

As the Eagle Soars



AN ILLUSTRATED HISTORY
OF EAGLE, MICH.
1834 ~ 1976

by HIRAM HAZEN
and FRIENDS

In compiling the history of Eagle Township to the present time I am most appreciative of the help and advise of many Old Timers.

I have lived here all my life and with the happenings that my mother told to me, I am attempting to the best of my ability to record these events.

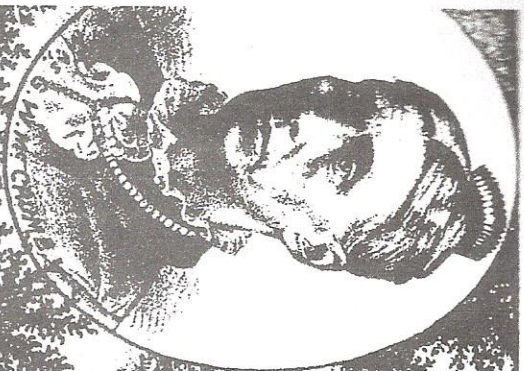
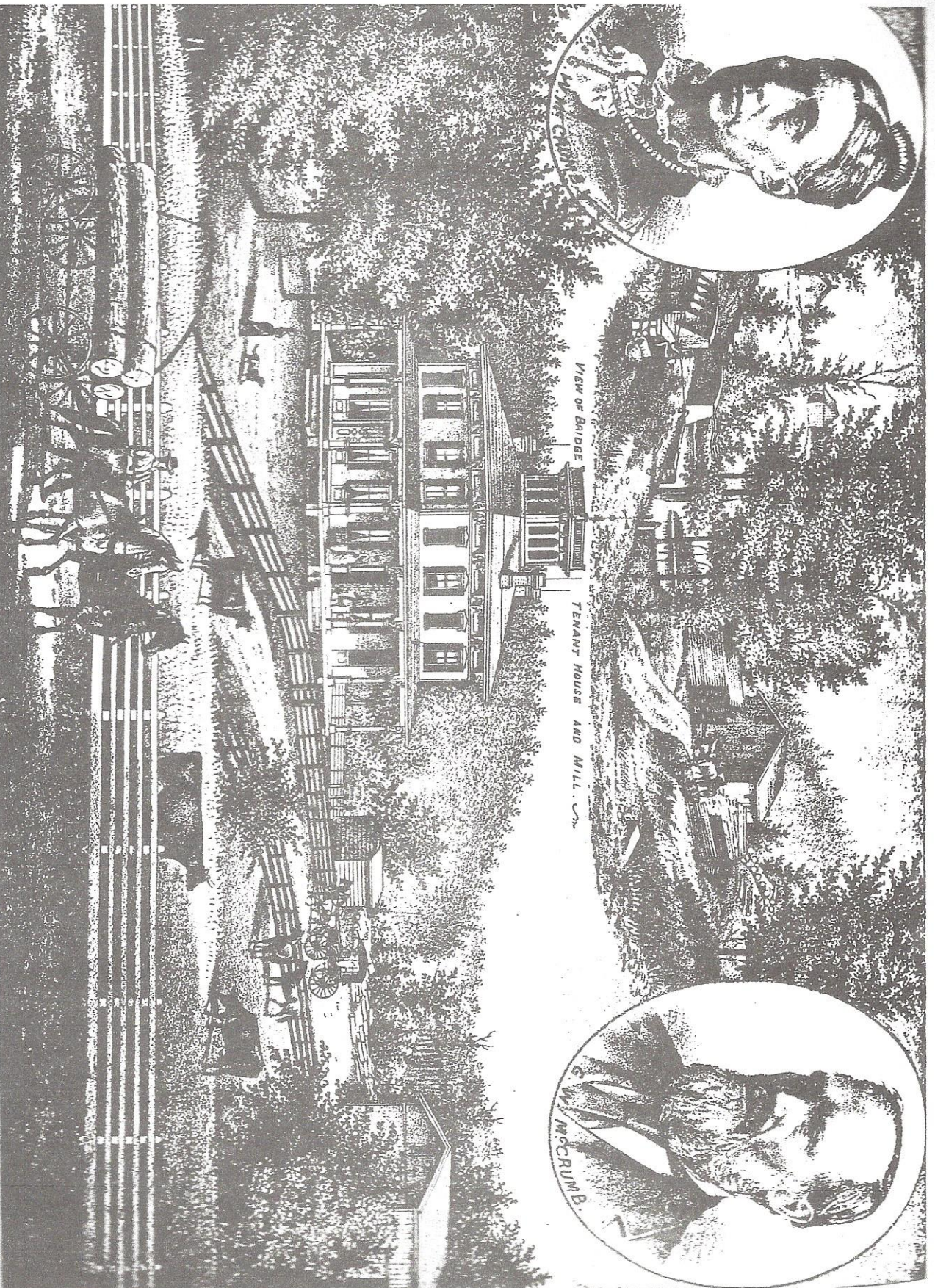
Hiram Hazen

Edited by Catherine Shepard

Hiram Hazen



Grandfather's Grain Cradle



VIEW OF BRIDGE

TENANT HOUSE AND MILL

RESIDENCE OF GEO. W. McCRUMB. EAGLE TR. CLINTON Co. MICH.

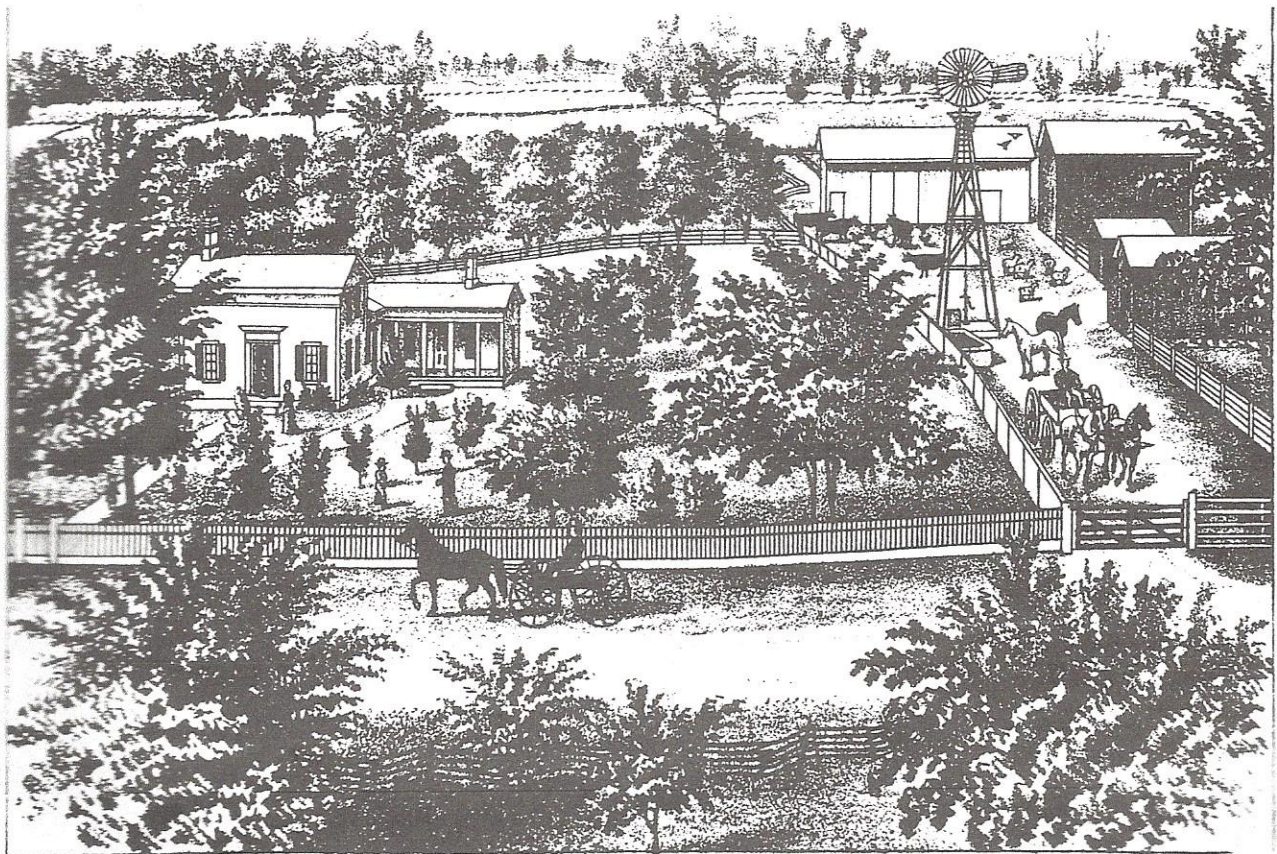
EARLY SETTLERS

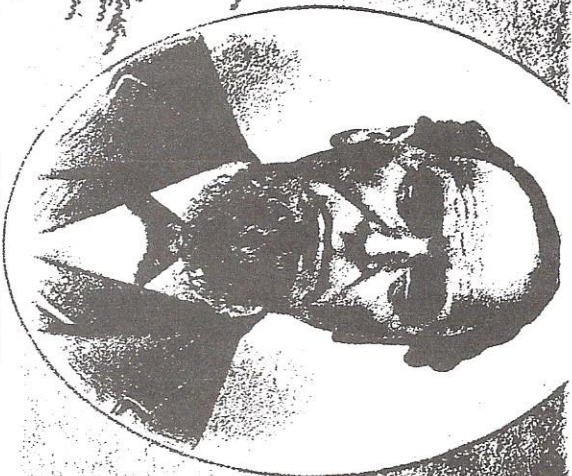
Eagle, Eagle Township, Clinton County. This little town is one of twelve in the United States bearing the name of Eagle; One of seventy places using the name in combination form. The name came from earlier settlers who came from Eagle Fall, New York.

Originally the settlement was located three-fourths of a mile east of the present site and named Waverly, and was included in the township of Watertown. On February 4, 1842 it was changed to Eagle and was voted in as Eagle Township.

George W. McCrumb in 1872 became the owner of forty acres of land on section twenty-one of Eagle, being of the estate of John H. McCrumb. Jacob Schott added ten acres and the plat of the village of Eagle was recorded May 6, 1873. George W. McCrumb is considered to be the founder of the village of Eagle. He built a depot upon his plat at his own expense.

Among the first settlers were Anthony Niles and Stephen B. Groger who came here from Troy, New York by boat to Detroit and then wandered northwest to Eagle Township about 1834. Coming down the Looking Glass river, they decided to put ashore in section 14 of Eagle Township. John Benson and Heman Thomas were the next families to arrive. Daniel Clark and David Clark came here in 1834 and they settled in section 14 near the river. In 1836 there were many more to come.

