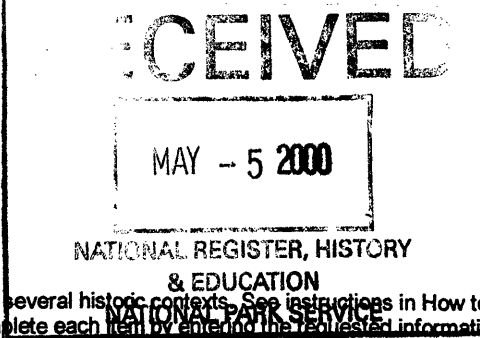


United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form



Cover

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Canton Township

B. Associated Historic Contexts

Settlement	1825 - 1850
Transportation	1820 - 1977
Architecture	1820 - 1904
Agriculture	1820 - 1990

C. Form Prepared by

name/title Kosky and Glynn Associates

street & number 7200 Hack Rd.

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city or town Saline

state MI

zip code 48176

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Brian D. Conway
Signature and title of certifying official

4/27/00
Date

MI SHPO
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall
Signature of the Keeper

6-2-00
Date

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Overview of Historic Contexts

The properties nominated in Historic and Architectural Resources of Canton Township, Wayne county, Michigan are significant in that they represent the type of housing and agricultural outbuildings common in the township during Canton's periods of settlement and subsequent agricultural development. Canton until recently was an agrarian community. The nominated properties include farmhouses and outbuildings, which serve to illustrate this aspect of Canton's history. The earliest buildings in the multi property listing are seven Greek Revival houses. Among them, the Boldman House, constructed circa 1840 is an example of the Basilica type (often-called Hen and Chicks.) This house type though common in Michigan is rarer than other Greek Revival structures and the Boldman House is one of only three remaining in Canton Township. Two other houses of a later date are also included in the nomination. They are the Smith House, a two-story brick cross-gable type constructed in 1904 and the Fischer (Fisher) House; a frame cross-gable constructed in 1897. These latter two buildings serve to represent the development of the township as an agricultural community. The Smith property belonged to one of Canton's earliest settlers. As their farm prospered and as the family grew the newer house was constructed reflecting their prosperity. Children of a German immigrant family constructed the Fischer (Fisher) House. German immigrants added an important chapter to Canton's agricultural history in the mid to late 19th century. The size and architectural detailing of the houses and outbuildings in the nomination trace not only the development of architecture through the century but also the development of agriculture from subsistence farming to a lucrative commercial enterprise. Canton Township has a reminder of its past in these buildings.

Canton's beginnings coincide with the opening, in 1825, of the Erie Canal. With the canal settlers had a direct route to Michigan Territory. They were able to travel along the canal to Lake Erie and then by steamer or sailboat across the lake to Detroit and Monroe. A national road, the second funded by the U.S. Congress, led them into the interior. This road, the Chicago Road, cut through the lower sections of Canton Township. Thousands of settlers used this route and Sheldon's Inn in Canton Township was a popular stopping place the second night out of Detroit.

As settlements were established the Michigan Territorial Government funded other roads to connect the communities. Present day Geddes Road was originally the South Territorial Road laid out in 1834 to connect Ann Arbor with the Chicago Road and Detroit. Its point of beginning was on the Chicago Road near Sheldon Corners. Timothy and Rachel Sheldon came from New York, and purchased the land in June of 1825. On their property they built the Greek Revival home that came to serve as a post office and as a stagecoach inn.

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Another transportation route also led early settlers into Canton. Running from the Chicago Road on a diagonal northeasterly from near Ypsilanti is "The Ridge." Cutting through Canton's western sections it is part of an extensive geological formation, 400 miles long, which marks the beach line of glacial Lake Whittlesey. The natives used this high ground as a trail. Settlers followed the native trail and finding water and good farmland settled along the route. Several farmsteads were located on the "Ridge" in 1838 when Bela Hubbard, working as the state geologist, surveyed Canton Township. His field notes indicate that he talked with Mr. Braford, whose Greek Revival house is one of the nominated sites. Other houses in the nomination are located on the "Ridge." The Bartlett/Travis House and the Kinyon House both mark the early settlement along this route.

Census records show that most of Canton's original settlers were from New York, Vermont or England. They brought with them the Greek Revival style of architecture, popular in New York, and modified its typical forms to suit their needs on the frontier. They established farmsteads where they practiced mainly subsistence farming.

A second wave of settlers arrived in Canton in the second half of the nineteenth century. Political and social troubles in central Europe, beginning in the early 1840's and continuing until the end of the century brought many German immigrants to Michigan. They established successful farms and built dynasties that made names like Hasselbach and Lohr common in Canton Township. One of the early German immigrant farmers in Canton Township was Michael Fischer of Wurtemberg who immigrated in 1847 at the age of 14. His family prospered and eventually his son built the large cross-gable house listed in the nomination.

Following the German immigration Canton's population remained relatively stable. By the end of the nineteenth century many families had lived for three generations on their farms and created dynasties that continue in Canton to the present. The story of these families' success and the story of Canton's development as a successful farming community is evidenced in the succession of homes they built. The first homes they built were log homes, then Greek Revival houses, and later larger more modern homes. Farming provided a good living, and the increasingly larger and more modern living quarters reflected this. In this nomination the Smith House (1904) and the Patterson/Gilmore House (1897) are both homes of such Canton dynasties.

The township remained mostly rural until the opening of I-275 in 1977. The properties included in the nomination interpret four important themes or contexts in Canton's rural history, settlement, transportation, architecture, and commerce. They are discussed in detail in the following sections:

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Historic Context 1: Settlement of Canton Township 1825 to 1850

Revolutionary War to 1820

After the Revolutionary War the newly formed United States of America began to make plans for the new territories that had been wrested from the control of the British. Congress passed the Ordinance of 1785 providing for the survey, orderly division, and sale of western lands. The Ordinance of 1787 which created the Northwest Territory set out the steps by which the territories would eventually become states, and how they would be governed until that time. The public sale of land in the Northwest Territory was a means of raising revenue to settle the enormous debt from the Revolutionary War.

However there were several obstacles before the United States could implement its plans for the new territories. The Native Americans held legal claim to all of Michigan except land in and around Detroit, Mackinac, and Sault Ste. Marie. This was partially resolved in 1807 when the chiefs of the Ottawa, Potawatomi, Chippewa, and Huron signed a treaty with Governor Hull to cede most of southeastern Michigan in return for \$10,000 and future promises. Besides the Native American claims, the British refused to relinquish their profitable trading posts, and instigated trouble between the pro-British Native Americans and any new settlements. The War of 1812 finally ejected the British, and the Native American chiefs signed a succession of treaties relinquishing claim to most of their lands in the Northwest Territory. This paved the way for settlement.

The first migrations were to western Virginia, Kentucky, and Tennessee. Then the wave moved down the Ohio River to Ohio, Indiana, and Illinois. Few settlers were attempting the more difficult journey to Michigan because of unfavorable early reports. General Duncan McArthur reported in 1814 that: "The banks of the Detroit River are handsome, but nine-tenths of the land in the Territory is unfit for cultivation" (Bald p.144). Edward Tiffin, the surveyor general of the United States, reported that Michigan consisted primarily of swamps, lakes, and poor sandy soil. This misinformation regarding Michigan was partially responsible for a delay in its settlement. Compounding the problem, travel to Michigan was longer and more difficult. Therefore, most of the early settlers moved into the lands that were accessible via the Ohio River.

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Preparing the Land for Settlement

Despite a slow start, surveying the land in Michigan began in 1815, and by 1825 most of the southern part of the Lower Peninsula was completed. An east/west line called the "baseline" (now Eight Mile Road), and a north/south line called the "prime meridian" (near Lansing) were established. Townships were laid out from the prime meridian and base line.

The location of Canton Township can be described as: 2 South, Range 8 East; ie, the second township south of the base line, and eighth township east of the prime meridian. Townships were six miles square and subdivided into thirty-six sections. Each section was divided into quarter sections of 160 acres. Title to most of the land in Michigan was established by this survey system, except for a few "private claims" dating from the days of French and English rule. The sale of lands began in 1818 with an auction in Detroit.

The most important catalyst to settlement in Michigan was the completion of the Erie Canal in October 1825. It connected the Hudson River to Lake Erie at Buffalo, where settlers boarded a boat to travel by way of Lake Erie to Detroit and Monroe. This route greatly facilitated the movement of settlers into the rich farmlands of Michigan. Eventually the canal also made shipping goods to the east easier and cheaper.

In 1820 the population of Michigan Territory (which included Wisconsin and Minnesota) was 8,765; by 1830 it had increased to 31,640 (with 29,000 living in Michigan). However, by 1840 after Michigan had become a state, the population increased dramatically to 212,267 (Dunbar and May p. 165). This was the largest increase of any state or territory and prompted the saying that immigrants had caught "Michigan Fever." The federal census of 1840 showed the population of Canton Township itself was 1081.

Early Settlers

All of the land in Canton Township was sold between 1825 and 1850, a total of 328 parcels. The first purchasers were Philander Burd and Samuel Burd whose land patents were dated May 30, 1825. A week later Timothy Sheldon and Lucretia Downer filed (June 6,) followed on June 9 by Orva Clay, and on June 13, 1825 by James Halleck, Jared Fairman, Abijah White and Alfred Moore.

Other people who purchased land in 1825 were Moses Bradford, Alfred Fellows, Royce Fellows and Festes Fellows. Of the thirteen land purchasers of 1825, only James Halleck, Orva Clay, and Abijah White were not listed on the 1830 federal census; indicating that most

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of the people who purchased land in Canton Township intended to settle there and were not just speculating on land.

Settlers who purchased land in 1825 must have made much of the journey on foot because the Erie Canal did not open until October 1825, and all but three of the earliest patents were filed for before the end of June 1825.

In the early years of Canton Township settlement, 1825-1830, a total of 78 parcels was sold. The boom years of 1831-1835 saw 224 parcels sold; with 87 parcels in 1833, the peak year. Between 1836 and 1850 land sales had slowed to a trickle with only 26 parcels sold in 14 years (Peck p. 89).

