When in March, 1938 an effort was nade at Escababa to revive the Delta County Historical Society, we, as members of one of the pioneer families, were asked to write as complete a history of Point Detour as our books, papers, etc. would permit. The task has been taken up in three divisions;

(1) Sack Bay,- the first permanent settlement.

(2) Winona Township;(St. Martin's Island): and later Fairport.

(3) Point Detour as a whole; (Fayette and Fairbanks Township).

The statements in the History of Sack Bay have been gathered from account and record books from various sources including some statistics from the office of County Clerk, from documents and papers and from historical sketches, where verified, and from tales told by pioneers which we have reason to believe were based on facts. No claim is made that this is a complete history of Sack Bay. So much of human interest takes place in a settlement which has survived for nearly ninety years that the word, " complete" can never properly be used.

Adelle Elliott.

Elliott, Adelle

S A C K B A Y ? M I C H I G A N .

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Sack Bay is believed to be one of the first, if not the first, permanent settlement on the eastern side of the County of Delta. Located on Lot No. 1 of Sec. 30 and Lot No. 2 of Sec. 31, T. 38 N. of R. 19 W., it faces the waters of Sack Bay, an arm of Green Bay. It takes its name from an Indian word which means, "shaped like a sack" and from the sound of the word it would appear to be spelled, "Mus-ke-moo-ton." The date of the first house built on the mainland has not been established but is believed to be that of Aaron Olmsted. It is thought that fishermen who had used the islands as bases were the first to come.

A small account book of Samuel and Stephen Elliott records the names of John A.Holden, Philomen Thompson, William Trueblood, Cooling and Browm in 1853. Rent was paid to Philomen Thompson on Summer Island on May 27, 1854 for use of house, boat and shed. These names are all identified with the earlier years. It is supposed that people came to Sack Bay about this time; it is definitely known that they were already located here in 1856. Fish were selling at $3.00 per barrel and salt cost $2.00 per barrel.

By 1860 Charles Schulten and Frand S.Wilson who had come by way of Washington Island, had established a general store and built a dock with warehouses and fish sheds. The latter were substantially built from hewn logs. A frame house was

built and the store was frame,also. It is said that the work was done by a negro carpenter, name not now remembered. At this time the names of Mrs.Gray and David Vivian appear on the books.

In 1861 the land on which the village stands was purchased by Stephen Elliott through govermental channels from the widow of Wright Perkins, private in Capt. Hudson's Co.,Tennessee Militia to whom it had been granted for service in the War of 1812.

In later years pioneers spoke of the heavy call on the new settlement for soldiers. Among those to go were John A.Holden, Abram Brown, Stephen Elliott,Paul Sherbinow, Jacob Carrow, Jonathan Trueblood and Bernhard Laquea. The last two lost their lives during the conflict. A number of others were drafted but furnished substitutes as the regulations permitted.

Donald A.Wells, a young man from Ohio who had been a student under James A.Garfield at Hiram College in 1855-56 and 1857, and later, a teacher, came to visit his sister and brother-in-law, Mr. and.Mrs. Frank Wilson. In 1863 he bought out their share in the store and docks. In 1864 he bought out Charles Schulten who moved to St.Cloud, Minn. and there in 1865 he established a drug business which survives to this day but under a different name. He died in 1887. Mr. Wells did a large business in the store, buying and selling fish, trading with the Indians for hides and fur. The names of Ne'os and Silverband appear on the pages of the store account books. Thomas Kynaston was associted with Mr. Wells in the net and twine business.

Memorandums of Samuel Elliott show that in the summer seasons of the early sixties schooners,(Clipper City, Meridian, McNair, and Mermaid) came regularly taking out hundreds of cords of fuel

a school house. He also stated that an earlier school had been maintained by Hohn Holden in a building which stood south of the Donald A.Wells store. Mr. Wilson's statement of an earlier school was substantiated by an entry in the store account book for 1861 whoch recites;"light of glass for the school house, 10 x 12--Holden". Here also are school books listed which were sold to different families. As yet no proof of an earlier public school building in the county has been brought forth.