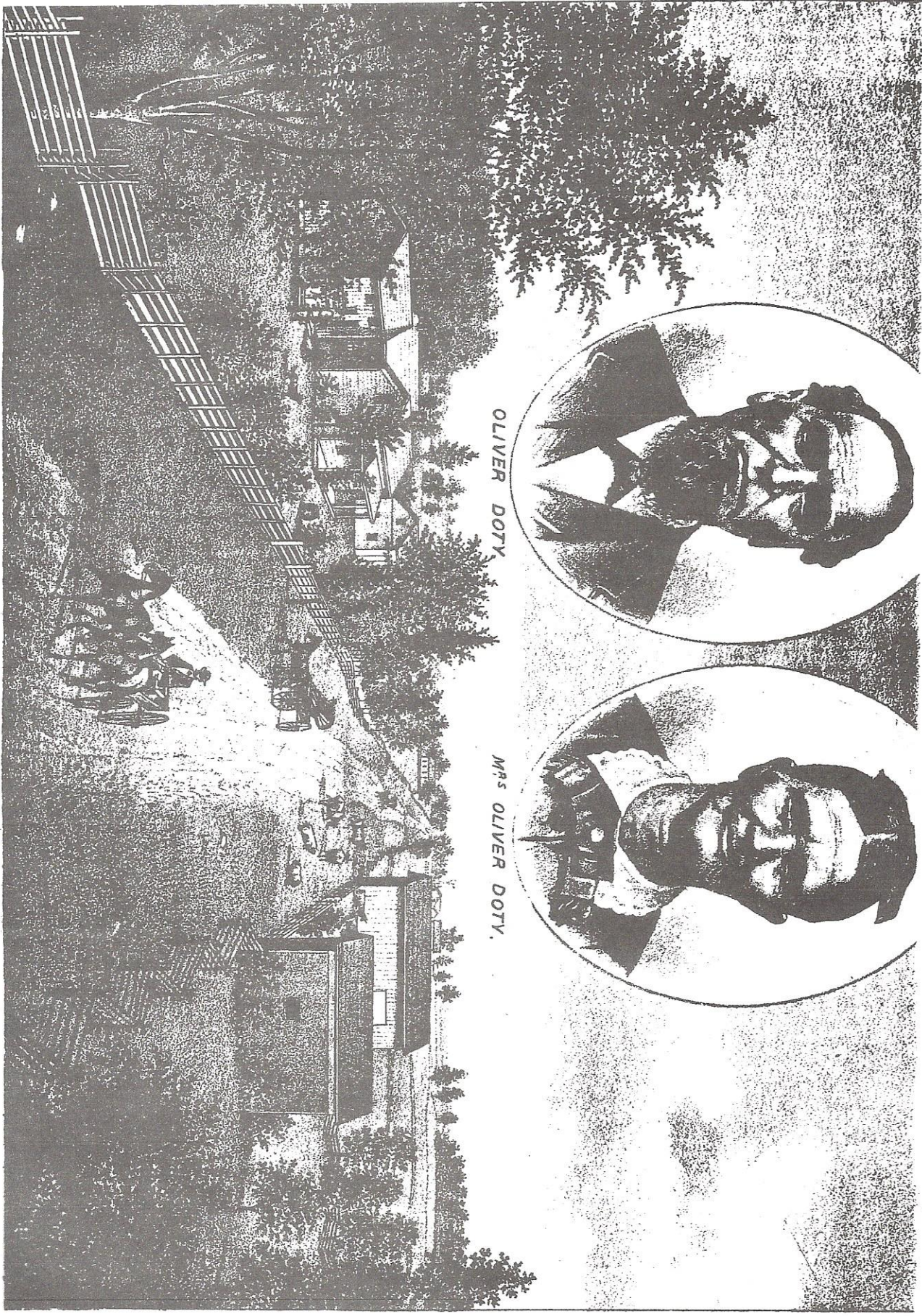




OLIVER DOTY



MRS OLIVER DOTY.



RESIDENCE OF OLIVER DOTY, EAGLE TR MICH

EAGLE TOWNSHIP

Eagle Township was separated from Watertown March 15, 1841. In the act there was a township meeting to be held at Philo Doty's house soon afterwards. The following were chosen to be the Township Officials:

Supervisor - Jared Higbee
Treasurer - Henry Rowland
Assessors - John Benson, David Simmons, Henry Rowland
School Inspector - Elisha B. Isham
Collectors - Edward W. Higbee, Thomas L. Allen, Nathan Stevens
Director of the Poor - Henry Rowland, Fletcher Jenison
Highway Commissioner - Oliver Doty, Philo Doty, Jared Higbee
Justices of the Peace - Oliver Doty, David Simmons, Henry Rowland
Constables - Hiram C. Briggs, Nathan Stephens, Thomas Allen,
Frederick M. Groger

This custom has followed through the years as of today.

	POPULATION	
	1860	1870
Eagle Township	912	1008
Clinton County	13,923	22,845
State of Michigan	749,112	1,187,135

PERTINENT FACTS ON THE VILLAGE OF

Eagle

1946

Population—200
Location—Southwestern corner of Clinton county
Distance from Lansing—13 miles
Founded—1873
Incorporated—1887
Present president—Bard Fish
Educational facilities—Nine-grade village school
Industries—Farmers Elevator, Eagle Lumber company,
McCrumb Wrecking company
Highways—US-16 and Westphalia road
Transportation facilities—Pere Marquette Grand Ledge-to-
Portland freight line, Greyhound and Shortway bus
lines

SETTLERS

Anthony Niles built the first cabin and his son Ezekiel chopped down the first tree that was felled in the township about 1834. He also planted the first crops of corn and potatoes.

In October of 1834 Susan M. Groger was born. This was the first birth in Clinton County.

In the Fall of 1834 Anthony Niles built a log house 28' by 30'. In this crude structure was organized the first church society in Eagle.

In 1836 the first frame building of sawed lumber was erected. The lumber came from Portland for the Anthony Niles home.

Jesse Monroe came to the Eagle area in 1836 and settled in section 7.

A saw mill was built by Peter Kent and was the first in the section. It served well for several years. Philo Beers opened the first blacksmith shop to serve the pioneers for miles around.

Lazarus Doty came with his three sons--Oliver, Philo and Charles. Harry Gibbs built a dam for Philo Doty in section 14. Morris Allen settled in section 23 but later moved to Ionia. His father, Nehemiah Allen, was the first death in Eagle. He was buried on the north bank of the river in section 15. Joseph Eddy settled in section 15 and recorded his claim in 1836. He and his wife died in 1837, and they were buried near the same place as Mr. Allen. David Simmons, Hiram Briggs and Josiah Hogle came in 1837 as did Isaac Phillips.

1 Cow, Upset Boat Led to New Village

EAGLE—Crudely constructed flat bottomed boats pushed slowly west from DeWitt on the Looking Glass river as a group of Troy, N. Y., pioneers sought a likely place to hew homes in the central Michigan forestland.

The going was slow. The water was none too high and navigating was tricky. The boats were heavily laden with families, livestock and household goods.

Without warning, one of the craft struck an underwater obstruction, dumping its occupants—including a highly valued cow—into the water. The occupants scrambled safely to shore but the cow beat them to it. Because the cow tramped off into the wilderness while the pioneers were saving themselves and whatever household effects they could, the present village of Eagle came into being.

LOOKED FOR COW

The boats containing Clark, the Grogers, Thomas and Benson, pushed on westward but Niles was determined to find his cow. It's life-giving milk was an absolute necessity to himself, his wife and his children. So Niles, according to historians, spent several days scouring the swamps and highlands, looking for his cow.

History fails to record whether or not he found it. But records show that he rejoined the other group later at an Indian village where Portland now stands. Two weeks later, after discussing what they had seen and hearing Niles tell of the area he had traversed in search of his cow, they decided to retrace their route and picked out a spot in Eagle township for their future home.

That spot, chosen more than a century ago, was near the present village of Eagle, 13 miles west of Lansing on US-16.

The occupants of the capsized vessel were Anthony Niles and his family, part of a group of hardy adventurers that included also the family of Stephen B. Groger, who had been neighbors with them back in New York. Also with them were Daniel Clark and two companions, Herman Thomas and John Benson, whom they had met at DeWitt where a Captain Scott had offered them temporary shelter.



Old McCrumb Dam, N. of Eagle



Kebler's Old Homestead

John and Aggie Dravenstatt's cabin on Grand River



Above—The Homestead as it appeared in 1910 included osage orange hedge, vineyard, orchard, smoke house and shop. The

EARLY SETTLERS

Joseph Eddy and his sons Jeremiah, Stephen and Abraham settled in section 15. Jeremiah built a tavern named "Western Grand River House". He later sold it to I. Pennington.

✓ Fletcher Jenison came to Eagle with his son and became the first postmaster of Eagle. The post office was located three quarters of a mile east of the present Eagle on Grand River Trail. A mail route was established from Ann Arbor to Ionia and the mail was carried by horse by a Mr. Ingersoll. Below is a list of settlers as of 1841.

	Section	Acres		Sec.	Acres
George Phiney	1	80	Abram Eddy	22	145
Orange Eddy	2	40	W. F. Jenison	22	240
David McClansey	1	40	Stephen Groger	22	120
Jason Macomber	4	160	Heman Thomas	23	80
Peter Carrow	6	140	John Benson	23	40
Jesse Munroe	7	160	Daniel Clark	23	80
Hiram C. Briggs	8	72	Anthony Niles	23	180
David Simmons	9	197	Philo Doty	23	80
Richard Lewis	9	40	Ezekial Niles	23	80
Isaac Phillips	10	74	David Clark	24	40
Jeremiah Eddy	10	78	Andrew Shaddock	24	40
Nathanial Macomber	10	80	Henry Gibbs	25	80
David Burgess	11	80	Henry Gibbs, jr.	25	80
Jared Higbee	11	160	Chester Brown	25	160
Henry Rowland	13	153	Calvin Barber	25	80
Oliver Rowland	13	182	Oliver Doty	25 & 26	240
Philo Beers	14	103	John Shear	26	40
Philo Doty	14	126	George Jones	31	80
Joseph Eddy	14	385	Jacob Dobbins	32	40
Jacob Dewitt	15	80	Charles Jones	32	20
Hiram Briggs	18	147	Oliver Doty	36	80
Nathan Stevens	21	40	Miles Mansfield	36	160

MAIL CARRIERS

The mail carriers of Eagle Township around 1912 were Allie Bennett, L.M. Leonard and Grant Acre. Ed Rose started to carry mail in Eagle Township on April 2, 1917. The three carriers delivered mail during all kinds of weather with horse and buggy and cutter in the Winter. About 1920 they began to use Model T Ford Touring cars. Later William Erwin started to carry mail when Bennett died. Later Erwin was transferred to St. Johns. Two carriers handled the mail then. Bill Moyer was postmaster for a while then he carried mail on the route. Starting in 1908 the postmasters were Elroy McCrumb, Horace Peake, Charles Johnson, Robert Van Driesen, Bill Moyer, Dorothy Korrock and the present Earl Rosier. Harriet Patrick (Juenker) was a sub postmistress for a few years.

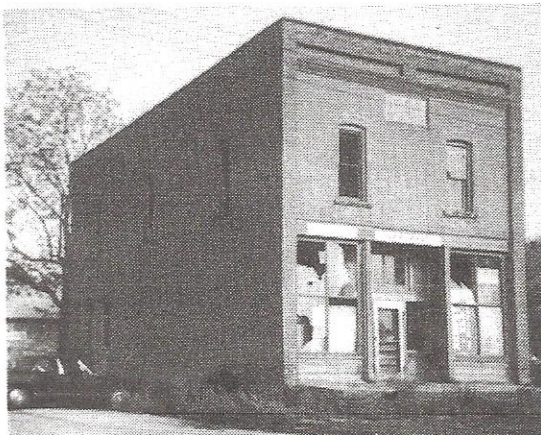
Ed Rose retired in 1957. He carried mail for forty years. L.M. Leonard carried mail in 1908 and he carried mail for 32½ years. Allie Bennett was carrying when L.M. Leonard started. At one time Frank McCrumb was a sub-carrier and William Erwin was a carrier. At the present time there is only one carrier, Richard Rosier.

POST OFFICE

The present Post Office was didicated July 22, 1960. The Post Office was established in Eagle Township by the name of Waverly but was changed to Eagle on FEBruary 4, 1842.