Timothy and Rachel Sheldon, two of the earliest settlers in Canton Township, traveled from Monroe County, New York with their possessions in a wagon. They had originally intended to settle further west, but they stopped for the night in Canton because it was at the end of their second day of travel from Detroit. Timothy and Rachel were favorably impressed with the surrounding area and decided it was where they wanted to settle. They purchased 160 acres in 1825, built a home, farmed the land, and turned their home into an inn for travelers on the Chicago Road. Eventually a hamlet called Sheldon Corners grew up around the inn.

The Bradfords were a family of early Canton pioneers. Moses, who was first to settle in Canton, patented 160 acres in section 5 in 1825. His father, Aruna, patented several parcels: 80 acres in section 8 in 1826; 80 acres in section 6 in 1827; and 40 acres in section 9 in 1831. Aruna sold the land in section 8 (48145 Warren) to his other son, Benjamin, in 1835. The property remained in the Bradford family until 1911.

John and Pamela (sic) Patterson obtained the original patent for 160 acres in section 8 in 1826. Pamela died in 1834 at the age of 28 (probably in childbirth) and is buried in Kinyon Cemetery. John married Eliza Barr and purchased land in section 7 (6205 Ridge Road) in 1844. After his first wife's death the new couple may have wanted to start their new life in a new home. 6205 Ridge Road remains in the ownership of descendants of John Patterson.

The Kinyons were another prominent Canton pioneer family. Elisha and Dilla purchased 80 acres in section 6 near Joy and Ridge roads in 1831. Their son, Orrin, purchased 120 acres along Ridge Road from his father in 1834. Orrin married Roxanna Fairman, the daughter of another pioneer Canton family, in 1835. They had eight sons, but only three survived. The

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other five children are buried at Kinyon Cemetery. Kinyon School was also named after the family.

Settlement in Neighboring Townships

In Nankin Township (directly east of Canton Township) settlement began in 1817, a little earlier than Canton. A total of 295 parcels were sold. Between 1817 and 1825 thirteen parcels were sold. Nankin's boom was between 1830 and 1836 (about the same time as Canton) when 215 parcels were sold, with a peak of 52 parcels in 1834. Nankin had a long slow-down period between 1837 and 1852, when only 12 parcels were sold; between 1852 and 1894 only 16 parcels were sold.

Superior Township, located west of Canton in Washtenaw County, sold a total of 233 parcels between 1824 and 1848. Almost all of the land was sold between 1824 and 1831, 197 parcels. Settlement of Superior Township was completed earlier than Canton, with the remaining 36 parcels sold by 1848 (Peck p. 163). The earlier immigration to Superior Township might be explained by the fact that the Huron River flows through Superior Township. Because traveling by river was easier than traveling overland by foot and wagon, migration into Superior Township was quicker and earlier.

Travel from Detroit

Once settlers had arrived in Detroit, they could choose one of several routes to the interior. One alternative was by water via the Rouge, Huron, or Clinton rivers -- or on one of the primitive "roads" of the day. Roads north to Pontiac and south to Ohio were in place in the early 1820's. The road west (the Chicago Road) was not built until the late 1820's. It followed the Old Sauk Native American trail westward from Detroit through Ypsilanti, then southwest to Fort Dearborn (Chicago) through the southernmost tier of counties. The Territorial Road, also built in the late 1820's, branched off the Chicago Road at Sheldon Inn and ran through the second tier of counties through Kalamazoo to St. Joseph on Lake Michigan. The Chicago Road/Old Sauk Trail (present day U. S. 12/Michigan Ave.) runs east/west across Sections 25, 32, 33, 34, 35, and 36 in the southern portion of Canton Township. Since the Chicago Road was the primary route west, most settlers traveling west to Canton from Detroit probably used this route. Canton Township was at the end of the second day of travel from Detroit.

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Early Roads

Early roads cut through the forest were just wide enough for a wagon. During rains the roads were muddy, and when dry became rutted and bumpy. Often logs were placed over the worst of the mud holes, hence the name "corduroy" roads. Once the traveler left the road, only "blazed" trees marked the way -- if at all. One early pioneer wrote: "Beyond this limit of civilization the way through the woods was marked by *blazed* trees, and the difficulties of clearing a passage for a wagon through the thick undergrowth and around fallen trees and quagmires can be more easily written about than realized" (Utley p. 444).

An 1838-41 map of Canton Township drawn by Bela Hubbard, who accompanied Douglass Houghton on a geological survey of Michigan, showed two major east/west roads across the township: the Chicago Road and the South Territorial Road which branched off the former at Sheldon's Tavern. The map showed a "road opened" and "road laid not opened" along what would become Cherry Hill Road. It showed a "road opened" along what is now Proctor Road. North/south roads opened at the time were Beck Road (up to Cherry Hill) and Canton Center. Hubbard labeled what later became Haggerty and Sheldon (north of Cherry Hill) roads as "traveled road(s)." The "Ridge" (which was also a Native American trail) is a clearly marked diagonal across the western side of the map.

New England Influences

Many of the early settlers in Michigan and Canton Township emigrated from the state of New York or New England. In discussing the increasing number of people coming to Michigan, Silas Farmer stated in his *History of Detroit and Wayne County and Early Michigan* that "The larger part of these immigrants were from New York, and the rest mostly from New England. It is probable that, in proportion to its population, Detroit, and in fact the entire State of Michigan, has a larger percentage of New York and New England people than any other western city or State" (Farmer p.335).

Of the nine properties in this nomination, six were settled by families from New York or New England, one from England, and two from Germany. The following graph illustrates the state/country of origin of each of the property owners:

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Original Settlers	Address	Origin
Orrin and Roxanna Kinyon	7675 Ridge Road N.	New York
John and Eliza Patterson	6205 Ridge Road N.	Connecticut/N.Y.
Thomas and Maria Bartlett	500 Ridge Road N.	N.Y./Vermont
David and Elizabeth Boldman	3339 Canton Center Road	N.Y./Scotland
William and Mary Smith	3704 Sheldon Road S.	England
Michael and Catherine Fischer	4896 Sheldon Road S.	Germany
Phillip and Maria Dingledey	1638 Haggerty Road N.	Germany
Timothy and Rachel Sheldon	44134 Michigan Avenue	New York
Benjamin and Mary Ann Bradford	48145 Warren Road	New York

New England had an important influence on the development of both Detroit and Michigan, especially in the areas of religion, government, education, and architecture. These New Yorkers brought their New England ideals of hard work, responsibility, home, church, and education. "Nowhere in the West did Yankee stock predominate as much as in Michigan" (Dunbar and May p.170). Of the original purchasers of land patents in Canton Township, 168 were from Wayne County, Michigan or Detroit, 112 from the state of New York, three each from Connecticut and Pennsylvania, two each from Massachusetts and Vermont, one each from Ohio and Kentucky. In addition, two were from "Upper Canada" and one from England (Peck p. 89).

In fact many more purchasers may have been from New York or New England than was reflected in the official records. This was because the records listed the most recent residence of the purchaser, who may have resided only a short time. For example, when Aninah Bradford purchased his first land in 1826, he listed his place of residence as Monroe County, New York. When he made additional purchases in 1827 and in 1831, he listed his residence as Wayne County, Michigan.

Many people had moved into western New York from New England in the hope of improving their lives. However, by 1825 many had perceived that things were not improving. A number of farmers had purchased land on easy terms from a large land company, but had not been able to make the payments. The abundance of cheap land further west with easy

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access via the Erie Canal attracted many of these New York farmers to migrate to Michigan in the hope of starting over on more productive land (Stevens p. 328-29).

One method used to encourage interest in immigration was the distribution of maps and gazetteers in the eastern states. To entice people who were reluctant to leave family and friends, one gazetteer suggested forming "colonies for immigration" in which a number of families would agree to emigrate together. It painted a very optimistic financial picture: "A father may sell his small farm in the East for a sum that will purchase a dozen large ones in the West, of the best quality of the land. He may thus better his own condition, and settle a handsome property upon each of his family, who, in a few years, may become wealthy and independent, without the least difficulty" (Blois p.160). Brave words, considering that the east was in the midst of a depression following the panic of 1837!

Township Government

The township form of government was taken from the New England model. In the territories the "township" replaced the "town" as the unit of local government. The town meeting was the governing body, and gave every adult male the right to take part. The township was not unique to Michigan, but followed the pattern set by Ohio and Indiana of establishing township government. In 1825 Congress authorized Michigan voters to select all township officials except judges (Dunbar and May p.185).

Until 1834 Canton was part of the much larger Plymouth Township, when Plymouth Township was split in half and Canton Township came into being. The name "Canton" resulted from a law that prohibited the incorporation of any township having the same name as any post office (Farmer p.128). Nearby townships such as Nankin and Pekin, which were organized in 1829, had chosen Chinese names, and the name "Canton" was most likely chosen because it was unique. The first township election was held in the home of John Chaffee. The first supervisor was James Safford; Amos Stevens was elected justice of the peace; and Thomas Hooker, clerk (Farmer p. 128).

In addition to all the duties associated with running a farm, many of these people were very active in township government as shown by the following chart:

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Office-holder	Address	Office
Kinyon	7675 Ridge Road N.	Orrin: Highway Commissioner 1835, 1836, 1839, 1840; School Inspector 1841, 1842, 1850; Justice of the Peace 1844; Constable 1856; Poor Director 1857, 1865 -- E. Kinyon: Poor Director 1846
Boldman	3339 Canton Center Rd	Highway Commissioner 1847, 1865, 1871, 1874, 1875; Township Treasurer 1864; Constable 1844, 1849, 1864
Sheldon	44134 Michigan Avenue	Postmaster 1830; Township clerk 1837; State representative 1839; Poor director 1841, 1845
Bradford	48145 Warren Road	Aruna: Director of the Poor 1834; Justice of the Peace 1835; Highway Commissioner 1836, 37 Moses: Director of the Poor 1841; Highway Commissioner 1845, 1846, 1847

Religion

Many of the pioneers' ancestors had crossed the ocean in search of religious freedom. The earliest settlements in New England were centered on the church, and its teachings dictated the way people conducted their everyday lives. The early settlers to Michigan brought their religious convictions with them, and soon after settlement they began to gather for services.