Mail at first came via Washington Island and was sent eastward overland. A post office called Delton was established in Mr. Wells store and he was appointed postmaster on June 25, 1866. He held this office until it was discontinued on Jan.10, 1868. When the Fayette postoffice was established Mr. Wells' leather mailbags were much in demand by whoever went to get the mail. The last one was sold at auction when the store goods were sold out. Thomas Kynaston died in 1895 and D.A. Wells in 1896. Mrs. Kynaston kept the store in a small way until her death in 1905. Communication with the outer world was necessarily limited during those early winter times. The first boat coming for cedoar in May, 1865 brought the news of the assassination of President Lincoln. In this connection it might be noted here that the passage of more than thirty-six years still found vital news coming by boat. In a morning in September, 1901, people waiting on the Fayette dock for the incoming daily steamer, wondered at the flag flying at half-mast. As the boat drew near Capt. Tony Ewing on the deck spoke to Mr. Devet, agent, "We are without a President,John". Then followed the news that President McKinley had been shot and killed while addressing a meeting at

the Buffalo, N.Y. Exposition on the day before. Later in the day the mail brought the papers with the account of the attack which later ended in the President's death.

Vessel property became valuable in the 1860's as the demand for boats for trading and freighting grew . Among those of particular interest to the residents of Sack Bay and vicinity were the P.Thompson of which the record states;

Official number 19, 675. 84 gross tons. Listed 1868-78. Home port, Escanba, Michigan. No dimensions.

From local sources we get the following; P. Thompson, built on Garden Creek, Mich. in the year 1866. The schooner had one deck and two masts and lenght sixty-nine and 3/10 feet; breath, Nineteen and 2/10 feet; depth seven and 5/10 feet. The schooner is descirbed as having a square stern and with a plain head.

Steamer Sarah R. Shipman. Built 1871 at Green Bay for William W. Shipman and others of Washington Harbor, Wis. 17 gross, 8 net tons. 51.6 feet long; 11.6 feet beam by 6.0 feet deep. At one time owned by Donald A. Wells and Thomas Kynaston; On November 15, 1891 she was burned to the water's edge on Little Bay de Noquet.

Schooner E.P. Royce, a three masted schooner designed for carrying telegraph poles and built at Sack Bay by Samuel Elliott for Atty. E.P. Royce of Escanaba. She was launched in 1873. Her history is as follows; Official number 8912. 249 gross, 236 net tons. 124.0 feet long by 29.1 feet wide by 8.8 feet deep. Capacity about 400 tons. Rebuilt in 1888. Stranded on Cana Island in a gale November 26, 1893.

Schooner D.A. Wells. Built at Sack Bay by E.Hazen for D.A. Wells. Built in 1874. Two Masts. Official number 6843. 56 gross 53 net tons. 62.0 feet long by 18.3 feet beam by 6.3 deep. She was reported abandoned March 31st, 1918.

Schooner Merchant. Built in 1874 at Manitowoc, Wis. Owned for several years by Capt. William Olmsted. Two masts; 66 gross 62 net tons. 79.4 feet long by 19.0 feet beam by 6.5 deep. She stranded at Sandusky, Ohio, June 28, 1904.

Capt. Olmsted first owned a smaller boat, the Midge, with which he developed a brisk business in trading. Later the Merchant made a very definite plade for herself in the life of the community. Bringing fresh stocks of goods from "outside" she touched at all local ports and also bought fish and cedar. Fred Olmsted, (later sheriff of Delta County) was associated with his brother during part of this time.

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into staves, heads and hoops. These they assembled into "halves" which would hold one hundred pounds of salted fish and in them the fish were shipped to the city markets, Chicago, Milwaukee and elsewhere. These barrels were sold to the fishermen at 50 cents each.

Eventually it became possible to buy net ready for "stringing". As the fish became less plentiful more nets were set. In the late 1880's many fishermen moved away, some to continue fishing elsewhere and others to take up other lines of employment. About 1897 Lawerence Figenchau introduced a method of setting jooks strung on a line for trout fishing; this proved highly profitable for some years since the cost of the "rig" was small. In the late '90's the sailboats began to give way to the gasoline motor boats and in 1915 or 1916 the last sailboat, (owned by Aaron Olmsted) was laid aside.