POSTMASTERS

Fletcher Jenison	1842	Elroy McCrumb	1897
Wm. F. Jenison	1842	Thomas Eddy	1914
Ira W. Hill	1850	Elroy McCrumb	1917
Archelaus Silbee	1853	Horace Peake	1918
Wm. F. Jenison	1858	Charles Johnson	1938
George W. McCrumb	1871	Carrol Patton	1938
Ezekial Miles	1881	Robert Van Driesen	1940
Thomas H. Eddy	1885	Duane E. Murphy	1955
Henry W. Partlow	1889	Bill Moyer	1959
Thomas H. Eddy	1893	Dorothy Korrock	1960
		Earl Rosier, present	



Old Post Office

SCHOOLS IN EAGLE TOWNSHIP

Until 1837 there had been no school in Eagle, so the men got together and built one of logs. Mrs. Alice Allen taught all 10 students. In the winter of 1837-38 W. F. Jenison taught for four months and was the first male teacher in the township. In 1839 the schoolhouse known as the RED SCHOOL HOUSE was built, taking its name from a liberal coat of red paint. It was the first frame school in the township and said to be the first in Clinton County.

A school house burned mysteriously back in about 1880. It was located east of Hinman Road, just south of Old U.S. 16 and north of the railroad. After this fire, James Bates gave one acre of land for a new school. This school was moved in 1910, and a brick school is now located on the site.

The Kebler School was erected in 1853. It was closed for some time and later merged with the Grand Ledge School. Lindy Volk bought the school building and the grounds in October, 1963 from the Township. The building was later burned. The school was located on the south side of Old 16, and M-100.

The Pennington School was located on the east side of Tallman Road in section 11. It also was merged with the Grand Ledge School district. Later the building was sold and remodeled into a home.



-Kebler School, erected in 1853 served for over a century before the district was annexed to Grand Ledge. Many of the family completed eight grades here. The teacher in this print (fourth from left) is Miss Alta Howe, later Mrs. Nathan Kebler.

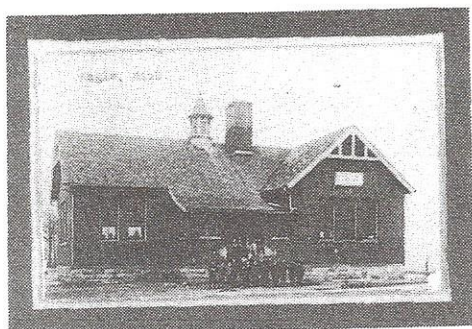


The Brown School

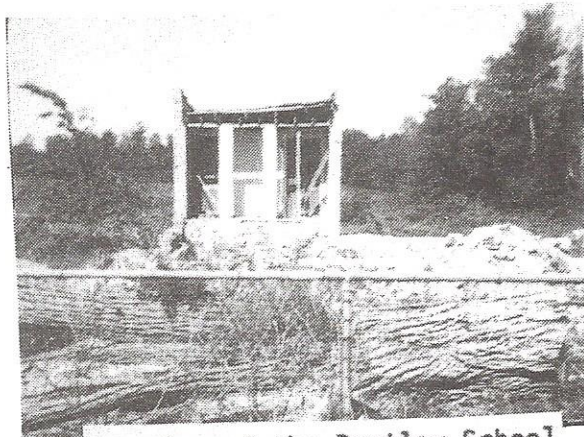


Site of Old Pennington School

Among the teachers in the Eagle School were Agnes, Helen and Mary McCrumb, who taught in this area. Helen McCrumb started her teaching there in 1932 and continued until 1962 when the school merged with the Portland district. The school was operating under the Portland district for three years in Eagle, at which time Helen and Mary McCrumb taught. Later when the school was closed, they moved to Portland where they taught a few more years before retiring.



Eagle School
Early 1900



Remains of the Partlow School



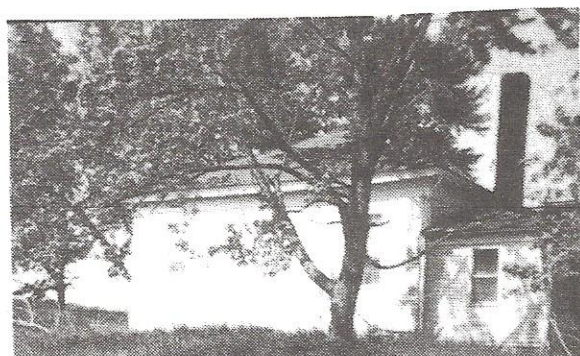
Munroe School
present site

The North Eagle School House is still standing. The school merged with the Portland School District. The building is now empty.

The Monroe School building has now been remodeled into a home. It is located at the north end of Jones Road. This school district also merged with the Portland School District.

The Partlow School was located on the west side of Jones Road in section 31. The building, now owned by Dale McAllister's son is in the process of being torn down. This school also merged with the Grand Ledge district.

The Eagle School was built in the Spring and Summer of 1908, the year the Hazen family moved to their present farm. The farm was owned by Hiram Hazen's grandfather, H.A. Snyder. Hiram's father, Myron Hazen, drew the bricks for the school from Lansing. He had a beautiful team of horses that were well matched, the color dapple grey. While in Lansing drawing the bricks, he was offered \$800.00 for his team which he promptly refused.



Present Site
North Eagle School

CHURCHES

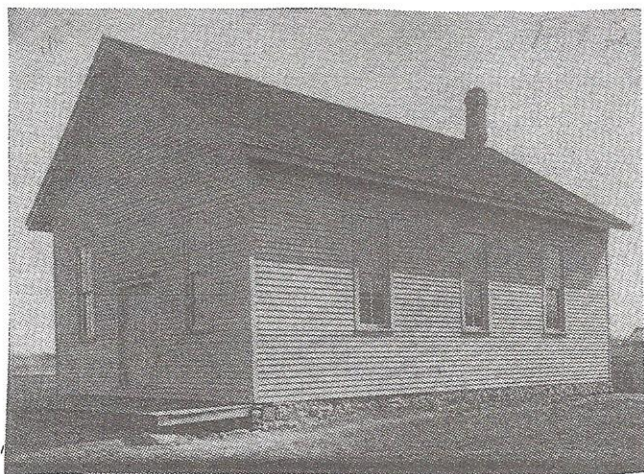
The Universalist Church, a brick building standing south of the Eagle Township Hall, has no pastor at the present time. The name was changed to the Four Square Church about 25 years ago. Mr. and Mrs. Royal Burnett were pastors for the church for 26 years, and in 1974 they left to go to Florida. The people who were affiliated with the church when it started were Jenisons, Newsoms, McCrumb and Babbitts. In about 1840, the Methodist class and church were formed in Eagle Township. Before that their meetings were held in the home of Anthony Niles about two miles east of Eagle. From then until 1874, services were held in private homes, school houses or the Town Hall. The Town Hall at that time was located three quarters of a mile east of Eagle on property owned by William Jenison. There was talk of building a church in Eagle in 1872 and 1873. On January 23, 1875 a meeting was called by the church members consisting of Loyal W. Hill, T. R. Compton, G. D. Palmer, Henry Davenport, M. R. Hill, George McCrumb, and W. B. Strickland and it was decided where to locate the church. George McCrumb, who purchased the 40 acres for Eagle, gave the site for the church where it now stands. On February 15, 1875 a bee was formed to haul stones for the wall, and in one day they hauled enough for the walls from Henry Davenport's farm on Jones Road by Grand River. Five hundred dollars was borrowed at the rate of 12% to start the church. That summer and the following summer the church was built with donations. It was dedicated on October 15, 1876. A Troy bell was installed by lantern light. It weighed 1065 pounds. The bell cost \$352.28. The cost of the building was \$2,960.00. In 1905 a lighting system was installed that was run by gasoline under pressure. A local citizen by the name of Dave Baker, who lived in the Old Hotel, looked after the plant. When the pressure would go down, he would go out in the entry and pump air in the tank; that in turn would make the lights brighter. In 1922 a new roof was installed, and a basement was added with a cement floor and a furnace. This was done while Reverend Loomis was pastor. The parsonage was built just north of the church in 1887. Just west of the church two sheds were built to house the horses while people were attending church. They were perhaps 50 to 60 feet long and were built in 1899. In the forties a large room on the west end of the church was built for social gatherings and dinners. The church is still in use today and celebrated its 125th Anniversary on May 13, 1966.

The Free Methodist Church was organized at the North Eagle School in June of 1876 by C. W. Haines. The church was built east of the school in June 1879. In 1926 or 1927 the church was dismantled in sections and moved to Ionia and assembled again as a church.

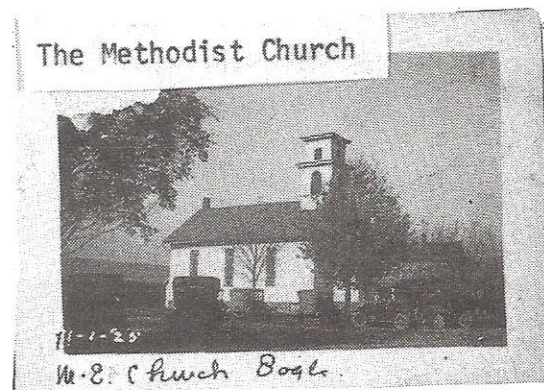
In 1840 John Thomas formed the First Baptist Church. This church later disbanded and its members united with the Society in Grand Ledge.

The so-called ladies' room was part of the Methodist Church located on the north east corner of Hill St. and Michigan. It was used as a house or hall where they held ice cream socials and dinners. In later years the hall was remodeled to its present structure. After the addition to the Methodist Church, the ladies room was no longer used and stood idle for a number of years, then was used for a garage but is now vacant. The building was bought from Mr. David in 1907 and remodeled to its present shape in 1915.

Look at notes

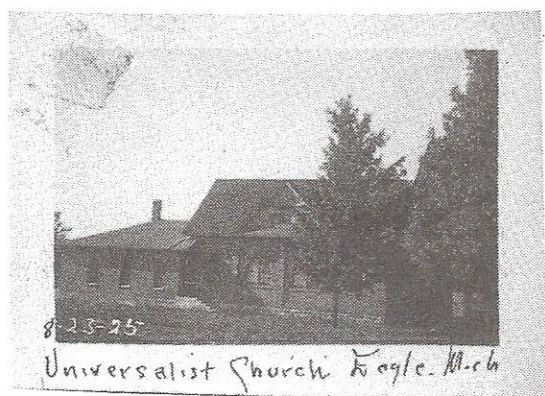


NORTH EAGLE CHURCH Services 11 AM
BIBEL SUNDAYS



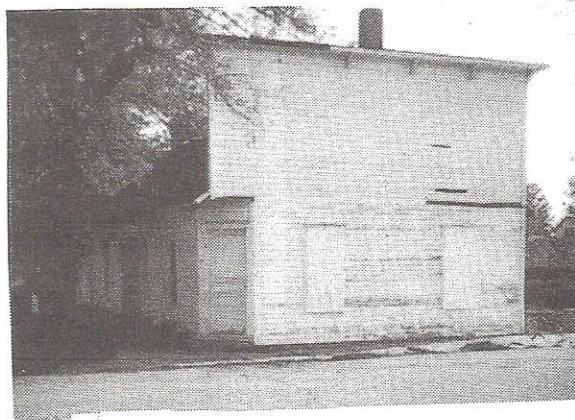
The Methodist Church

11-1-25
M.E. Church Bogle



8-25-25
Universalist Church Eagle, Mich

Now Four Square Church



Ladies Room (Methodist)