According to an 1838 Gazetteer of Michigan the largest Protestant denomination in Michigan was the Methodist Episcopal which consisted of 9,241 communicants. Next largest were the Presbyterians with 3,294; followed by the Baptists with 3,230; and the Episcopalians with 448. Roman Catholics numbered 20,000-24,000, but that number included children. Several other religions existed in smaller numbers: Congregationalists, Lutherans, Friends (Quakers), and Universalists (Blois p. 148-50). Two denominations represented in Canton Township were the Methodist Episcopal and the Presbyterian. By 1835 they were holding religious services in the homes of the pioneer families in Cherry Hill and Sheldon Corners.

A Methodist minister traveled a "circuit" of local communities. In the settlement era the Reverend Marcus Swift, one of the local circuit preachers, followed a ten-point circuit which included both Sheldon and the Ridge/Cherry Hill. The Methodist circuit rider was a welcome sight to lonely settlers in the wilderness. Not only did the minister offer spiritual guidance, baptize the young, perform marriages, and bury the dead, but also brought news of the

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outside world and from other communities in the area. Circuit riding was a grueling and demanding occupation that took the rider away from home and family for long periods of time. Consequently the circuit rider would often serve for a period of time and then look for a more settled way to minister.

The Cherry Hill Methodist Episcopal congregation had been holding services in homes and barns since the early days of settlement. They were able to build their first church in 1848 on land that belonged to the Crandell family on Ridge Road next to the Cherry Hill Cemetery. The frame structure served the community until replaced by a brick building in 1882. The Sheldon Presbyterian Church was built in 1850, and the Sheldon Methodist Episcopal Church was built in 1858 on land donated by Timothy Sheldon.

Schools

Just as firmly held as their religious beliefs by the new settlers was the value of education as a means of improving their lives. In 1826 a territorial law reserved the sixteenth section of every township for the state of Michigan. Proceeds from the sale or lease of the lands were designated for a perpetual fund, the interest of which was to be used for primary education. An 1827 law specified that every township composed of fifty households should provide itself with a schoolteacher of "good moral character." The following schools are associated with properties in this nomination:

Bartlett School. The Bartlett School was operating early in the settlement period. In 1848 the school board voted to build a "new" school -- 22 x 26 feet. It was named for the Bartlett family who farmed land on both sides of Canton Center Road (Palmer p. 4).

Kinyon School. The Kinyon School was located in Plymouth Township, at Joy and Ridge roads. It was named for early pioneers, the Kinyon family. Seventy children attended; thirty from Plymouth Township, and forty from Canton. The first school was built in 1837, replaced in 1849, and replaced again in 1883 (Palmer p. 221).

Sheldon School. In Sheldon Corners, school was initially held in one of the homes, but in 1835 Timothy Sheldon donated land for a school. The school was named after him and the hamlet where it was located. The original log structure was initially replaced with a frame structure and then in 1868 by the existing brick school (Palmer p. 275).

Three other schools that were also operating in the settlement period were the *Cherry Hill School*, the *Hanford School*, and the *Hough School*.

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The people of the school districts were responsible for financing, building, operating, and maintaining these schools. By 1840 Canton Township had six schools in operation, demonstrating the priority that the pioneers placed on education.

Housing

The first task of the pioneer was to build a shelter, usually of logs. The first house would have been a log cabin, usually one room about 14 x 16 feet. The logs were held together by notching them at the corners. The floor was made of logs cut in half laid with the flat side facing up. The chimney was made of sticks, covered with mud plaster an inch or two thick to prevent fire. The fireplace was very large and constructed of stone. The roof consisted of wood shakes or shingles about three feet long. Once the pioneer had the logs ready, he would call for a house "raising" since the logs were too much for one or two people to handle. All the neighbors from miles around would come for a "raising bee." There was a difference between a log cabin (which was usually one room), and a log house (which was two rooms or more and 1-1/2 to 2 stories high) (Markham p. 552-3).

There are no log structures extant in Canton Township. However, portions of log construction remain visible in several houses. 3339 S. Canton Center (Boldman House) has thirteen huge log floor joists and one fifteen inch square hand-hewn center beam visible in the basement. 6205 N. Ridge (Patterson House) has hand-hewn beams in the basement.

In time the log cabin or house would be replaced with a more refined house, when the settler might either add on to his present house or build an entirely new one. If a farmer was prosperous enough he might build his home in the Greek Revival style that was predominant between 1830 and 1850. After the Revolutionary War the old colonial styles were abandoned because they reflected the influence of England. People wanted a style that reflected their newly won independence. The Greek Revival style developed from the great interest in the Greek War for Independence and the recent archeological discoveries of the classical world. This was the style that came with the pioneers from New York and New England in the 1830's, and adapted by them to suit their agricultural and frontier way of life.

The Greek Revival style is characterized by a low pitched gabled or hipped roof; a cornice line with a wide trim band; a narrow or full-width porch supported with square or rounded columns; and a front door surrounded by narrow sidelights and rectangular transom lights. Settlers transplanted the style from the eastern states, and Greek Revival houses were to

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be seen in every state settled between 1830 and 1850. After 1860 the Greek Revival style was gradually supplanted by the Gothic Revival and Italianate styles (McAlester and McAlester p. 180).

Hamlets

Sheldon Corners

The crossroads hamlet of Sheldon Corners evolved around the Sheldon Inn because of its location on the Chicago Road at the point where the South Territorial Road originated. It became very important to the people of the area, serving them as a center of trade, commerce, worship, education, and social events; and thriving well into the twentieth century. Its eventual demise resulted from the opening of I-94 in the late 1950's.

Timothy and Rachel Sheldon had planned to settle further west, but after spending a night along the Chicago Road in Canton Township they chose to stay because the area was so desirable. In 1825 Timothy and Rachel bought 160 acres on both sides of the Chicago Road (Michigan Ave.), and built an inn (44134 Michigan Ave.), which served travelers along the road for many years. Eventually the area around the inn developed into the hamlet of Sheldon Corners. By 1838 the South Territorial Road (Geddes Road) angled off the Chicago Road, starting near the Sheldon Inn and forming a triangle of land there. This area, called the "flatiron" functioned as a village green. Michigan Avenue was later widened several times which reduced the space, functionality, and attractiveness of the green. Timothy Sheldon was appointed the first postmaster of Canton in 1830, and was a state representative in 1839 when Detroit was the capitol.

The area eventually grew to include two churches (Methodist and Presbyterian), Sheldon School, Sheldon Cemetery, two general stores, three blacksmiths, a creamery, and a cobbler shop. Michael Fischer (4896 Sheldon Road) operated one of the blacksmith shops in Sheldon Corners.

Cherry Hill

Another early crossroads hamlet existed at the intersection of the present day Cherry Hill and Ridge roads. It was originally known as "The Ridge" because settlement clustered along a portion of "the ridge," a rise in the land that marked the shoreline of an ancient lake. Both Native Americans and the settlers used it as a trail because the ridge remained passable even in rainy seasons. Later the hamlet was renamed Cherry Hill because of the wild cherry trees that grew in the area.

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Bela Hubbard accompanied Douglass Houghton on a geological survey of Michigan between 1838 and 1841. On September 19 of 1838 he traveled from Plymouth Corners to Canton Township and noted in his field notebook that he "struck upon what is called "the ridge" at Cady's on the center line. ...The course of this Ridge is noted on the map. It forms a most remarkable feature in the geology of the country." Mr. Hubbard was so impressed by the ridge running in a diagonal across the western edge of Canton Township that he bored a hole into the center of the formation at the Hanford farm (6430 Ridge Road) and took samples of each stratum. He also included a diagram of the strata in his field notebook (Hubbard Field Notes, Notebook #3).

Water was a very important commodity to the early settlers/farmers, and Mr. Hubbard mentions the process of finding and the quality of the water in Canton Township. "Water is obtained on the ridge from wells, at a depth of 12 to 20 ft. (says Mr. Bradford) & is esteemed the best in the county." Hubbard also mentions Hanford (6430 Ridge): "I dug 4 ft. into the soil of the flat on the E. of the ridge at Hanford's (sec. 8). First 2 ft. loamy sand, below it a bed of quicksand." He goes on to say that at a depth of 6 ft., after going through gravelly sand, Hanford struck blue clay "as dark as indigo." Hubbard mentions another spring at the Bradford farm (48145 Warren) that was "strongly impregnated with iron" (Hubbard Field Notes).

There were several other crossroads hamlets such as Murrays Corners on the border between Canton and Superior Township; Lilley's Corners; and Tonquish Creek. They never grew to the size or importance of Sheldon Corners and the Ridge (Cherry Hill).

Patterns of Immigration

Between 1790 and 1820 there were fewer than 250,000 immigrants to the United States. The defeat of Napoleon in 1815 caused upheaval in Europe and the number of immigrants began to increase. Abundant land, economic opportunity, and political and economic freedom were some of the reasons that people flocked to the United States. Others came simply to escape starvation in their own countries (Garrity p. 294-5).

Before the Civil War immigrants were primarily from the northern-European countries of Britain, Ireland, and Germany; and in this hemisphere, Canada (Garrity p. 294-6). People were migrating to the United States from Canada because of the political turmoil in the 1830's resulting from Upper and Lower Canada rebelling against England in a demand for

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greater self-government. Immigrants from the British Isles and Canada were assimilated most easily because of the similarity of language, and social and cultural institutions.

German

There was a steady flow of German immigrants in the 1830's due to economic and political conditions in the aftermath of the Napoleonic Wars. By 1833 thirty-four families had settled in the Ann Arbor area with the support of Reverend Schmid, and had established the first Lutheran parish in Michigan. Prior to this the Lutheran religion was virtually unknown in Michigan. German immigrants were also important in the founding of Ypsilanti, Saline, Dexter, and Scio. Many other German communities grew up in the Saginaw Valley such as: Frankenmuth, Frankentrost, Frankenlust, and Frankenhilf. After 1850 the Germans constituted the largest ethnic group immigrating into Michigan, soon gaining a reputation for raising exceptionally fine grain and cattle, and having a "good eye for land" (Ethnic Groups p.129).

After the revolution of 1848 the number of German immigrants increased greatly due to the increasingly unstable political climate. In 1848 there was a demand in many of the German states for a democratic constitution and unification. An improving economy and a split between the lower and middle classes diffused the revolutionary spirit causing the revolution to fail. This caused many German professionals, artisans, and intellectuals to immigrate to the United States. Later in the century the constant struggle for dominance among the German states, and wars with Austria, France, and Spain caused political and economic turmoil and even larger numbers emigrated from Germany.