In 1878 a sawmill was built at Sack Bay by Samuel Elliott. Equipped with a "monkey motion" stationary engine it is said to have had a capacity of about 10,000 feet daily. This mill ran for ten summer seasons, the last being in 1887. The three-story structure was burned in a fire which originated at the dock nearby in the dry season of 1920. Ties as well as lumber were sawed in the mill. Good white pine lumber sold at $10.00 per M. Good cull pine lumber sold $4.00 per M.

Amusements

As was usual in a new settlement forms of social life soon appeared. Cards alwasys held their own as a means of diversion. On the leaves of the oldest store account book available we find that fiddle strings were sold to Amab Laquea. Earlier parties were held in homes. Spelling bees were held in the before mentioned fish sheds of hewn logs. These were spoken of as spirited

and Fairbanks, this area had a good representation on the County Board of Supervisors. On March 19, 1872 the County Board took up and considered the petition of Charles Crilly and others and ordered that a part of Delton should be organized into a new township to be called Sack Bay. This area was that lying south of a line drawn from West to East on the north side of Sections 19, 20-21-22-23 and 24, T. 38, R19W; In 1872 the valuation of the township was $13,490. The supervisors were;

1872	Harvey F. Carter	1889	Samuel Elliott
1873	Frederick Ansell	1890	Henry B. Hazen
1874	"	1891	"
1875	Samuel Elliott	1892	"
1876	"	1893	"
1877	Donald M. Wells	1894	"
1878	"	1895	"
1879	Samuel Elliott	1896	"
1880	Edward Ansell, Sr.	1897	"
1881	Samuel Elliott	1898	"
1882	"	1899	"
1883	"	1900	"
1884	Clarence L. Chaffee	1901	Samuel T. Elliott
1885	"	1902	"
1886	Charles Crilly	1903	"
1887	Oliver Anderson	1904	"
1888	Samuel Elliott	1905	"

In 1905 the valuation of the township was $45,505. At this time eighteen freeholders in the Township of Sack Bay, together with twenty-seven freeholders in the Township of Fairbanks signed a petition which was presented to the County Board on Oct. 13, 1905, asking that the Township of Sack Bay be vacated and the territory annexed to Fairbanks. This was done and the election the following spring, 1906, was held under the supervision of the Fairbanks Township Board.

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inches high, also to construct two gates, one eight feet and the other four feet wide hung with good and sufficient hinges to bear them up and made like to the fence. Said gated to be at the south side of said yard or at such places as the said Board may direct. Said graveyard being situated on the North side of Lot one(1), Sec. 30, Town 38 North of Range 19 West. Saiddposts to be of good sound cedar wood not less than six inches in diameter at the top, hewed on one side and shaved smoth all round to where they set into the ground and must be placed eight feet apart from center to center, and set two feet six inches deep in the ground, with the dirt well pounded down around them, in order to make them firm and solid. The boards of said fence must be of pine lumber sisteen feet long, good and sound. The base or bottom board must be twelve inches wide, three others must be six inches wide and so placed that the third (six inch) board will be four feet six inches from the ground. The posts must all be sawed off even with the top board. Then a board six inches wide must be nailed on as a cap.

The dimensions of said yard are as follows; North side fifteen(15) rods; South side ten(10) rods; East side twelve and one-half (12 1/2) rods; and the West side thirteen (13) rods. Said boards must all be firmly nailed with No. 10 nails. All of said work to be done in a good and workmanlike manner and must be commenced as soon as the Contract is let and completed before the first day of June next. The party clearing and fencing has the privilege of planting thereon this season if they choose to do so. Payment to be made on completion of Contract and acceptance of the work by said Board of Health in cash and township orders. Said Board reserving the right to reject any and all bids at their discretion.

Any further information can be given when Contract is let.

Dated this 5th day of April, 1877.

By order of the Board of Health of the Township of Sack Bay.

D.Coffey.

Clerk of Board of Health.

The fence was constructed by William Wilson, a carpenter. So well was the work done that the fence endured for sixty years. It was replace din 1937 by a light wire and steel post fence which encloses a slightly larger area. The first grave in the new part was opened for Mrs. Peter Jacobsen of Fairport, Feb.23, 1939. More than two humdred graves have been made in this cemetery, --many for those who wished to be brought back to the place where their young manhood and young woman hood was spent. Over all hovers an atmosphere of peace where lines from Gray's Elegy spring unbidden to mind.