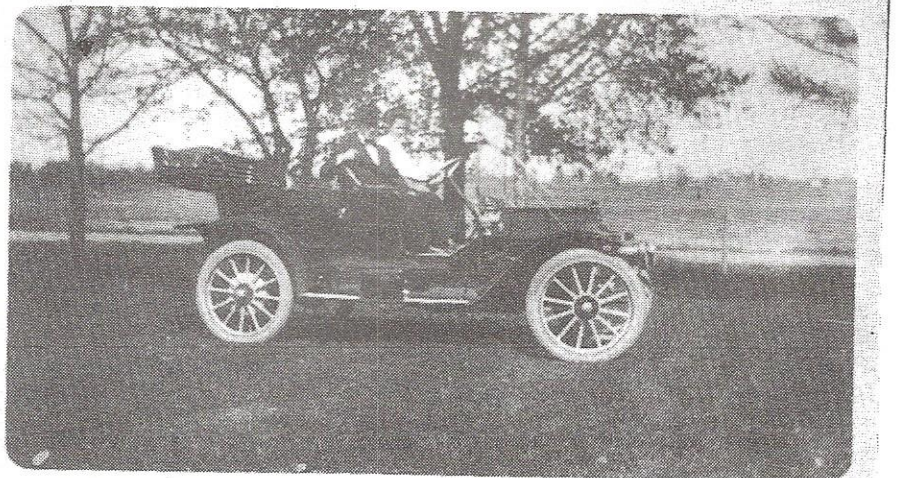
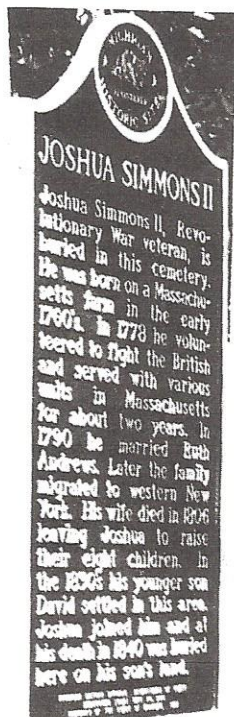
CEMETERIES

The Simmons Cemetery was established by Mr. Simmons, a pioneer who owned land north of Eagle. In 1899 the North Eagle Cemetery Society was incorporated by that name and the cemetery was then changed. On October 5, 1974 a plaque was dedicated by his great, great grandson to his grandfather Joshua Simmons. Over 100 people came to the ceremony. A few years ago more land was acquired which doubled the original size. This is a well-kept and beautiful cemetery.

The Niles Cemetery is located north of Eagle, two miles east of Clark Road on a small hill, on Niles Road.

I remember a Lark Tallman who lived near Eagle, coming to the social events. I was just a small lad at the time and was very impressed by his automobile. He had a nice touring car with a cloth top and brass head lights which burned acetylen. I believe it was a Reo, made in Lansing. What impressed me most was the big high wheels with 3 inch tires. They were about as high as I was. I believe there were no doors on the sides of the front seats. It was a real sharp car for those days.

A Mr. Henry Davenport used to come to church in his 1908 Ford Touring car. It also had no front doors. It had brass head lights, brass radiator and brass around the two piece windshield. From the head lights a nice shiny black strap around 1½ in. long was fastened to the cloth top. I suppose that kept the top from blowing up. It was a beautiful black car.



Lark Tallman's Reo



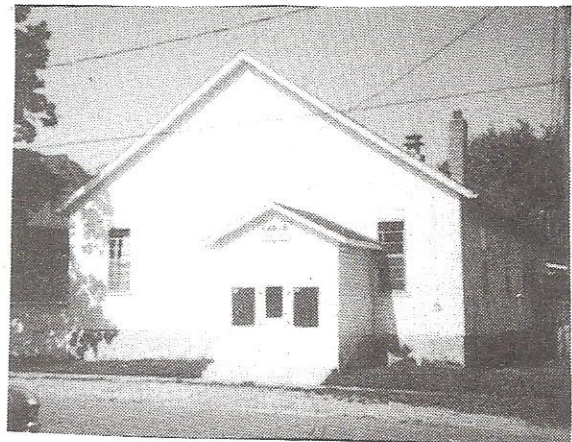
HOTEL, TOWNSHIP HALL, POST OFFICE

Three quarters of a mile east of Eagle on Grand River Trail, a Hotel, Town Hall and a postal office was located. The farm was owned by William F. Jenison. The residence was on the south side of the road. Travelers on the trail would stop here for the night, eat, sleep and care for their horses. The mail was delivered by stage coach and later by train. The train would stop south of the buildings to let passengers on and off and take care of the mail. They would have to walk about a quarter of a mile. In later years William Jenison acquired the village hall and Henry Jenison, his son took over as owner. A few years before 1900 the present brick house was built by Henry Jenison. This house was a land mark of the vicinity. I remember two buildings were standing. One on the south side of the road, the other on the north side. The one on the south side of the road survived into the twenties.

The Township Hall was erected in the village of Eagle between 1885-1895.



Old Eagle Hotel
built 1879-torn
down 1933



Present Eagle Town Hall



Post Office

RAILROADS

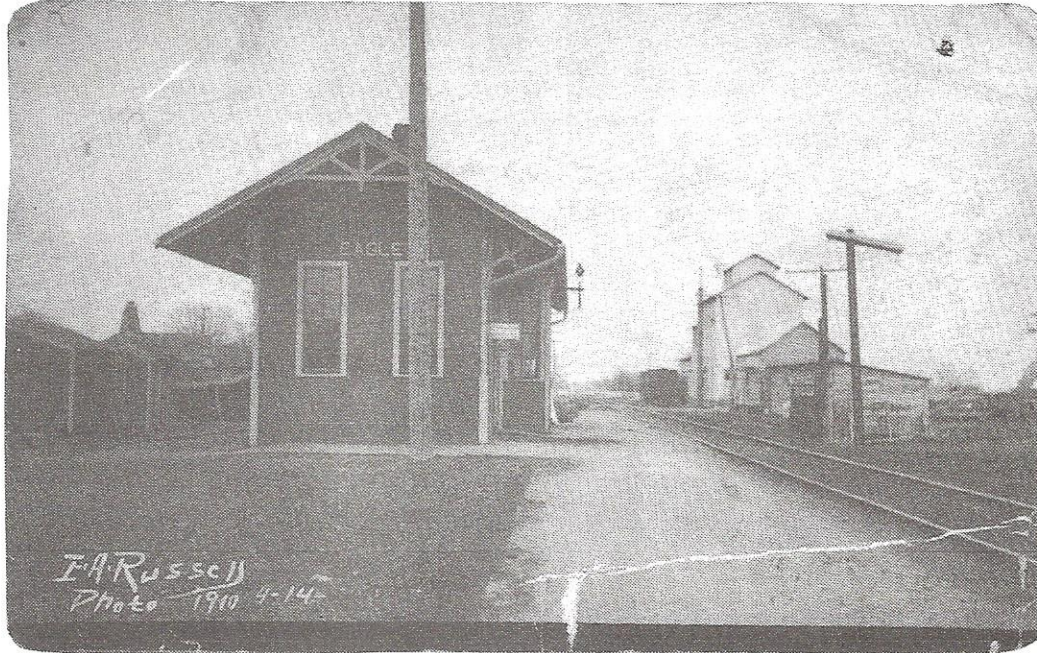
In 1873 the railroad was being built from Grand Ledge to Ionia. The tracks are on the south side of Eagle and cross the highway in Eagle. A platt book gives the letters D. L. and L. M. Railroad which stands for Detroit, Lansing and Lake Michigan. References state the road from Detroit to Lansing was opened in August of 1871. George McCrumb erected the depot in Eagle in 1873. Because the train stopped at Eagle, the village started to grow. Previous to the construction of the depot, the train would stop three-quarters of a mile east of Eagle to let passengers and mail off. This railroad ran through Watertown and Eagle for about 12 miles, then to Grand Ledge in Eaton County and back through Eagle Township to Ionia County, then northwest. In 1877 the railroad changed its name to Detroit, Lansing and Northwestern Railroad. The company had this name for perhaps 30 or 40 years. Later it was changed to Pere Marquette. *

About 1910 or 1912 large steam engines pulled the freight cars and passenger cars. There were usually two trains of freight and six to eight passenger trains a day. Around 1920 at noon there would be two passenger trains that would pass each other. One train would side off and wait for the on coming trains. If their schedule was off a little, they would wait before pulling out. The first passenger train would come along about 8:00 A.M. from the west to Grand Ledge. Hiram Hazen states the his sister Zanah Hazen would ride to Grand Ledge on the train to High School. She did this for about three years. She then would walk from the depot to High School. *

At one time there were as many as eight passenger trains a day going each way. The last one would go through about 9:00 P.M. at night. They would draw from 3 to 5 coaches a train. They would always have a baggage car to carry mail, express packages and freight that was small and easily handled. Mail was always loaded and unloaded at Eagle from the rural area. Hiram remembers how his mother would get angry at the fireman. The train going west would put coal in the engine before the curve and the grade, and by the time it got near their house the black smoke would roll out from the engine, and on wash days her clothes would get sooty if the wind was in the right direction. His mother said that when she was a girl the railroad used wood to burn in the locomotive. On their east property line, wood was hauled and stacked for the engines. When needed, they would stop and load it on the tender to make it run. A cord of wood in days gone by was four feet high, four feet in width and eight feet long. *

RAILROADS

In 1940 the company sold out to the Chesapeake and Ohio. The autos and trucks killed the passenger and freight service on the railroad. It came to where there were only two trains a day, once in the morning and back at night. The freight trains were small and hauled very few passenger cars. Passenger cars were discontinued after a few years. Today there is only one train from Grand Ledge to Ionia, over in the morning A.M. and back late in the evening. The depot at Eagle was torn down by Ivan McCrumb in the summer of 1942.



Threshing machine Disaster
Tallman Bridge

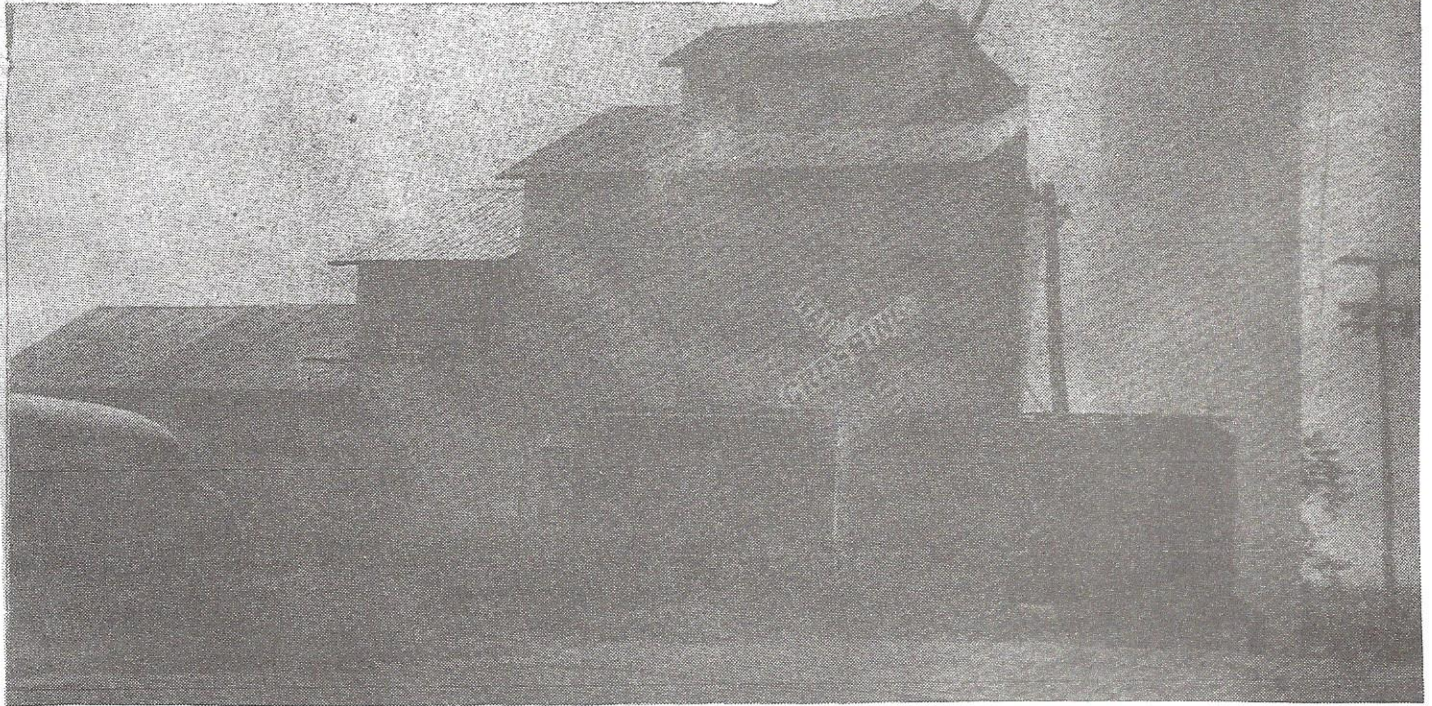
Plant Farmers Would Buy--

The accompanying picture is that of the modern elevator plant in village of Eagle, on which a group of farmers of that area have placed a bid with Federal Deposit Insurance Corp., which is selling same to turn into cash the assets of Mr. and Mrs. Francis Schwab, former owners.