The German immigrants were separated from other settlers by their language and their religion. They were welcomed, however, because of the cultural contributions that they could make, and because of their reputation as industrious, skilled workers.

By 1860 slightly less than 20% of Michigan's population of 749,113 was foreign-born. Most of these came from England, Ireland, and Scotland (61,497). 38,787 immigrants were from Germany and another 36,482 were from Canada (Dunbar and May p. 242-45).

Census data

The Canton Township population was 1333 in 1850 and 1513 in 1860. The first census that enumerated the population according to the country of origin was the 1850 federal census. The following chart shows the number of foreign-born residents (over 20 years old) in Canton Township and their place of origin:

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Canton Township Census Data 1850 - 1860 - Origin (adults)

	England	Scotland	Ireland	Canada	Germany	France	Holland	Switz.	Total Foreign	Total Canton
1850	40	6	10	15	4	—	—	—	75	1333
1860	72	10	31	14	30	2	4	1	164	1513

The total number of non-native-born residents had more than doubled from 1850 to 1860. Canton Township generally reflected the national trend of increased immigration, except for a lower percentage of Irish immigrants.

Houses of Foreign-Born Residents

Three houses in this nomination were built by immigrants to the United States or their families. William and Mary Smith (3704 Sheldon Road S.), both born in England, immigrated to Canton Township in 1830 and purchased their original land patent. Their son, George Sr., was also born in England. William and Mary purchased additional land in 1835 on which their grandson, George Jr., would eventually build the house at 3704 Sheldon in 1904.

Michael Fischer (4896 Sheldon Road S.) was born in Wurttemberg, Germany and immigrated to the United States in 1847 with his cousin when he was 14 years old. Michael married Catherine Hasselback, who had immigrated from Hesse Damstadt, Germany in 1852. They originally settled in Sheldon Corners, where Michael operated a blacksmith business. In 1862 they bought the land on Sheldon Road for a farm.

Phillip Dingledey (1638 Haggerty Road) was born in Germany in 1831 and immigrated to the United States when he was fifteen years old. He first settled in Buffalo, New York, but eventually moved to Canton Township. His first wife, Elisabeth Diehl, died and Phillip married Maria Hasselbach in 1861. Maria, too, had been born in Germany and emigrated to the U.S. with her parents. At first they had a farm on Haggerty Road near Palmer, but in 1881 they purchased the land further north and built this Upright and Wing house with Victorian details.

End of the Settlement Era (1825 - 1850)

By 1850 Michigan was transformed into a state with a population of 397,654 from a sparsely inhabited land of fur trading outposts and Indian villages. Much of the land previously covered by forests was under cultivation. In 1834 Canton Township's population had

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increased sufficiently for the township to be split from Plymouth Township and become a township on its own merit. In 1830 the population of Wayne County (excluding Detroit) was 668. By 1840 Canton Township alone had a population of 1081.

By 1850 there were clusters of village life at Sheldon Corners and the Ridge (later to be known as Cherry Hill). All of the land in Canton Township had been patented from the government. The population was 1333, an increase of 23% over 1840. The population was spread fairly evenly throughout the township, with slightly more families concentrated in the south half.

On the 1850 census most of Canton's 1333 residents listed themselves as farmers or laborers, with forty-two indicating other occupations. Many of the basic needs of a small community were met by: 17 carpenters; 6 blacksmiths; two each schoolteachers, lumbermen, masons, shoemakers, and physicians; and one each clothier, bookbinder, engineer, sawyer, miller, tailor, clergyman, butcher, and innkeeper. The existence of seventeen carpenters would indicate a large amount of construction at the time.

The people of Canton Township had begun to replace their earliest cabins with larger and more stylish homes. Roads were being built and improved and the Michigan Central Railroad ran across the southeast corner of the township. Life was becoming a little easier and their farms were a little more prosperous. Life at the time must have seemed very good.

Historic Context 2: Transportation 1820-1977

Like that of so many Midwestern places the history of Canton Township's settlement, growth and development is inextricably linked to transportation. Settlers arrived in Canton lumbering in carts and wagons over the Chicago Road. Later with the advent of the railroad they built prosperous farms importing needs and exporting produce over the rails. Finally when the pioneer automotive industry centered production in southeast Michigan, Canton was among the first areas to experience the boom it brought to travel and travel infrastructure. Situated along major transportation routes and located near centers of commerce, Canton became a thriving farming community and remained such well into the twentieth century. The speed of the automobile and the convenience of the nation's interstate systems, each shortening travel time, led to the development of Canton as a residential community. Today this imprint of transportation's history is very much visible in the settlement pattern and infrastructure of Canton Township.

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Canton's beginnings as a farming community coincide with the opening of two important transportation routes, the Erie Canal and the Chicago Road. While Michigan was under French and then British control little was done to foster settlement or to improve transportation infrastructure. Those Europeans who lived in the territory were mainly involved in the lucrative fur trade or with the military, which helped to control the Native American population. They used native trails and waterways as a means of transportation. After the War of 1812, when the British relinquished both Detroit and Mackinac, and with the Indian threat under control the government of the United States began to take steps to attract settlers. A survey was commissioned in order to offer land for sale and steps to improve transportation were initiated. A major canal system and the Chicago Road, the second road to be funded by the U.S. Congress, turned westward migration north into Michigan.

The Erie Canal, inaugurated in 1825, opened the floodgates to settlement of the Michigan Territory. Settlers from New York, in particular, traveled the new waterway to Buffalo where they boarded sail and steamships that carried them to Detroit and Monroe in Michigan. Here they found the routes to the interior primitive and muddy, often little more than native trails. Congress, concerned with keeping the natives in control, commissioned a military road to carry troops from Detroit to Chicago. Father Gabriel Richard, a Roman Catholic priest and a member of Michigan Territory's delegation to Congress, lobbied successfully for federal appropriations. He understood the importance of the road to settlement. In 1824 Congress earmarked \$3,000 for survey of the road. Orange Risdon and his crew began in Detroit with plans to cut a new route straight west. Within the first mile they realized that the funds would not be sufficient to build a new road. They abandoned their plans and following the pre-existing Sauk Trail surveyed the route to Fort Dearborn in present day Chicago. This road became a main "thoroughfare" carrying thousands of settlers to the interior of Michigan.

The "road" cut through the forest was just wide enough for a wagon, often with tree stumps left in place. Primitive bridges were laid across streams and rivers. During rains the road was muddy and it became rutted and bumpy when dry. Logs were often placed over the worst of the mud holes. Although this primitive route was almost impassable at times, the *State Gazetteer* reported, in 1840, that "travel on this road (was)...immense, equal to, if not more, than any other in the United States." With so many on the road a need arose for accommodations for travelers. Inns and taverns were opened along with other businesses. By 1830 a twice-weekly stage was running along the route. This soon increased to daily stages so crowded that reservations had to be made in advance.

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Located along this "road," two day's journey from Detroit, Canton became an important stopping place. Settlers Timothy and Rachel Sheldon of New York selected land here in June of 1825. Soon their "inn" became a popular overnight stop, the second night out of Detroit. Other settlements soon appeared along waterways to the north and south of the Chicago Road and along "the Ridge," a geological feature in northwest Canton Township.

With new communities developing it was soon apparent that other roads needed to be opened. One of the first of these was the South Territorial Road. On November 4, 1829, the territorial government authorized the road to be built "commencing in Chicago Road at or near the Inn of Timothy S. Sheldon, in the Township of Plymouth (later Canton), in the County of Wayne, thence west on the most direct and eligible route through the village of Ann Arbor...And west to Lake Michigan." A second act of the Territorial Government, March 3, 1831, opened the roadway to the public. The traffic carried by the Chicago Road and the South Territorial Road, later Geddes Road, helped make Sheldon Corners a major settlement in the township.

A third major road on the 1838 map was the route that followed "the ridge" through the western sections of the township. One of the few township roads not aligned to the grid, Ridge follows geological high ground along the former shoreline of the glacial Lake Whittlesey. The Potawatomi used this route, where during the rainy seasons the ground stayed dry even when the surrounding areas were under water. The route, allowing relatively easy access to Ypsilanti to the west and Plymouth to the north, prompted the growth of the hamlet of Cherry Hill where it intersected modern Cherry Hill Road.

The roads were kept in relatively good repair at the junction of Chicago Road and South Territorial. An article appearing September 11, 1834 in the *Michigan Emigrant Weekly*, which advocated spending Territorial treasury funds for the upkeep of roads, states: "The condition of the Chicago Road, as far as its intercession (sic) at Sheldon's by the Territorial Road, is referred to as an illustration of the propriety of this suggestion."

While major roads, these two were not the only early roads opened in the township. The survey map produced by Bela Hubbard in 1838 includes but does not name the current Canton Center and Cherry Hill Roads which bisect the township on east-west and north-south axis. Also shown but unnamed are a portion of Sheldon, Proctor, and Ridge roads. A few other short stretches of roadway are also indicated. An interesting note is that Cherry Hill is opened west of Canton Center but not east. Even though settlements existed in the area the road was not extended east until 1922. This could indicate that the Cherry Hill settlement, located along "the Ridge," was focused toward Ypsilanti in Washtenaw County instead of Detroit to the east.

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These roads with their stage and wagon traffic were the farmer's contacts with civilization. He used them to take crops to markets in Detroit or Ypsilanti. On them he traveled to churches, schools, and villages. Transportation was difficult and the settler seldom strayed far from his own community.

An improvement in transportation would wait for the coming of the railroads. In the interim efforts were made to improve the road system. In 1848, the Michigan State Legislature passed the Plank Road Act. Companies received charters to build roads and were granted the right to charge a toll to finance the road's construction and maintenance. In 1851, the Detroit-Saline Road was chartered. Planking was placed along fifty miles of the Chicago Road at a cost of \$66,795. Eventually these "plank roads" were surfaced in gravel but they continued to operate as toll roads into the twentieth century. By 1900, eighteen miles between Detroit and Wayne were still in operation with five tollgates. Five gatekeepers were employed at \$29 per month and a superintendent at \$55. Although not indicated on early maps, several sources mention a tollgate at the Nankin/Canton Township line. The 1860 census lists Bradshaw Hodgkinson's profession as tollgate keeper. Hodgkinson's property lay near the corner of Haggerty Road and Michigan Avenue (the Chicago Road). This would help substantiate records of a tollgate at the above location. Although an improvement, these roads were not the answer to the need for rapid, year round transportation. Many were not profitable, as shown by the following figures from 1900 for the Chicago Road. The gross income was \$1,200 yearly and maintenance was \$1,200, producing no profit. Periods of wet weather and the need for constant maintenance rendered them impassable and forced settlers to look to other means of transportation. Area residents saw the railroads as the answer.

