, of the 20's and 30's led to the popularity of attractions like the Irish Hills Towers. Opened in 1924 by the Michigan Observation Company, the original tower was built to allow the visitor to extend, by several feet, the experience of viewing the surrounding area from its highest point. The "spite tower" followed shortly there after, when it became evident that the idea was financially lucrative. Both of the towers owners opened restaurants that catered to the Chicago-bound tourist. At one point a tourist hotel stood just to the east of the towers. (Saborio, pg. 77)



The Walker Tavern

Located at the intersection of the Detroit-Chicago Road and the La Plaisance Bay turnpike, the Walker Tavern was constructed as a farmhouse but evolved into an inn to the service of travelers journeying along the two roads. Innkeepers Sylvester and Lucy Walker, from Cooperstown, New York, purchased the tavern in 1843. It soon became known as “the best west of Detroit”, the tavern was more than a stopping place for travelers; it was the social and civic center of the community. Its popularity convinced the Walker's to build a larger, brick tavern directly across the road in 1854.

In 1921, Frederick Hewitt, an Episcopal minister, purchased the tavern and opened it as a tourist attraction. The state of Michigan acquired the property in 1965 and restored the tavern to its 1840's condition. In 1978 it opened as a museum at the Cambridge State Historical Park. (Eekert, pg. 196)

The Monroe Pike, (La Plaisance Bay Pike)

This short piece of gravel road leads one into the nineteenth century. It is part of the original route from Monroe to Cambridge Junction. Along it we find, several early nineteenth century residences, the recently listed National Register St. Michaels and All Angels Church and its cemetery. Reverend Lyster whom we first heard of in Jonesville and who is alleged to have named the Irish Hills founded the church.

Clinton

Early settlers who came here from New York via the Erie Canal named this community in honor of DeWitt Clinton, the governor of their native state. First settled in 1829, Clinton became an important center of trade because of its location on the Chicago road at the River Raisin. Only a decade after its settlement, the village had ten general stores, several blacksmith shops and a hardware store. Five religious groups organized and built churches during this era.

Atlas Mill

Once a water-powered gristmill the building has been the site of milling activities since it opened in the early 1800's. The new owner is again grinding grain for special animal feed and intends to shortly begin grinding specialty flours for pancake mixes and for breads.

Clinton Woolen Mill

Shepherders from Manchester, England settled just north of Clinton, making Washtenaw County one of the leading wool producers in the

nation. In the heart of the sheep raising area and with rail lines crossing town, Clinton early, became the largest village west of Detroit, on the Chicago Road. In 1866, a small group of businessmen formed the Clinton Woolen Mill. Using the local Manchester wool, the mill manufactured cloth for soldiers in the two World Wars and the Spanish American War. The mill also produced cloth for fire and police uniforms and eventually material for automobile upholstery. The mill burned twice, once shortly after it opened and again in 1886 as a result of an explosion. Both times it was rebuilt within months. The present buildings constructed in 1887/1891, are three-story red brick Italianate structures with ornamental ironwork and fire-escape-stairs on the façade. The large brick buildings are connected on the east to a temple front **Greek Revival building**, originally a home of one of the owners, in the 1890's, it became the offices of the mill.

Riverside Cemetery

Built in the style of "rural" cemeteries, like Mount Auburn in Boston and Spring Brook in Cincinnati, it attests to the affluence and sophisticated taste of Clinton's residents in the latter part of the nineteenth century. Located here is the **mausoleum** designed by Wirt Roland a local resident who also designed the Kirk in the Hills Church, the Penobscot Building, and Guardian Building in Detroit.

Memorial Park

The Village has set aside this park area to pay homage to citizens lost in WWI, WWII, Korea and Vietnam.

Clinton Township Hall

Built in 1876, it is a two story brick, gable front building with a raised entrance.

1840 Greek Revival Storefront

There are few remaining of these early storefronts along 12 most of them succumbed to fire and were replaced in the 1880's- 1890's by the more common , "fireproof" brick, Italianate style storefront.

The Clinton Inn (formerly the Clintonian)

Built as a railroad hotel in 1903 the inn with its clock tower is a local landmark.

Site of the original Clinton Inn

The original inn, a stagecoach stop, was relocated to Greenfield Village (now known as The Eagle Tavern in 1927, by Henry Ford.

Eastern Residential District

To the east of downtown both sides of Michigan Avenue are lined with mature trees and historic residential buildings. Some are homes of the earliest settlers; one **Greek Revival** dates to the 1830's. Others form a litany of nineteenth and early twentieth century styles, including **Italianate, Gothic Revival, Queen Anne, Colonial Revival , Arts and Crafts Bungalows**), and **vernacular** house types. Several of the homes still have **historic carriage houses and small barns on the property**. One particularly fine example of these early predecessors of the garage sits to the rear of the present Dairy Queen. This was the area of town where the most affluent residents lived.

Clinton Rock

At the triangle formed by Washington and Michigan Avenues (US-12), on the north side of Michigan Ave. is a large bolder with a plaque commemorating Orange Risdon's 1825 survey of the Chicago Military Road. Also located at this location is a barbershop housed in a **1920's era Standard Oil Gas Station**.