There has been an elevator business in Eagle for at least 50 years. One of the early owners

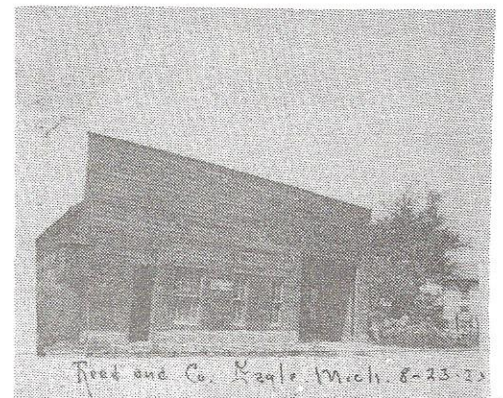
was Will Lung, of Portland, who operated the business about 1910. Later owners were Fred Balder-son and Mr. and Mrs. Schwab.

The farmers of the area named a committee of nine men to seek purchase of the plant. Their bid was filed with the FDIC, and action of same is expected in a very few days. Carl Leitzke was named temporary chairman of the committee, and Hiram Hazen, secretary pro-tem.



Hiram and Loren Hazen
1910

Reed Washing Machine



Reed & Co. Washing Machine Factory

Early Farming



SUMMER 1910 ASA FLOYD & CHARLIE

Grain Binder 1910



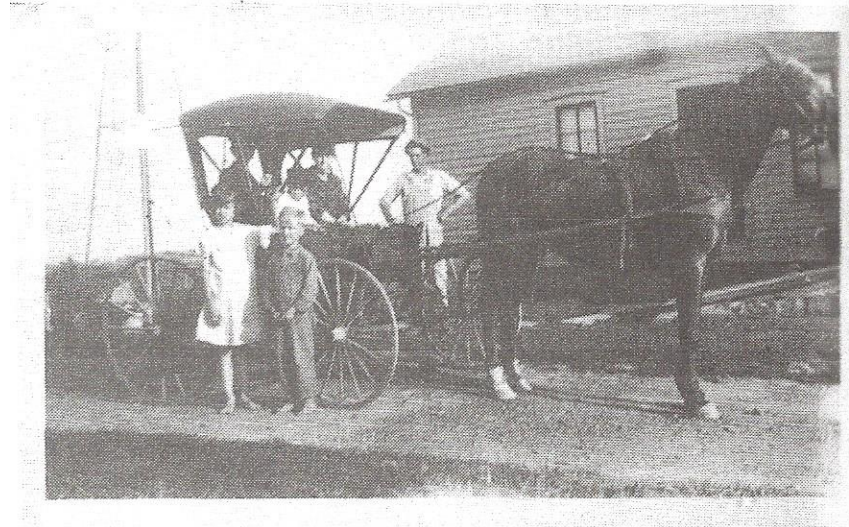
"Haying"
1918



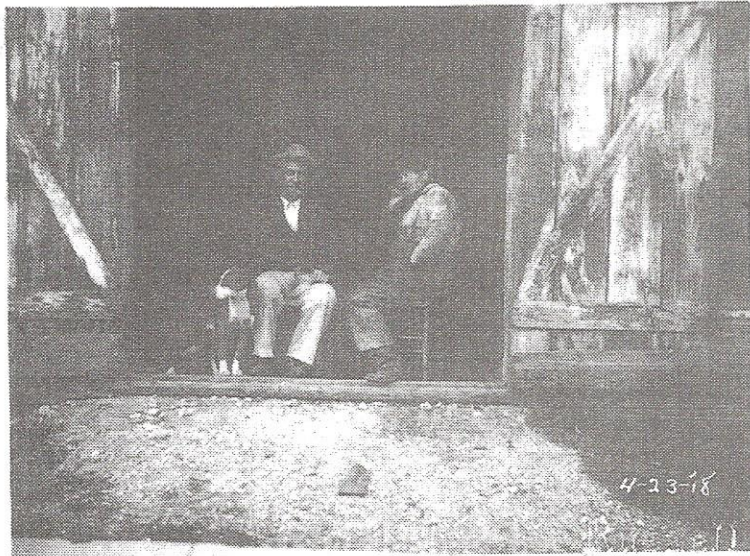
Vern Babbitt Eagle
Vern Babbitt



Old Blacksmith Shop



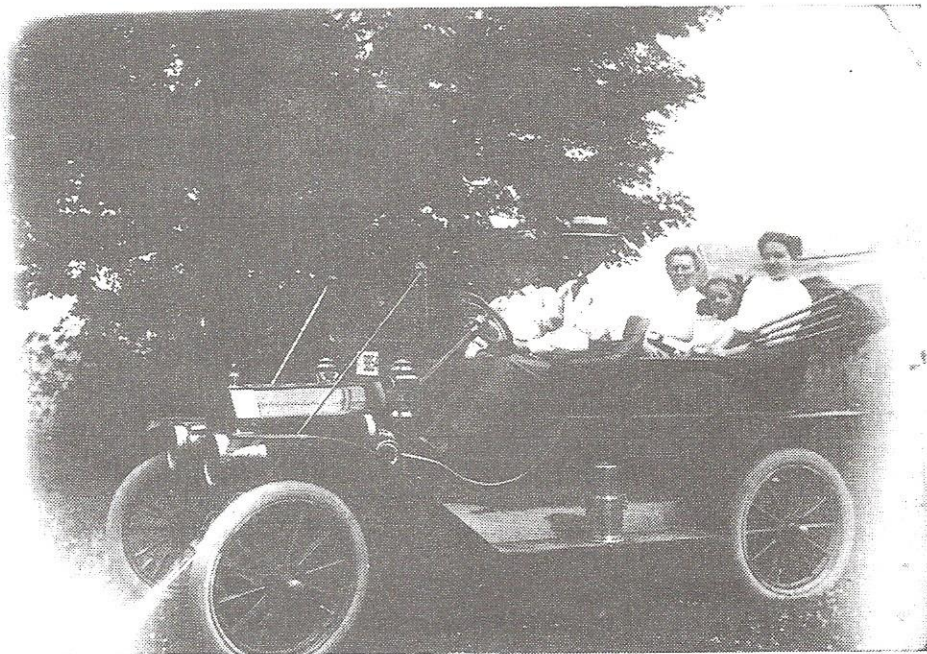
1926
Modern Transportation



George Clark's Blacksmith Shop



Mr Russell's Flint "55"
1915




ICE

We used the team and sleighs with a box or dump board on to haul it home. We would stack the ice in the ice house where we were very careful to keep at least 8 inches away from the inside wall. Then we would pack sawdust around the ice to the top. Sometimes it would be 12 to 14 feet high in the building. The ice would be covered on top with at least two feet of sawdust. The ice would last all summer.

"The Cream had to be kept cool to make good butter. When it got warm in the summer we would dig down to the ice and chop off the size we needed. Always we would be sure to cover it again with sawdust. The cream was kept cold by packing ice around the container. Sometimes my mother would put a piece of ice in the barrell churn before churning. This would make the butter gather faster. We had a Bulldog engine made in Lansing by the Bates and Edmond Company to churn with. This was a $2\frac{1}{2}$ H.P. engine. Later we had a cream separator. We also used the engine to pump water with. We had no ice box for many years. We did have a 32 volt lighting plant with batteries for about 6 years, before 110 volts--we had lights also we had a 32 volt iron to do the ironing with. In 1928 we acquired lights' from Consumers Power. Before we got the power separator we had a water separator. There were two tanks made together--the inside tank was for milk, the outside contained water. This process would make the cream raise for butter. To save the cream the milk would be drained off down to the cream."

BUTTER MAKING AND STORING ICE

Hiram Hazen recalls a family business and tells of early methods of refrigeration. "From 1910 to 1920 my mother made butter. She sold it to the Reform School in Lansing located on Pennsylvania Avenue. We also had customers in Detroit. The butter would be packed in crocks and shipped to Detroit by train, sometimes 10 or 15 pounds at a time. When we made a trip to Lansing to deliver we would start in the early morning, and it would be very late at night before we returned. In order to make good butter it would have to be kept very cold all the time. To do this we would put up ice in the ice house. Every year in January or February we would put up ice. The ice would be cut about 2 feet square. Sometimes the ice cakes would be from 10 inches to 2 feet thick, depending on how cold the weather was. We hauled from the Looking Glass River north to the Hinman bridge then up the river about 20 rods. There the water would be 4 to 5 feet deep."



SUGAR BEETS

From 1915 to 1925 there was a large acreage of sugar beets raised around Eagle. The farmers would bring them by team and wagon to be weighed at the elevator. From every load a sample of the beets would be taken for the tare, that is clean beets per load. After weighing in the beets would be shoveled into gondola cars to go to Lansing to be processed into sugar. If no cars were on the siding they would be shoveled on to the ground. Some times there would be tons on the ground. Vern Babbitt was hired to load them into the cars. He made an elevator that was run by a small stationary gas engine, and he would shovel the beets into the elevator and move it as needed.

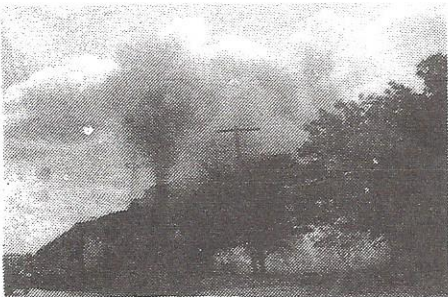
HIRAM HAZEN RECALLS A MEMORY:

"On November 11, 1918 my father and I were hauling beets out of the field south of the house with a team and wagon. It was a warm day and we were working in our shirt sleeves. About 11 o'clock we heard the whistles from the factories in Grand Ledge. They blew for at least a half hour or more. We wondered why. Perhaps a big fire? The next day we heard that the first world war had ended. There were many celebrations all through the United States."

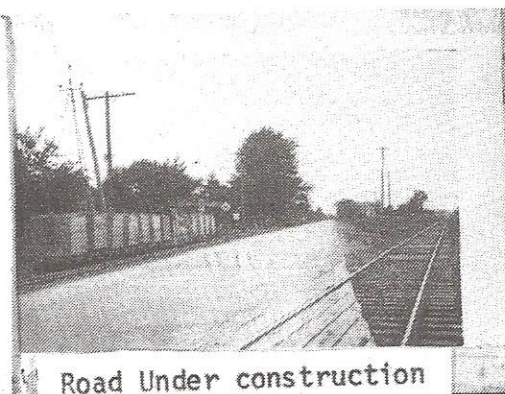
ROAD

727
Around 1918 there was news in the paper about a cement road to be built from Detroit through Lansing to Grand Rapids. The autos were getting more numerous and the State Highway Commission felt that a better road was necessary. They scheduled meetings along the proposed route. About 1919 a meeting was held on the main corners of Eagle. There were speeches, and among them was Governor Albert Sleeper.