On December 24th 1834, a convention was called in Detroit to petition Congress for an appropriation of land to build a railroad across the peninsula. The newspapers of the day indicate that there was some controversy over the proposed route. Monroe appears to have been lobbying strongly for a position on the new line. The following statement appeared December 11, 1834 in *The Michigan Whig*: "Resolved that we respectfully request the people of Monroe to send delegates to said meeting, at Detroit...with a view to reconcile the conflicting interests of different sections of the country...and thereby the better to ensure the success of our application to Congress."

The convention was successful in its petition, and Ann Arbor was equally successful in having the route pass through its community. The new railroad was to be laid out along a route surveyed earlier by Lt. Berrien of the War Department. The proposed route passed directly through Canton Township. According to Lt. Berrien..."our line follows the course of the Chicago turnpike...(and) varies but little from it until it approaches the Huron River at Ypsilanti" (*The Michigan Whig*, January 8, 1835). Early plans also stipulated a lateral line

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that would connect the road with the Village of Monroe. When in 1878 the lateral from Monroe was built it went slightly to the west and connected with the Michigan Central Road in Ann Arbor. Although undocumented it is possible that the route might have been planned to pass through Canton Township. This would explain why Abner Hitchcock built a rather large hotel in Cherry Hill. It would also account for the story that he expected business from a "road" to pass through the village.

A second railroad eventually crossed through the northeast section of the township. Originally built in 1878 as the Holly, Wayne and Monroe, the railroad has changed ownership several times over the years. Today it is operated as part of the Chesapeake and Ohio. This road, along with the original Michigan Central, now Amtrak, gave the farmers of Canton ready access to both local and national markets. Today along the routes industrial development attests to the continuing importance of these railroads.

Railroads did not prove to be the definitive answer to the area's transportation dilemma. Although of great importance for long distance shipping and travel, they were not economically as advantageous as the toll roads. On the road a farmer could haul his goods to market at a rate of ten cents a mile while the railroads charged twenty-five cents.

Another means of transportation rose to fill the gap between the expensive railroads and the inconvenient, often impassable, but cheap toll roads. The interurban or street railroad played a short-lived but important role in the development of transportation in Canton Township. The Detroit, Jackson, and Chicago line was inaugurated in 1898. Its route ran down Michigan Avenue with stops at Sheldon as well as at Seacord's to the west and Hoffman's to the east. Along this route Sheldon became a station where farmers delivered milk and other produce to be taken to markets in Detroit and Ypsilanti. Canton residents were able for very little money to travel to Detroit and Ypsilanti and even as far as Toledo. Originally the charge was one cent per mile. The interurban carried the young people of Canton to high school in Plymouth, Wayne, and Ypsilanti resulting in a high percentage of high school graduates for a farming community. The ride to school cost as little as nine cents. The easy access to large communities both to the east and the west helped keep Canton a rural community. But that too would change. By the late 1920's a new means of transportation, the automobile, would replace the interurban.

Transportation, always a major concern to the widely dispersed farmers of Canton, eventually changed the Township from a rural agricultural community to today's suburbs. It was the advent of the good roads movement and automobile that led to today's transportation system. Located just to the west of the newly emerging center of production, Detroit, Canton was in the fortunate position to take advantage of the new means of transportation.

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An 1851 act permitted townships to borrow or levy taxes up to \$10,000 for the construction and maintenance of local roads. A more regional approach was soon seen as advantageous and Wayne County began to tax for roads. It had one of the first county road commissions in the state. It was originally established in 1906 and reestablished in 1908 after the state Supreme Court declared that the original commission was unconstitutional. By 1907 the commission was filing annual reports on the condition of roads in the county. In 1931 the McNitt Township Road Act began the change that would remove road building and repair from the townships' jurisdiction. It stipulated that counties take control of the township roads at a rate of 20% a year. By 1936 the takeover was complete and the township responsibility for roads passed to the counties.

Fortunately for Canton it had a friend on the county road commission, John Strong Haggerty. When Henry Ford left the commission in 1908 Haggerty replaced him. A friend of Ford and other influential men like Alexander J. Grosbeck, Michigan governor 1921-1926, Haggerty held many noteworthy posts including a term as Michigan Secretary of State in 1926. However, serving as Wayne County Road Commissioner, he exerted his greatest influence in Canton Township. Canton was the site of his country home and as such it commanded his attention when roads were planned. Under his tenure roads including Michigan Avenue, Canton Center, Cherry Hill, and Ford Road were paved through Canton.

The first to be paved was Michigan Avenue due to its heavy use as a major transportation route. By 1909 paving was completed to the Pere Marquette/C&O railroad crossing at Wayne and to the county line by 1912. When the plans for the paving were begun the county road commission decided to divide the highway into two separate lanes. The street rail companies had in their contracts a stipulation that the tracks were to run down the middle of the highway right-of-way. In order to build a paved road of the required width, space was left in the middle for the tracks. This legacy of the interurban system resulted in the present highway's boulevard design.

Haggerty exerted his influence and soon roads all over Canton were paved, Canton Center, where his home was located, in 1915, Cherry Hill in 1922 and in 1924 Ford Road. When Cherry Hill was paved a special railroad was built along the route to facilitate the transportation of materials for the project. The road was opened to the east of Canton Center at this time tying the village of Cherry Hill to markets to the east. To commemorate Haggerty's influence in the township, Artley Road was later renamed Haggerty with no objection from the Artleys, a family who had settled early in Canton and who continued to live along the road.

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The early paving of Canton's roads was a boon to the local farmers and helped change the look of farming in the township. With good roads, farmers bought trucks that enabled them to personally deliver their produce to market. Growth of the surrounding urban areas of Detroit, Ypsilanti and Plymouth provided a need for market crops. Canton was happy to fill the need. Soon farms switched from grain and cattle production to tomatoes, radishes, lettuce and dairy products. The 1950's knew Canton as Michigan's "sweet corn capital." Canton became the rural market basket of Wayne County.

The township remained rural until the late 1970's when an evolving transportation system once again changed the face of Canton Township. The interstate system inaugurated in the Eisenhower administration was maturing. A connector route I-275 opened through Canton in 1977 and provided easy access to the growing manufacturing ring around the city of Detroit. Canton became a bedroom community. Today many of the old farmsteads are divided into subdivisions of upscale homes. The Township is making an effort to preserve and document its remaining farmsteads in order that future generations will be able to understand the story of Canton's first two hundred years.

Historic Context 3: Architecture 1820-1904

The architecture in the National Register nomination dates from approximately the 1820's to 1904. Nine properties are or were farmsteads and one a country inn, the original owners once farmers. All are vernacular and are reflective of most nineteenth century vernacular structures in rural southeastern Michigan. The architectural style which predominates in this nomination is also the earliest, that of the Greek Revival. Although each building has a style or stylistic details, each is unique based on several influences such as culture, fashion, function, and available materials. During settlement pioneers in what was to become Canton Township built their dwellings based on available materials, site, climate, culture, and what their neighbors had to offer in terms of building skills and local design. With the forest as their main resource for constructing homes and outbuildings, some of the earliest dwellings in Canton Township were built of logs. The Greek Revival houses in the nomination have post and beam construction. Census and newspaper accounts in the mid to late nineteenth century indicate that sawmills and brickyards existed in the township. All the houses are wood except the Smith house at 3704 Sheldon, which has a brick exterior.

Since most early vernacular architecture was owner/builder designed, it is very likely that most structures did not have an architect. Most pioneers in Canton Township were from the eastern states; thus their dwellings looked much like the homes that they had left behind. In the 1830's agricultural journals, the forum for agricultural and rural affairs, began publishing farmhouse plans. The journals also provided information on social life, women's duties,

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leisure pastimes, and farm work. Members of farm families sent letters to the journals commenting on house plans and activities of farm living.

In addition to designs in farm journals, Alexander Jackson Downing and Lewis Allen wrote books and articles on improving rural architecture, landscaping, and gardening. Allen's book, Rural Architecture, even suggested types of dogs to buy for one's rural property. Downing, in Architecture for Country Houses, said in 1850, "For every twenty persons who live in villas, suburban cottages, or town houses, there are eighty persons who live in farmhouses. It requires no argument, therefore, to prove that the comfort or convenience of farmers is of more weight and importance, numerically considered, than that of any other class; or that whoever desires to see his country adorned with tasteful dwellings, must not overlook it's most frequent and continual feature- the farm-house." These books were widely read; however, the farmhouse plans were a bit more decorative than needed by most farm families. Pattern books were also available which allowed readers to pick out plans for a specific house.

As the nineteenth century progressed, one can see how social change and architectural change intersected to produce a major transition in American vernacular architecture. From about 1830 to 1855 cities grew rapidly, industrial capitalism was formed, and religious reform movements emerged. In urban areas men worked outside the home, whereas women were responsible for bringing up children and domestic duties. In rural areas patterns changed, also. Whereas in pioneer farm families both men and women's work intermingled to provide survival of the family, the mid-nineteenth century saw technological change that allowed more division of labor between the sexes. Machinery meant the farmer needed less help from his wife, allowing her to spend a little more time with children and domestic tasks. Agricultural reform encouraged the farmer to specialize, using more intensive farming methods based on business practices. Thus, the farmstead evolved from a place that grew several products that supported the family to a business where goods were exchanged for money, products, or services. Even women became involved in their own dairy and market gardening businesses to help with expenses. Farmhouses were arranged for efficiency, enabling women to contribute to the farm economy.

Some of the changes in house architecture are reflected in this nomination in the additions to farmhouses over time. For example, the c.1838 Bartlett-Travis house has an early addition to the second story and around 1870 a rear ell was added. A rear room in the Kinyon house was once a detached summer kitchen, probably added to the house when an agricultural or social change occurred in the family. Farmhouses usually followed the popular architectural style of the time, but were also designed with function in mind. The following architectural styles and house forms were found in this nomination:

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Greek Revival

The earliest extant style in Canton Township is the Greek Revival. Some of the houses, such as the Kinyon, Patterson, Bradford, and Boldman houses, have details and floor plans which are immediately identifiable as those built in the Greek Revival style. The Barlett-Travis house, originally Greek Revival, has been updated with additions and Victorian trim.

The following houses have Greek Revival attributes:

- Kinyon, Orrin and Roxanne Fairman, House(1850) 7675 Ridge Road N.
- Patterson, John and Eliza Barr, House(1844) 6205 Ridge Road N.
- Barlett, Thomas and Maria Blackman, House (1838,1860) 500 Ridge Road N.
- Bradford, Benjamin and Mary Ann, House(1860) 48145 Warren Road
- Boldman, David and Elizabeth Bell, House (1840) 3339 Canton Center Road
- Sheldon, Timothy and Rachel, House(1825) 44134 Michigan Avenue

The Greek Revival style was popular in America from about 1830 to 1850. This classical style emerged as an architectural expression of the new republic's democratic values and admiration for Greece's struggle for independence from Turkey. It was widely used in public and commercial buildings. Builder's guides by Asher Benjamin and Minard Lafever influenced Michigan pioneers to construct this style which resembled Greek temples and had details such as wide cornice, Doric porticos, front door with transom and sidelights, and frieze windows. Although the Canton pioneers may have not referred to these guides, they were influenced by Greek Revival forms from "home," that is the Eastern states. These simple vernacular forms built during the settlement period were adorned with details such as the wide cornice, transom lights and pilasters seen on the Kinyon House and the simple entablature and side lights seen in the Bradford House.

House Forms

Several sub-types emerged, some indigenous to various parts of the country. In Canton Township the side-gable (one-and-one-half or two story) house and the gable front and wing house predominated. The side-gable house sometimes had a one-story front entry porch. Five side-gable houses are documented in the nomination and all but the Sheldon Inn are located on the west side of the township near the hamlet of Cherry Hill. One of the first land purchases in Canton Township was made by Timothy Sheldon in 1825. It would not be unusual for Rachel and Timothy Sheldon to choose the Greek Revival style, also popular in New York State, their previous home. The Sheldons were typical of many Easterners who came to Michigan after roads and canals were built, and brought with them the Greek Revival style. This house/inn is a one-and-one-half story side-gable building. It is built of wood with post-and-beam construction and a hall and parlor floor plan.

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New Yorkers brought the gable-front-and wing house that was adopted by other pioneers, and eventually became the typical farmhouse of the region. A variation of the gable front and wing is the basilica or temple form, with a wing on each side of the gable front. While the Greek Revival in Michigan had its main influence from the New England states and New York, Hamlin states "Yet the Michigan house builders seemed always to strive for new differentiation in the older types, and toward the creation of brand-new types of their own"(Hamlin, p. 294). He goes on to describe the "basilica" form (temple type with wings) which evolved into a form indigenous to Michigan and was found in farmhouses around Ann Arbor and north of Detroit. The Boldman House at 3339 Canton Center Road has attributes of this style with its one-and-one-half story gable front with pedimented full porch flanked by one story wings on each side.

Upright and wing

Another common house form was the upright and wing or L-shape house. This house form was popular in the Canton area and in Southeast Michigan in the nineteenth century. The upright and wing/L-shape houses in this nomination are:

- Dingledey, Phillip and Maria, House (1843-1870) 1638 Haggerty Road
- Smith, William and Mary, House (1904) 3704 Sheldon Road

Each culture brought its own building techniques and traditions. For example, the brick upright and wing farmhouses in Monroe County, Michigan follow a German tradition in having brick exterior walls with segmental arch head windows (Eckert, p130). As the century progressed the Michigan farmhouse was ornamented with architectural details that were popular at the time, such as the Italianate, Gothic Revival, Queen Anne, and Colonial Revival styles. For example, the upright-and-wing Dingledey house has decorative hood moldings on windows, spindlework in the gable peaks, paired brackets under the eaves, and a Gothic Revival window. The brick L-shaped Smith house has decorative millwork, arched window moldings, a bay window, and stained and beveled glass windows.

Cross plan with Eastlake details

The cross plan house in this nomination is the Fischer house:

- Fischer, Michael and Catherine Hasselbach, House (1897) 4896 S. Sheldon Rd

From about 1880 to 1910 the Queen Anne style came into vogue. Typical of this style was its asymmetrical massing, patterned gables, hipped and cross-gabled roofs, full and sometimes wrapped porches, towers, and various types of windows such as Palladian, bay, tripartite, keyhole, oval, and leaded. Some early Queen Anne architecture, labeled "Eastlake", has turned or cut trim that is loosely based on furniture designs in Charles Eastlake's book *Hints on Household Taste*. The Fischer House, a vernacular cross plan house, has Queen Anne

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architectural details such fish scale shingles in the gables, bay windows, and Eastlake spindlework on the front and side porches.

Outbuildings

After the farmhouse was built, a pattern of outbuildings emerged. Many nineteenth century settlers in Canton came from the New England states where cold winters dictated that farmyards be arranged for convenience and protection from the cold. Some influence also came from European heritage. A. J. Downing in The Architecture of Country Houses offered advice on farm layout: "The farmery, generally, surrounds a square, that being not only the most compact form, but also giving well-sheltered yards for cattle. it is also usually placed directly in the rear of the house, or, at least, on that side of it nearest the kitchen, and should face a southern aspect."

The house, usually near a road, was typically surrounded by farm buildings with the open space or dooryard, being used for butchering, wood chopping, soap making, clothes washing, and other outside activities. This was a protected spot which family members passed through on their way to the outbuildings. The barnyard, adjacent to the barn, was usually fenced to contain and feed livestock. While large crops such as grain and pumpkins were planted away from the farmyard, most farms had a fenced kitchen garden near the house to provide small crops of peas, beans, cabbage, herbs, onions, beets, potatoes, and fruit such as grapes, strawberries, and gooseberries for home use.

Because most of the properties in this nomination have been reduced in size and many of their old outbuildings are gone, it is difficult to see a "typical" pattern in farmstead arrangement. The Patterson, Smith, Fischer, and Bradford farms have evidence of farm buildings clustered near the farmhouse. Nineteenth century agricultural censuses indicate that Canton Township farms had small orchards consisting of 4-20 fruit trees. While the agriculture censuses documented small orchards on most properties, only the Kinyon farm at 7675 Ridge Road has the remains of an orchard. The acreage surrounding the farm buildings typically consisted of tilled fields, pasture, meadow, and woods. The agricultural census documents all properties in the nomination as having woodlots, but the reduced acreage of most properties makes it difficult to judge the location of original woodlots. The properties at 7576 Ridge Road and 6205 Ridge Road still have wooded areas. All properties were engaged in crop production.

When settlers first came to the area in the early 1800's, their gardens were primarily for subsistence. As they became more successful and had time, farm families added ornamental plantings such as climbing roses and vines on the porch or doorway, shrubs such as lilacs, forsythia, and spirea in the yard, and flowers such as day lilies, daises, phlox, primrose, violas, and larkspur. Flowers were usually planted where they could be seen from the house.

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The Patterson farm has a rose bush, peonies, and day lilies from the nineteenth and early twentieth century. Some families planted trees to commemorate a family birth or special occasion.

While the actual layout of farmsteads has remained much the same over the years, functions of buildings and activities in the dooryard have changed. Mechanization on the farm has changed how jobs were done, eliminated some jobs entirely, and necessitated new structures for housing machinery, tools, and crops.

The outbuildings seen in the Canton nomination include general agricultural barns, chicken coops, smokehouses, milk houses, granaries, sheds, garages, greenhouses, and silos.

While the Midwest has a variety of barns that have been inspired by both culture and agricultural function, two main types of nineteenth and early twentieth century barns were found in the Canton nomination. Both timber frame barns are typical of the Midwest and are recognized by their roof type. The earliest type is the English, or gable end barn. Its basic form is rectangular with a gable end roof and hinged or sliding doors. Both the Kinyon and Bartlett properties have gable end barns. The other barn type is the gambrel (from the French, gambrel, meaning bent part of a horse's leg) roof barn which is rectangular with a dual pitch roof, allowing more loft storage space and overhang which permits rainwater to drain away from the foundation. The Patterson farm has a red gambrel roof barn, probably built in the mid-nineteenth century for general farming. Though paint color varies, some barns, also typical of the Midwest and New York, are painted red with door and window frames painted white. Modern pole and cement block barns have gable roofs such as the one on the Fischer (Fisher) farm. Up until the early twentieth century most foundations were built of stone, with cement block used after that. Roofs are either shingle or metal.

Granaries were small, tightly built, rectangular, gable-roofed structures used for storing wheat, barley, and oats. They were elevated on cement blocks, stone, or wooden piers to keep out vermin. A granary, once located on the Bradford farm, is now at 500 N. Ridge.

Chicken coops come in all sizes, shapes, and building materials. Design varied from those found in pattern books to the whim of the owner. Most have a door, windows, and roof ventilation. Canton has several nineteenth and twentieth century chicken houses that are built in wood or cement block. The Smith farm has several late twentieth-century wood frame varieties. And the Patterson chicken house has been converted for human habitation, complete with fireplace.

The smokehouse was an airtight building usually log, brick, or stone, with small flue opening under the eaves or gable. Meat or fish was preserved by the slow application of wood smoke

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that contains a high concentration of creosote to dehydrate and improve the flavor. The Smith farm has an extant smokehouse.

Springhouses were small masonry buildings used to protect the source of spring water. The cold water running through them was used to prevent spoilage of dairy and other perishable farm products. After government regulation required that milk be quickly cooled to 50 degree's F. or lower, milk houses came into existence. They were small, well-insulated buildings usually of cement block, located near the barn. The Bradford farm has an extant milk house.

Located away from the house, and sometimes adorned by hollyhocks, was the "privy" or outhouse. Usually built of wood with a roof ventilator, the outhouse sometimes had a decorative cutout on the door. A necessary part of every early farmstead, they are now hard to find. The Smith farm has an old privy.