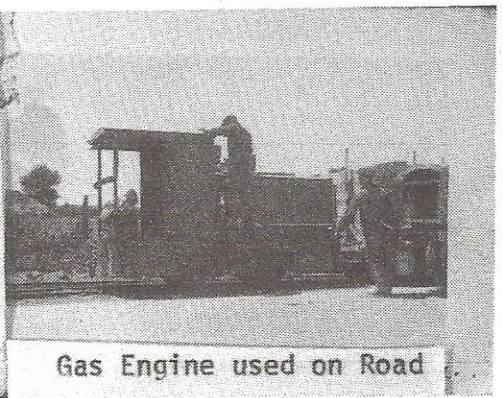
The cement road was put in from Lansing to Grand Rapids between 1919 and 1924. At Eagle the road was cemented from east to west between 1922 and 1924. Just east of Eagle a large hole was dug to dispense gravel into small cars that were hauled by a motor to carry gravel on a track to the cement mixer. As they progressed with the cementing they had a crane to unload the gravel from open cars on the railroad siding. This was a fast way to get the gravel out. The gas motor would pull from 6 to 8 cars at a time. The cars would hold 2 to 3 cubic yards of gravel. A gentlemen by the name of J.P. Scharles built the stretch of road east and west of Eagle.



Train at Eagle



Road Under construction



Gas Engine used on Road

THRESHING

Ed Howe threshed grain around Eagle for years. He was a good thresher but always about a week late from when he said he would be at your place. In July of 1916, he was driving the rig over the Tallman Road bridge when the girders gave way and the engine dropped down to the river bottom on its drive wheels, where it stood upright. Luckily no one was hurt. Ed was 22 years old at the time. ★

OLD CABIN

When Hiram Hazen was about 10 or 12 years old, he and the McCrumb boys would go back to the Grand River where there were two log cabins and a horse barn. These cabins were erected by John and Aggie Dravenstatt. In the warm weather they would drive their horse and buggy through the woods to the cabin and entertain their friends. Everyone would have a good time. Later on, one cabin burned down and the other rotted away.

CHEESE

Mr. Fish owned a farm one mile west of the village on Grand River Trail. One the south side of the road across from his home he had a cheese factory. Frank McCrumb, Stanley and Clare's father, worked for him. He had routes to travel to collect milk for the cheese. This was around 1900. ★

BAD WINTER

In the winter of 1918 there was a very bad storm. The day after Christmas the road was drifted shut and no autos could get through, only a few cutters and sleighs. Then on New Year's Day a big tractor on tracks with a V-blade on the front went by cleaning the road. Following behind for a least one quarter of a mile were people trying to get to their destinations. Hiram Hazen tells of the storm: "My father, my brother Loren and I had to draw wood for the stoves from the woods. It was drifted very high in the lanes, so we took to the open fields with horses and sleigh. We could ride over the rail fences without letting them down. That winter there were many people sick with the flu and many died. Loren and I did chores for the sick. The same winter the 9 p. m. train going to Portland and Ionia got stuck in the deep cut east of Hinman Road. They pushed the snow ahead of the engine until it got stuck. They could not even back out. The men from the crew walked to our house to have my Dad get the passengers off the train. Some stayed for the night and others went to the Eagle Hotel. The train crew shoveled snow into the water tank to be melted for the engine. The next day an engine came from Grand Ledge to help get it out. They were hours getting it pulled back out of the snow and back to Grand Ledge. The next day they used a snow plow ahead of the engine to clear the tracks. At moderate speed it would throw the snow away 50 to 100 feet from the tracks. If they opened the wings it would push it further. The school children were stranded at the school at night during the same storm." ★

EARLY BUSINESS IN EAGLE

Part of this list is from an Atlas before 1873.

I.W. Hill--Dealer in dry goods, groceries, custom and ready made boots and shoes, lumber, hardware, plaster. Agent for Agriculture implements.

W.F. Jenison--Proprietor of the hotel and general collection agent.
Leslie Boswell--Yoke and bow manufacturer.

George W. McCrumb--Manufacturer of Lumber, lath and mouldings. Lumber dressed and planing done to order.

James F. Baker--Carpenter, Joiner and farmer.

Emeline F. Niles--Professional school teacher.

Levi Wilkinson--Proprietor of threshing machine, County agent for Chicago bibles.

* 1873--A cooper factory where they made barrel staves was located where Robert Feldpausch now resides. Just east of there a store was run by M. Doty.

West of the barrel factory where Ron Hazen now has his plumbing shop was a garage run by Ed. Balderson.

There was an apple drying plant which hired about 12 women as apple peelers who prepared the apples for drying. There were heated rooms where they dried the apples. There was a good market for these apples. This was before glass jars came into use.

* Around 1890 to 1920 a washing machine factory was owned by Mr. Reed and they shipped machines all over.

1908-1910 the elevator was erected by Mr. Lung. He ran it for a few years then sold it to Fred Balderson who sold coal, fencing and some farm implements. In 1939 Mr. Balderson sold it to Francis and Laura Schwab.

Dr Swaney practiced medicine in Eagle from 1900 to 1910.

Dr. Hoover practiced from 1910 to 1925.

There was a lumber business owned by Herbert Patrick during the 1940's and 1950's. This was located in the old washing machine factory which has since burned down.

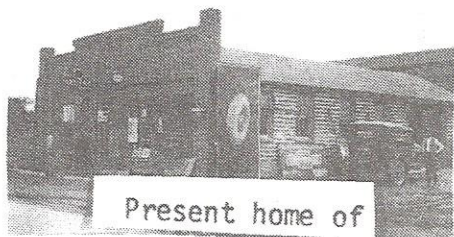
Ivan McCrumb started in the wrecking business of old buildings about 1937. He sold lumber at his home in Eagle. In about 1940 he bought two acres south of the Eagle school for his business. He built a barn and shed to store used lumber and in 1950 he put in a saw mill to saw timbers from old barns, however this was not too successful. In 1962 he had a public auction and closed his business.

About 1962 the All In One Feed Co. of Portland had to relocate because the I-96 Freeway took their property. They relocated at the Eagle Elevator and built a large addition west of the office. They did business there for a few years but finally quit because of too much competition.

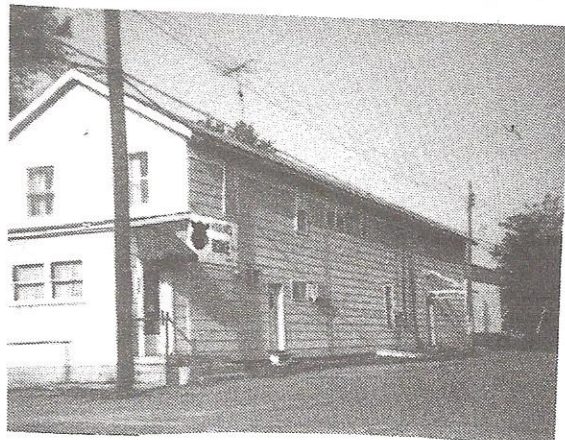
Balderson's garage was remodeled about 1920. The building was too close to the road (U.S.16). The front half was taken down and built on the west side of the remaining part making it square like it is today.

Robert Van Driesen bought a grocery store from Horace Peake in 1940 and later built on the west side of the store for a meat freezer locker plant. He operated it for 20 years and then sold it to Herm who later sold it to Hamner and Betty Butler.

Balderson's Garage



Hazen Plumbing & Heating



Herm's Meats



First Store building in Eagle
Loyal Hill 1873
Eddy Brothers run the store
before 1900 to 1918
Horace Peake 1918-1960
Robert Van Driesen until 1960

SAW MILL

In 1921 the Lansing Wheelbarrow Company reserved 40 acres of woods from the Jim Bates farm and started to timber it off. A sawmill was established in the woods to cut up the logs. The timber was not sawed to dimension it was just slabbed off about 3 inches thick with bark on either edge. Some planks would be more than 2 feet wide. They were very heavy for the men to handle. The planks were hauled east toward Hinman road and piled up. Logging from this acreage continued for approximately three years..

The bridge on Hinman Road over the Looking Glass river was condemned for traffic for a few years as the steel was getting old and rusty after being in use for nearly 100 years. Some people wanted it repaired while others didn't. It was a hot debate for a couple of years and eventually it was taken out in the Fall of 1975.

In the early twenties automobiles were becoming more popular. Of course everyone had the best car, faster and more powerful. When the debate got too hot there would be a challenge on Haddix Hill. The hill is on the west side of the Grand River on State Road. The bridge and hill are too narrow for two cars to drive abreast. They would take their turn alone. Now the point was who could make the hill in high gear without shifting. Each would start on the east side of the bridge from a standing start to go up the hill to the top in high gear. Many debates were settled that way, some winning and some losing.



Mr. Crumb Dam and Mill

EPISODES

This Happened at L. W. Tallman's Folks Residence

INDIANS

The Indians used to come in and trade things like baskets with the early settlers. They would trade for flour, sugar etc., and on a cold night they would go to the fire place or stove and let their pants or (seat traps) down so they could warm their bottoms. P.S. We warmed our kids a little differently.

I recall the adventures and narrow escapes of some Eagle boys in the early 1840's. Transportation facilities for the settlers was very poor and one had to travel on foot or by oxen team. After a barn raising in Eagle some of the boys wanted to go to Portland. The Indian ponies were running in the woods close by, and they each caught a pony to ride to town, leaving those that had bells on in the woods. After they were nicely started on the Indian trail running south along the bank of the Looking Glass river, they lost their nerve and fully expected to be shot off the backs of the ponies or taken prisoners at every turn around the hills until they came in sight of the beautiful village of Portland. There they hid the horses until they were ready to go home.

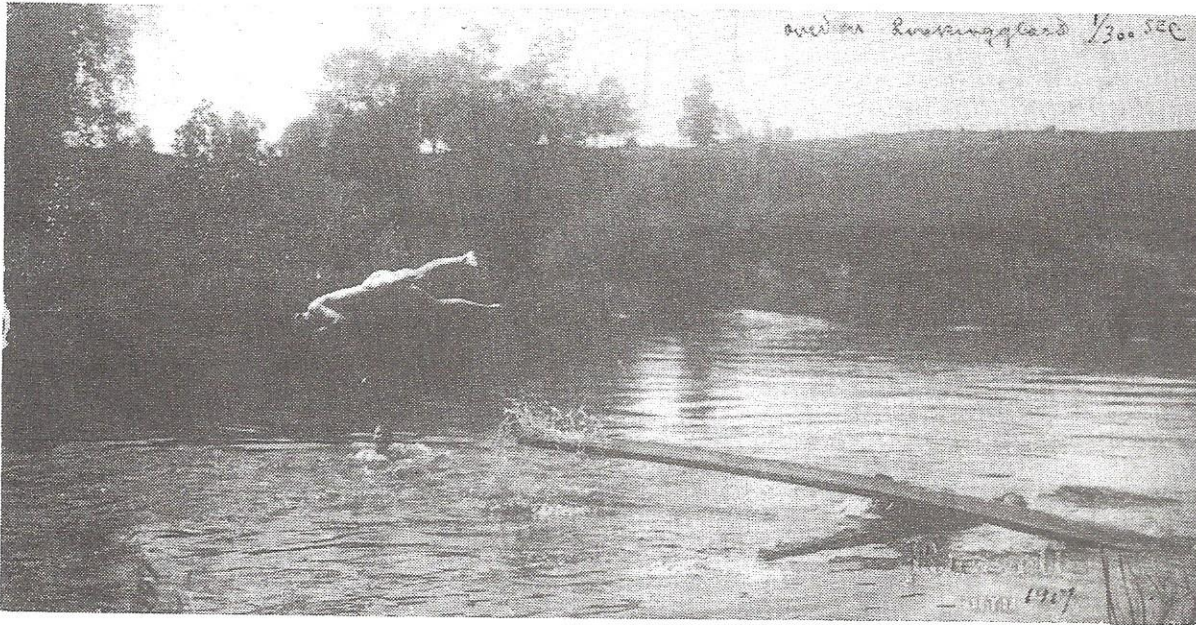
But the Indians found out and learned who these boys were and they went to their white chief and counselor to see what they should do. He expressed the belief that the incident would not be repeated, but advised that if it was, the Indians should take their bows and arrows and go after them.