Other outbuildings in the survey include garages and tool sheds that tended to be built according to the needs of the farmstead. Although not frequently seen on Canton farms, there were greenhouses in the area, usually built for home use. The Fischer (Fisher) farm has a large eighteen-bay greenhouse previously used for market garden production. The only farm building not typical of farms in the region, is the airplane hanger located on the Fischer (Fisher) farm.

Fencing was very important on farms, both to keep livestock in a contained area, and to keep wild or straying animals out of the garden. The only old fences seen in the Canton Township nomination were of wire with wooden fence posts such as on the Boldman farm. Some farmsteads have cyclone and modern picket fencing.

As the twentieth century progressed, changes in agriculture such as agribusiness, new chemicals, genetic engineering, and soil conservation, created constant changes in the rural landscape. The silhouette of the farmstead went from a cluster of one and two-story buildings in the nineteenth century to the long, one story spread of mid- to late-twentieth century farm buildings occasionally punctuated by a tall metal silo or corn dryer.

Historic Context 4: Agriculture

At the time of settlement, people from all walks of life came to this area. Some were land speculators, some had professions or trades, and some were just looking for a new and better way of life. Because Michigan was still a wilderness, most of these people had to

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engage in some level of subsistence farming to survive. All properties in this nomination were engaged in agriculture.

In order to examine Canton Township agriculture during this time frame, it is important to view what was transpiring on a national and statewide basis, and what influences may have affected local farmers. Agriculture in the United States after English and French settlement consisted of subsistence farming, with each culture bringing its own methods. After settlers became self-sustaining, they sold crops to newer colonies. Immigrant yeoman farmers, indentured servants, and slaves helped clear the land and grow the crops in the eastern and southern states. Farms were small and the type of farming depended on climate, soil, and access to transportation and markets.

Early methods of distribution of land influenced farming in New England. Land was parceled out in ways that varied from an aristocratic system to a more democratic system. In the latter method, groups interested in forming a new community would petition the legislature for a grant of land 6-8 miles square called a township. A town was located in the center of the township surrounded by lots for houses and farmland. A land ordinance was adopted in 1785 that provided for a rectangular system of survey before sale of property. The ordinance provided for the division of western land into townships of six miles square, each divided into 36 numbered sections of one square mile or 640 acres. This is the pattern seen in Canton Township.

Developments within the state of Michigan influenced Canton Township agriculture. Though there were crops grown by Native Americans and white settlers before 1800, most farms developed in southern Michigan between 1825 and 1850. Later in the century the lumber industry in the Lower Peninsula helped clear lands for agriculture and provided farm markets. Besides the lumber industry, mining in the Upper Peninsula also created markets. When settlement began, there was little produce specialization due to the isolation of farms, lack of markets, and an inadequate transportation network. Each farmstead grew what it needed. In Wayne County, the first recorded settlement was in the Detroit area in 1701. Besides trapping for furs in the eighteenth century, the French engaged in farming in the Detroit area. Their settlement consisted of long lots near the Detroit River where they farmed. Detroit became a fur trading area and eventually lumbering and manufacturing became important. There were ready markets for farm products in Detroit, thus a considerable number of farmers settled in the Detroit area. The Detroit land office was established in 1804, with sales beginning in 1818. Though early reports pictured Michigan as an undesirable place to live, visitors and settlers soon put out the word that it was fertile country surrounded by lakes.

Canton Township, located west of Detroit, attracted settlers in the 1820s. The types of agriculture in Canton Township depended on climate and soil. According to the United States Department of Agriculture soil survey, the Wayne County area is covered by deposits of glacial drift which ranges from deposits of a few feet near the Detroit river and thickens gradually to about 330 feet overlying bedrock in the western and northwestern parts of the

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county. Climate is affected by the Detroit River and Lakes St. Claire and Erie to the east, and an eastward downslope from the Irish Hills on the western side of the county. Wayne County climate is cool and humid, with an average yearly temperature of 58.7 degrees F. Precipitation ranges from approximately 22 to 38 inches per year.

The topography in Wayne County ranges from nearly level to strongly sloping. Natural drainage in Canton Township ranges from well-drained areas (Ridge Road) to poorly drained depressions. Of the eight soil associations in Wayne County, Canton Township has four general soil associations: 1. Wasepi-Giltord-Boyer 2. Pewamo-Blount-Metamora 3. Theftford-Granby- Tedrow and 4. Belleville-Selfridge-Tedrow. The township is composed mainly of Pewamo- Blount-Metamora association that, from an agricultural standpoint, is more conducive to growing grain crops than the others.

The first recorded land patents in Canton Township were those of Philander Burd and Samuel Burd in sections 4 and 5 on May 30, 1825. Timothy Sheldon became a landowner in section 34 on June 6, 1825. Timothy and his wife, Rachel, farmed and were proprietors of an inn located on what is now Michigan Avenue. Soon after, patents were issued to settlers such as Elijah L. White, Alfred G. Fellows, Alfred Moore, Welcome Burd, Hugh R. Clyde, and James Hanford. Some of their original farmsteads still stand today.

During settlement in the 1820's to around 1850, most farming in Canton Township was subsistence farming, with each farm producing what it needed for survival. The completion of the Erie Canal in 1825 and the development of a railroad system in Michigan between 1840 and 1860 simplified sending farm products to market. Land sales that accelerated in the 1830's fell during the depression that followed the Panic of 1837. In the 1840's the Michigan economy recovered and the farm economy began a steady expansion. Besides markets within the state, export of farm products outside Michigan became important.

An 1840 agricultural census done in Wayne County states that in addition to livestock and poultry, farmers grew buckwheat, barley, oats, rye, sugar beets, corn, hops, potatoes, tobacco, hay, rice, orchard products, and market garden products. There were 409 nurseries and florists in Wayne County. The 1860 Canton Township Agricultural Census gives an idea of what was grown as farmers moved from a period of subsistence farming (1820 to 1850) into general farming in which farm products were sold for profit. Livestock included horses, oxen, cattle, milch cows, swine, sheep, and hogs. Crops included wheat, rye, Indian corn, oats, hay, buckwheat, and tobacco. Other reportable products probably used by the family included peas and beans, potatoes, apples, butter, cheese, wine, and maple sugar.

By 1860 there were three acres of unimproved (uncultivated) land for every two acres of land under cultivation in the United States. A law was passed known as the Free Homestead Act that gave 160 acres of farmland to every U. S. citizen or person declaring his intention to

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become a citizen. This encouraged both immigrants and farmers whose land in the eastern U. S. had become depleted to travel west looking for new land. While early settlement in Detroit was predominantly French, many settlers in Canton Township in the early nineteenth century were from the eastern United States, Canada, Germany, and Great Britain.

Several other developments occurred within the state that influenced agriculture both at the state and local level. The Industrial Revolution during the mid-nineteenth century was a major influence that changed farming through labor saving machines such as the McCormick Reaper, hay loaders, cream separators, manure spreaders, spraying equipment, combines, and many others. The Michigan State Agricultural Society was formed in 1849 to promote the improvement of farming, the state fair being one of its methods to accomplish this goal. Henry Hanford, who resided at 6430 Ridge Road in Canton Township, served as chairman of the executive committee of the Michigan State Agricultural Society.

In 1857 the Michigan Agricultural College was formed to help farmers in various ways. In 1871 the college began extension work which gave advice to farmers by means of "Farmers Institutes" throughout the state. It wasn't until 1941 that Edith Moyer, daughter of Clarence Sayles who resided at 50135 Hanford Road in Canton Township, helped found the Wayne County branch of the Michigan State Extension Service. Farm bulletins were distributed beginning in 1885, and experimental stations were established in 1889. Farmers were encouraged to keep records and use business methods. While most farmers in Canton most likely kept records over the years, family accounts show that Warren and Esther Palmer (48145 Warren Road) worked in conjunction with Michigan State University to keep records of sweet corn in the 1940's.

Gradually agricultural products in Michigan became diversified based upon the wide range of soil and climate conditions in the state. The heaviest concentration of farmland remained in the southern Lower Peninsula. Much of the forest-covered land was cleared for farming with prairie land and oak openings an attractive choice for a farm site. The first settlers raised grains, with corn a good choice because the ground did not have to be plowed, only a hole punched for the kernel of corn. Wheat was extensively grown for profit until about 1900 when the western states provided competition. When the fertility of the land was exhausted, farmers went to general farming, combining livestock (cattle, sheep, and hogs) with cereal growing. *The Michigan Farmer*, established in 1845, was the first public format in the state to advocate improving livestock. The earliest specialization in livestock was sheep (1860 to 1910) because it involved less intensive management. As the state's population grew, farming became more intensive, thus potatoes were more widely grown around 1885, beans and sugar beets around 1905. Fruit was commercially grown on the western side of the state because of the climate and soil conditions.

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General farming became the trend in Canton Township after about 1850. Most farms engaged in general farming and sold excess products such as wool, dairy products, beef, hogs, poultry, and grain. One Canton entrepreneur, Solon Goodell, extracted and distilled oil from peppermint which he grew on his farm in the 1880s. The March 8, 1888 Cherry Hill column in *The Ypsilantian* states that "Farmers are paying their hired hands \$18-20. per month."

An indication of the progression of Canton agriculture from subsistence farming to agriculture as a business may be seen in the changes of the produce categories of the agriculture census from the year 1860 to 1880. In 1860 the census asks for the pounds of butter and cheese produced on each farm. In 1880 the census asks for butter and cheese made on the farm and the amount of milk sold to butter and cheese factories. Dairy operations were prominent in Canton Township from about 1850 to 1968.

During the early twentieth century developments in the field of agriculture occurred such as the beginning of Michigan's 4-H program in 1917. Fred Korte (Canton Township), with several others, signed a note to the Ford Motor Company for the purchase of land for the Wayne County 4-H Club. He served as president for several years. Other contributing factors were the organization of the Michigan State Farm Bureau in 1919 and the consolidation of several state agriculture-related agencies to form the State Department of Agriculture in 1921.

Although market gardening started to take hold in the 1930's, the availability of trucks in the 1920's encouraged more Canton farmers to take garden produce to the Detroit and local markets. An article in the 1936 *Plymouth Mail* stated, "In the immediate vicinity of Plymouth there are probably more roadside stands where fruits and vegetables are sold than in any other place in Michigan." In fact *The Plymouth Mail* has called the Plymouth road to Detroit "the Market highway of Michigan." The article goes on to say that, "Mr. Gaston, who is at the South Haven experiment station of the college (MSU), finds that the number of roadside markets is greater than ever before in Michigan." Sweet corn was widely grown, giving Canton the title "Sweet Corn Capitol." Some market or truck farming still exists in Canton Township.