The boys referred to in the above adventure are L. W. Tallman and Sheridan Hill of Eagle.

The above incident occurred in 1865. Mr. Tallman remembered it well and says they had a splendid time with the ponies until they met the Indians on the trail and they jumped from the ponies and struck out for the tall timber. Mr. Tallman's saddle was on one of the ponies and it required the strong forcible language of a mutual friend the next day to recover it from the Indians.

OLD SWIMMING HOLE

Near the old dam, north of Eagle was the old swimming hole. This hole in some places was 8 feet deep. It was caused by the water coming over the dam from the apron. This hole was at least 20 feet square. In summer people old and young came to swim. Before the dam was washed out in 1904 there was a road way over the dam to get from one side to the other. This was used before the steel bridge was built and before the present cement bridge.



LANDMARK BURNED.

City & Village
OLD JENISON TAVERN IN EAGLE

DESTROYED.
 From the Lansing Republican.

Last Friday afternoon the farm residence of H. H. Jenison, one mile east of Eagle village, was destroyed by fire which originated from burning rubbish in the yard. Most of the contents were saved. The house was insured in the Clinton county Mutual for \$900.

By this fire was removed one of the best known landmarks in this section of the county. Fifty-eight years ago the late William F. Jenison erected this building, then married, settled down, and it was his abiding place until his death, two years ago. His widow, who survives him, was present to see its construction and destruction, never having once moved in the 58 years.

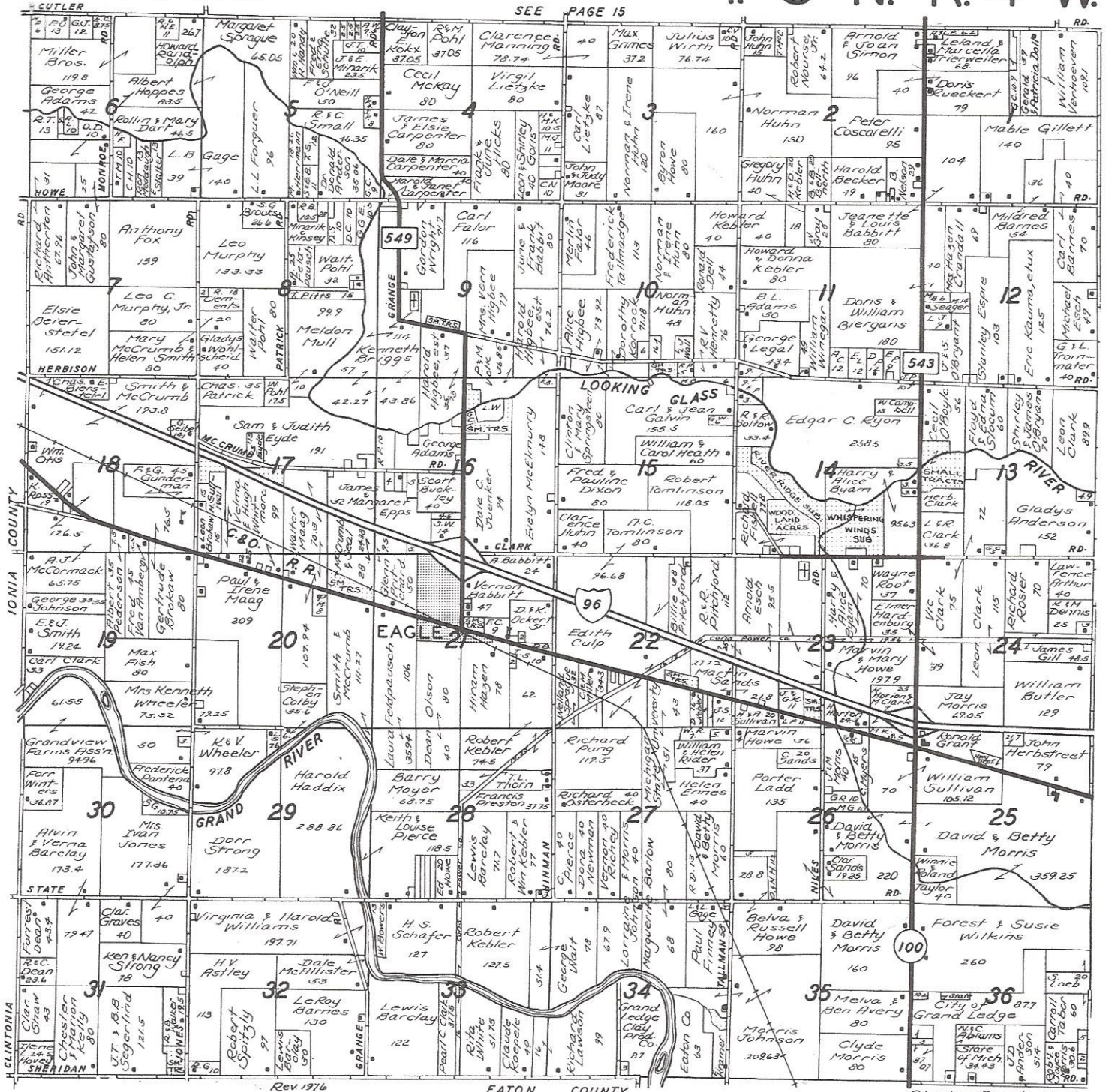
For over a quarter of a century before the construction of the D., G. R. & W. railway it was kept as a hotel, and was the stopping place for hundreds of travelers over the old Grand river turnpike. Mention the Jenison "tavern" to any of the old settlers for forty miles around, and immediately he will remark, while a broad smile illuminates his countenance:

"Yes, yes; many a good time have I had there in years gone by, for the season's holidays fittingly celebrated at this hostelry by sometimes a company of 250 couples strong, who delighted to trip the 'light fantastic' in the good old-fashioned way." A hall 90 feet long was constructed for this purpose, together with a dining room that opened up the full length of the house. The repasts that were served there could hardly be described as "light refreshments," for the host's hospitality knew no bounds. The hall is still intact and will serve as a temporary abiding place for the family while a new residence is being erected over the ashes of the one destroyed.

EAGLE

T. 5 N.-R. 4 W.

SEE PAGE 15



Rev 1976

EATON COUNTY

Clinton County, Mich.

FIRES IN THE TOWNSHIP AND THEIR LOCATIONS

A hot bearing from a thresher started Will Green's barn on fire in 1900. East side of section 4.

The home of George McCrumb burned in 1906. Loyal McCrumb was one of the children at home at the time is still alive and lives with his wife Edna. He is 87 years old. Section 16.

In 1910 the Brown School burned and was rebuilt soon after. It still stands at the corner of Jones Road and Grand River Avenue. Section 18.

A house located on the north side of section 11 owned by William Pitchford burned that set a barn on fire $\frac{1}{4}$ mile east of J. Blough's farm and from there on east to where Clayton Gillett lived that caused their barn to burn. These two barns were located in section 1 on the south side. It was a very windy day and sparks traveled for miles. This was in the summer of 1912.

Herman Echart lost his barn in 1916 along with four horses and some sheep. Located east side of section 24.

On a very windy day, Matthew Hill lost his building which stood on a site where I-96 now is. That was in 1918 in south side of section 16.

Jim Bates lost a barn in 1922. It was hit by lightning. The barn was about $\frac{1}{4}$ mile east on the south side of the Grand River in section 21.

Then in 1924 Lewis Lutz's house burned. Loren Hazen's house burned in August 1928. Lutz house in section 20. Hazen house in section 21.

On the day after Christmas in 1928 Lloyd Frost's home burned. Everything on the second floor was destroyed but they managed to save the furnishings on the ground floor. Section 30, north side.

Stanley McCrumb lost a small barn in 1930. Also in 1930, Myron Hazen lost his barn by fire. Section 21.

May 21, 1933 Hazen Crandell had a barn burn. Section 13 south of Howe Road.

Hugh Whitmore's tenant house was partially destroyed in 1936. Section 17.

1938-39 Tony Feldpauch and A. E. Tomlinson each had a barn burn. Section 15.

1943, Elmer J. Shepard's house burned to the ground. Section 18.

Nathan Kebler had a fire while away and his home was badly burned before it was discovered. This happened in 1944 in section 11.

~~Mark Brokaw's~~ Mark Brokaw's barn burned on December 11, 1949. Many people brought milk cans to carry water from the Grand River to pour into the fire truck to keep the fire from spreading. He lost 15 cows, some hogs, a large tractor and truck and tools. Section 19.

Kenneth Wheeler's barn was hit by lightning about 1955. Larry Wheeler lives on the farm in Section 20.

Forest Wilkins barn burned in May 1949. It was located in section 36 on the west side of M-100. They were in the process of wrecking their house when the barn burned.

Clarence Sand's barn burned July 8, 1960, section 26.

Forest Shepard's house burned January 5, 1961. They carried water from the Grand River in milk cans for the fire engine. They saved some of the house but later tore it down and rebuilt the house. It is located on the west side of Jones Road in section 19.

In 1962 Fred VanAmburg lost his barn in section 18. Cause unknown. Also in 1962 a barn burned on the Winegar farm in section 11.

On December 28, 1964 Robert Kebler's house burned down in section 33. Cause unknown.

Clyde Morris's barn burned in the summer of 1965 in section 35.

Mrs. Myrtie Kebler's house was burned by the owners in 1967. The house was rented for sometime and in need of repairs. It was located on the west corner of Old U.S. 16 and M-100 in section 26.

Lewis Babbitt's house burned in May 1969. It was only partially destroyed. Section 11.

FIRES IN THE VILLAGE

The elevator burned where the present one is in the spring of 1908. I can remember the smell of wet beans and grain burning. When the wind came from the west we got a smell almost unbearable for a few months. The present elevator was built a year later.

Doctor Hoover's house burned around 1924, located west of the railroad on the south side of Grand River Road.

The old Reed washing machine factory burned down on March 7, 1957. Jay Morris sold farm tools there for about 7 years before it burned.

A small building located north across the street from Harry Smith's garage on the corner was used for a grocery store, then Ed Rose bought it and used it for a garage for some time. It burned February 2, 1926.

A house where Ronald McCrumb now lives burned about 1940. A family named Metzmaker lived there at the time.

North of the Methodist Church, a small house where Mrs. Parker lived alone, burned about 1927.

A building where Murphy's Tavern is, burned about 1910 or 1911. It also burned a round tower across the street where the windmill was. This store was a meat market run by Bert Stoney and his father. The building presently there was moved from the south of Herm's Meat and Freezer store. It was a hardware and Post Office. Elroy McCrumb did business there before I can remember. Murphy's Tavern building was a grocery store run by Stanley McCrumb's father.

Tragedies in Eagle Township

Lloyd Frost was killed by falling from the top of the barn to the floor in July 1940.

Kenneth Wheeler was sick for a some time. He shot himself at his home on September 9, 1968.

John Barclay shot himself in their barn in April 1935.

Arden McCormick got caught in a mower on his farm. He cut his leg and it was amputated in July 1966.

Peter Pohl lost a son riding a bicycle. He was hit by a car in 1925.

Dell Reed hit a horse on the pavement on half mile east of Eagle.

Herbert Brown was killed at the railroad crossing in Eagle. He was hit by a train August 1923.

Margaret Havens was killed in an auto accident one mile north of Old U.S. 16 north of M100.

Myron Hazen, My father, was killed on U.S. 16 in front of the house on May 9, 1930. I also was hurt and laid up for two years.

Lew Lutz's boy was out hunting south of Eagle. He failed to come home that day. The next morning people started looking for him. They found him near a rail fence with a broken rail near him. It was believed that he was sitting on the fence when his gun went off causing his death. This happened back of our farm and my father took the horse and wagon back to get him. It was very muddy.

Mr. Eurick was killed by an automobile at night in the village of Eagle on the east side of U.S. 16.

Clare McCrumb's folks moved to the farm west of us in 1910. That same year they lost two children, a boy and a girl, with Diptheria. They took them to the cemetery that night for burial. The disease was considered very contagious.

Will and Myrtie Kebler lost a small boy near M-100 and old U.S. 16. This happened in July 1931.

Russell Moyer lost a small child by an automobile accident.

John Strong happened to shoot his nephew at Halloween time. This was in 1912-.

Mr. and Mrs Stanley McCrumb lost a boy by drowning in the old swimming hole north of Eagle. He died June 20, 1938.

More Trageries

In 1966 Mr. Falcor's boy shot himself while hunting along the river.

On John Strong's farm, where Frank Babbitt now lives, a worker at the saw mill fell on the carrier and was badly injured and died very soon after.

Oscar Wirth and his wife died in 1919 and 1920. L.M. Leonard was appointed guardian over their child, Leon. He attended school while living with them.

Mr. Korrock hung himself in the barn on the farm where they reside. This happened November 30, 1944.

Peter Pohl lost a young girl in the barn where the kids were playing. She was hit in the head with a pitch fork.

Fred VanAmburg lost his son by being hit by a bullet. They were out target shootong.

Floyd Brown got shot in the leg at the Eagle school. His leg was amputated at the knee. This was around 1904.

About 1918, Albert Duell hung himself in a barn across from where FRank Babbitt now lives.

On July 16, 1965 Ronald Van Driesen parked his car in the North Eagle cemetery. He was later found shot to death.

Clarence Sands lost a grandson when they were feeding hay into a chopper to fill the silo. They figured he went through the blower. This was on June 24, 1969.

Vivian Howe got hurt picking corn in the Fall of 1956. He died Jan. 30, 1957.

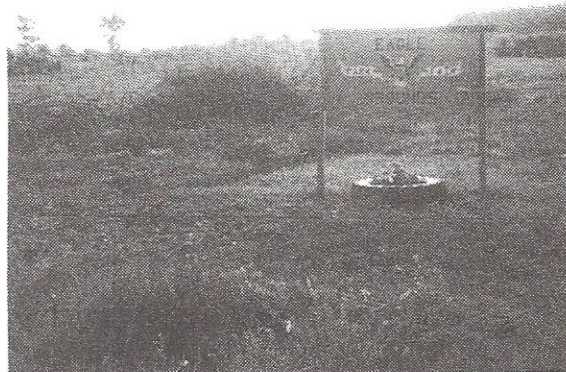
Harry Byam lost a young man around 16 years old. He was cultivating corn when a bolt of lightning killed him. This was in July 1955.

Loyal McCrumb's brother, Lark, fell off a wagon and hit his head on a rock that killed him. He was eight years old.

EAGLE FAIR

In Eagle about 1917 or 1918 the farmers around town would get together, sort of a fair. They would bring their buggy horses to race one half mile east of Eagle to the Hotel in Eagle. Then the Eagle Fair was started about 1933 during the depression years. It was organized by Jay Morris, Lon Howe, Mark Brokow, Vern Higsbee, Dale Volk, Frank Babbitt, Robert Kebler, Charles Higsbee, Paul Volk, Russell Moyer, Lee Barnes and others. ★

It was first started at the Eagle Township Hall. There were displays of grains, vegetables, jams and jellies, canned goods, cattle, horses and other livestock. In a few years space became very limited. The fair expanded and in the 1940's the fair association bought 20 acres of ground north of Eagle. They would rent tents and there were two small buildings where exhibits were held. Later a cement slab was poured for tractor pulls. Prior to this, the horses pull east of Eagle along U.S. 16, also at the Fair grounds. The fair was in session three or four days and ran day and night complete with a carnival. The items that were judged exceptional were given money and ribbons for prizes. The State would also pay premium money for agriculture exhibits. The last fair on the old grounds was in September of 1956. The State purchased the ground for the right-of-way for I-96. The construction of the road started soon after. In 1974 some local people started the Fair again. It is now called Eagle Days. They also have a carnival, bingo, food stands, and many other things. To the surprise of some of the local people a Beer Tent was added which has done a booming business! Later the Park and REcreation Board bought 19 acres of ground which has since been paid for by the Old Eagle Fair Association. All in all, it is good to have Eagle Days again. ★



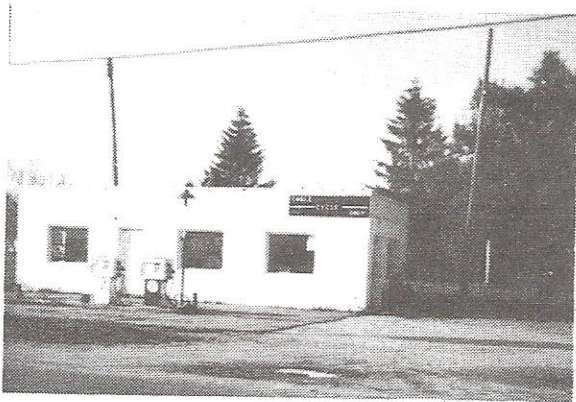
Eagle Park and Fair Grounds

Businesses

The gas station on the S. side of the road across from the Eagle Inn was built in the Spring or 1930. They served lunches along with selling gas. It was vacant for a short time and is now a bicycle shop.

In 1940 a Standard Oil Station was erected on the corner of Grand River and Grange Road. It did a good business until the I-96 Freeway was built. It was vacant for quite a while. It was remodeled into a tavern (The Eagle Inn) run by Fred Catlin.

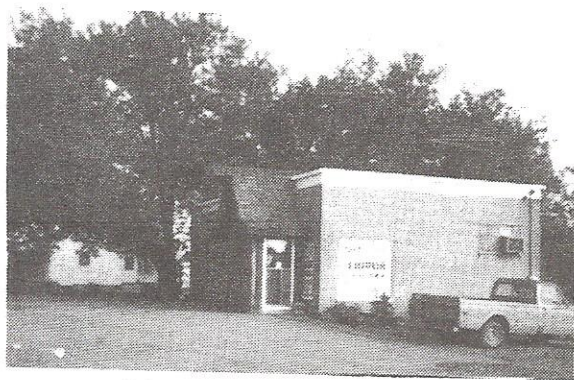
In 1960 Robert Van Driesen bought a gas station on the west corner of Grange road and Grand River Ave and remodeled it into a grocery store. He operated it for 7 years and then sold it to Don Edgecomb who now runs it as a party store.



Eagle Cycle Shop



Eagle Inn



Edgecomb's Party Store



Murphy's Tavern (Closed)

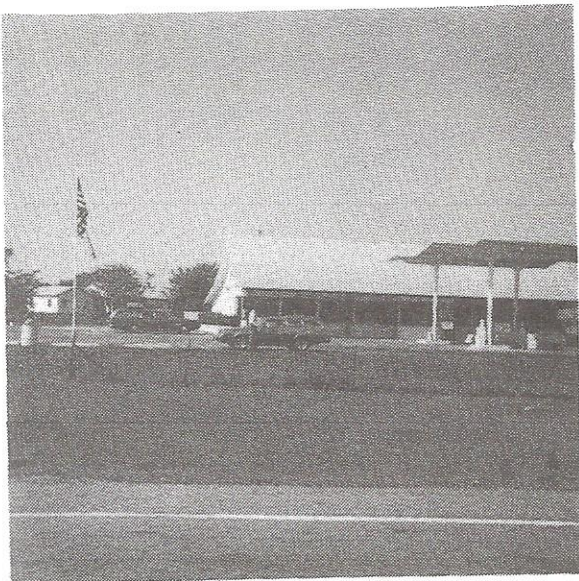
PRESENT BUSINESSES



Eagle Auto Clinic



Ruth Ann's Beauty Shop



Stuckey's



Jerry's Sunoco



DORR STRONG
Sand & Gravel



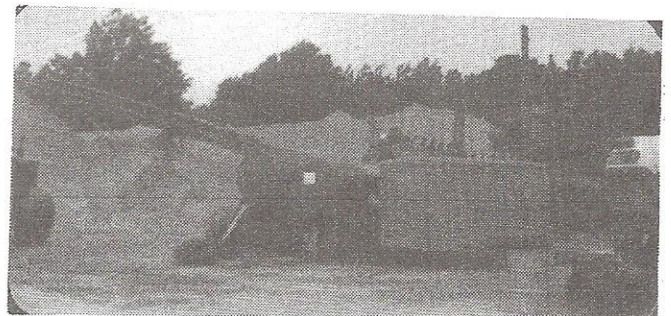
PEARCE
Sand & Gravel



BB&B FARMS
Bob, Bonnie & Bobette
Nourse
Fertilizer & Lime



KEBLER & SON
Hay & Straw

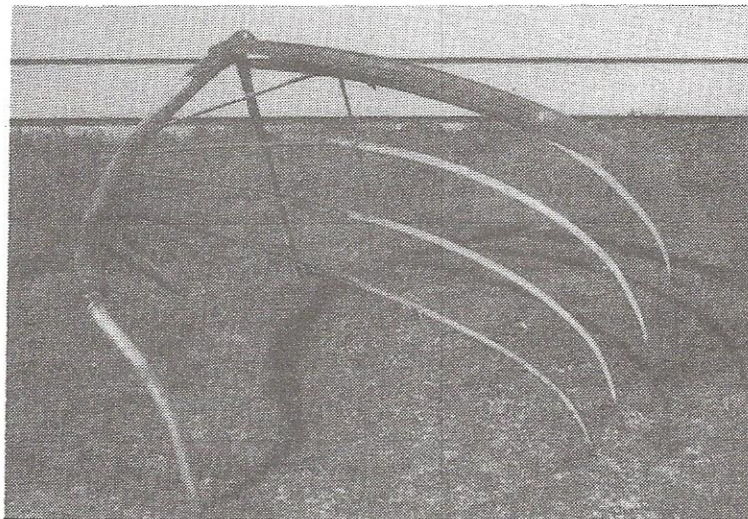


PRYOR BROS.
Gravel Pit

HAZEN FARM

Our farm was purchased by my grandfather, Hiram Snyder in 1855. The farm is registered by the Michigan Historical Commission as a Centennial Farm. My grandfather (Hiram Snyder) lived in Albion, and worked there for farmers cradling grain. He started around Albion and worked his way north as the grain ripened. He would finish up by working for William F. Jenison. He then acquired the 80 acres where I now reside. This farm changed ownership a few times by speculators before he got it in 1855. The land was covered with virgin trees. My mother was born here in a log cabin in 1863. My grandfather started cutting the timber off and burning the logs for a clearing to raise food. In the winter of 1875 he drew lumber from Muir to build the wing of the present house. This part was built in front of the log house by about eight feet. The rough lumber cost \$4.00 per thousand board feet and the trim finished lumber was \$8.00 per M. The wing was built in 1875. My mother told me there was an incline built and enclosed that was eight to 10 feet long from the cabin to the wing to walk back and forth. This was in use for about 5 years. In 1880 the log cabin was torn down and the upright and the kitchen were erected to their present forms. The outside of the house has not been changed; only the front porch has taken off in 1975.

There are quite a few Centennial Farms in Eagle Township. At least one dozen are listed in the Township. There are also several houses in the township that are 100 or more years old.



Grain Cradle
used by Hiram Snyder