By the mid-twentieth century only 5 per cent of Michigan's population was engaged in farming, with many of the farmers supplementing their income with other jobs. Henry Ford, whose presence was felt in Canton Township in many ways, also had an influence on agriculture. The hamlet of Cherry Hill became the site of one of Ford's "village industries" in 1943. Ford's first rural plant was opened in Northville in 1920 with the goal of uniting farm and factory. Ford's plan was to promote farm life by putting small industries in farm communities, thus giving farmers the option of supplemental income. Products such as

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soybean based plastics were then used to make industrial products which in turn preserved environmental resources. The village industry at Cherry Hill differed in that the facility was used to rehabilitate World War II veterans who engaged in actual production of door locks and keys while learning skilled trades. While many of these veterans were local, they were not necessarily farmers (Tobin, p.142).

Canton Township Supervisor Greenstein and his staff studied the problem of decreasing township agricultural land in the 1970's. One solution was a Farmland Preservation Program that would save even the non-farmers tax dollars. The proposal came before a vote in November 1978, but was defeated by only a 53% vote. It went before the voters again in 1981, but was defeated a second time. The Canton Township Comprehensive Plan for 1994 sums up current agricultural land use: "With a population growth of more than 420% since 1970, Canton now boasts a population of over 60,000 people but more than one third of the township's 36 square miles still remains in active agricultural uses and rural open space...." Land that is maintained in active agricultural use presently makes up approximately 18% of the total land area of the community and just under half of the remaining undeveloped land in the Township. This land is primarily located west of Beck Road and is used for crops (including corn and soybeans) and dairy farming. Increased growth pressures in the township have resulted in a large conversion of farmland to new residential development. These pressures have resulted in a loss of almost 1800 acres (18%) of agricultural and vacant land since 1990.

Subsistence farming, 1800-1850

When settlers came to Canton Township in the first part of the nineteenth century, the area was covered by forest. Forty to eighty acre parcels were cleared for farming, with logs used for houses and simple barns, and stone from the fields for foundations. Most farmsteads consisted of tillable land for crops, land for meadow or pasture, and woods that provided fuel and building materials. Livestock such as a few hogs, sheep, cattle, a milk cow, chickens, a horse and maybe one or two oxen provided for the family's needs .

Each farmstead was self-sufficient, growing its own produce, making its own butter, and providing meat for the table. Crops such as corn, wheat, and hay were probably grown to make bread and feed the animals. While only speculative, it is likely that farm families, particularly large families such as the Kinyons and Pattersons who lived in close proximity, traded labor and goods such as honey, orchard, and garden produce. The Sheldons not only raised produce for themselves, but most likely raised enough to feed travelers who spent the night. Although no agricultural census existed this early, it can be assumed by the early date of the house that the Bartletts were also engaged in subsistence farming.

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Dairy farming, 1850-1968

By the 1850's many Canton farmers had improved their lot by buying more land, increasing the numbers and types of support structures on their farms, and possibly building a larger house or adding to the existing one. Due to better transportation, mechanization, and scientific methods the type of farming changed from subsistence to general farming. In addition to general farming, some farmers specialized in dairy farming and many others sold dairy products to supplement their income. A 1940 article on Michigan dairying sums up the progress which was made from the mid-nineteenth to mid- twentieth century: "From a primitive art in which the artists were the wives and daughters of pioneer farmers; the barn a dark, damp stable housing all manner of domestic animals; the creamery, the crowded kitchen of the pioneer's log cabin; the dairy industry in this state has grown into a science, employing the genius of highly educated men in all its branches. Michigan's cows are housed in modern, well ventilated barns, erected especially for dairy cows. These cows have been freed from that great plague, tuberculosis. They are fed scientifically balanced rations, their milk is handled under the supervision of boards of health, processed in up-to-date plants, and in many cases delivered sweet and fresh to the ultimate consumer as far away from the point of production as the distance across the state"(Lamb, p.41 3-41 4).

While Lenawee County is considered to be the birthplace of commercial dairy farming in Michigan, Canton Township also played an important part in dairy history beginning in the 1850's. An article in the 1856 *Michigan Farmer* relates the story of a Canton dairy farmer by the name of Fairman. While the editor of the paper was visiting the Fairman farm and evaluating what he perceived to be an inferior dairy herd, it occurred to him that an industrious breeder might be able to produce a line of reliable milk cows. The article goes on to say that "Mr. Fairman was one of the first to make cheese on a commercial scale." Although it is not known which Mr. Fairman the article refers to, it is possible that he was a member of the prominent Fairman family that settled in Section 5 in 1826.

Apparently after the *Michigan Farmer* editor's idea became reality, Michigan's commercial cheese industry took hold. Another mid-nineteenth century Canton Township cheese factory was that of David Boldman on Canton Center Road. Lenawee County led the way with ten cheese factories in 1874, Wayne County had five, and there were four in Genesee (Lamb, pp. 413- 433). It is difficult to evaluate the extent of nineteenth century dairy farming in Canton due to variables such as changes in methods of agriculture and transportation, changes in categories in the agricultural census in each decade, and difficulty in interpreting census statistics. For example, the 1860 agricultural census asks for "cheese and butter production," whereas the 1880 census asks for "milk sold or sent to butter and cheese factories, cheese made on the farm, and butter made on the farm." Census reports estimate

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that each person used approximately 15 pounds of butter each year, which means in general terms that farms which produced more than about three hundred pounds of butter per year probably sold the excess (Wattenberg, p. 329). In 1880 the census reports that 179 farms produced 300 to 2180 pounds of butter. While it is difficult to discern which farms engaged in "commercial" dairying, it can be said that in 179 out of 227 farms, dairy production was part of the farm operation. It appears that the Bradford farm was engaged in dairy farming in 1860 as the agricultural census records 1500 pounds of butter and 2000 pounds of cheese. Though the Smith house was not built until 1904, the Smith farmstead that preceded it in the nineteenth century was engaged in dairy farming and later in general farming.

In the late nineteenth and early twentieth century the Ypsi Creamery was located in Cherry Hill and served the surrounding area. After its closure, the Detroit Creamery was established in Cherry Hill. It was purchased by the Wilson Dairy in 1916 and operated until the 1940's when Henry Ford bought and moved the building for use as a dormitory for disabled World War II veterans. Also, in the early twentieth century, the Stein farm at 41822 Michigan Avenue served as a milk station. Local farmers brought milk to the Stein farm and from there it was taken on the interurban to Detroit.

Types of Farming in Michigan outlined crop distribution in Michigan in 1939. Wayne County fell in the "Dairying and Truck Crops Area" because of its proximity to the Detroit markets and was called "one of the most intensive dairy regions of the state" (Michigan Special Bulletin No. 206, p.42). Dairying in Canton decreased in the 1960's when truck farming became profitable. The Palmers (Bradford farm at 48145 Warren Road) went from dairying to market gardening in the 1960s because it was more profitable. The Gill farm on Ridge Road, the last working dairy farm in Canton Township, recently went out of business.

Market Farming 1890-1990

In the latter part of the nineteenth century agriculture was viewed as a business, thus more intensive methods of farming were necessary. In addition to general and dairy farming, market farming evolved. Most farmers still engaged in general farming, but grew extra garden produce to supplement their income.

Horse or oxen drawn carts were used for transporting produce until the interurban came to the area in 1898 and provided an additional method to get to the Western and Eastern markets of Detroit. Families such as the Palmers, Gotts, Fischers, and Taylors were engaged in market, or later to be known as truck farming. The Fischer farm on Sheldon Road went from general farming to market gardening in the 1940s. They built a large greenhouse on their farm to start plants, and eventually took produce to market in Detroit.

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Canton Township farmer Roy Schultz provides an overview of truck farming from the 1920's until the present in his article "Canton Township, Sweet Corn Capital." In the early 1900's the largest local market for truck farmers was Detroit's Eastern Market. In order to insure a market space, since space was on a "first come" basis until 1912, Canton farmers took their produce to Detroit in horse drawn wagons the night before market. They often stayed in a hotel located above the stable. After 1912 they were able to rent space, and when trucks became common in the 1930's truck farmers needed only to be there between 3 and 5 a.m. on market day. Until secure trucks became common, farmers worried about thieves stealing produce from their wagons on the way to market. Another problem was swindlers who, in the confusion of the marketplace, tried to cheat the farmers when making change. In the 1940's this was remedied, when the Eastern Market organization issued badges to people with licenses to help farmers.

Not only were transportation methods changing in Wayne County but agriculture also was undergoing radical changes in the 1920's and 1930's. In the 1930's agriculture expert E. S. Hill said of the Wayne County area, "Considerable areas that were farm land in 1915 and 1920 have since been sub-divided or purchased for sub-divisions, and farming has been abandoned" (Hill, *Michigan History Magazine*, vol. 22, p.317). In Canton Township, however agriculture was not abandoned but rather changed. While general and dairy farming were predominant in the past, many Canton farmers chose to include truck or garden farming as part of their operations. Two things happened in the 1920's which encouraged truck farming. One was a real estate boom in the Detroit area that increased land values to \$1000. per acre, thus pushing farmers into the surrounding hinterland. The second was attributed to the fact that trucks were becoming more common; thus farmers no longer needed to live within horse-and-wagon distance from the marketplace or depend on the interurban. With the exception of the Palmers and Shuarts, most of the dairy and market growers moved here from Detroit. Most owned their own land until the 1940's when there was a trend toward renting land.

While truck farming included produce such as melons, cucumbers, and tomatoes, it was sweet corn that eventually made a name for Canton Township. The rise of Canton as a sweet corn center began in the 1920's and 1930's with family names such as Jorgenson, Palmer, Hauk, Schultz, Waldecker, Budd, Korte, Wilkin, Bordine, Bird, and Gotts. Many other farmers joined them into the 50's, 60's, and 70's when sweet corn production reached its peak. Some farmsteads, like those of the Hauks and Palmers, still raised sweet corn into the 1990's.

In the 1920 's sweet corn was a labor intensive crop. Early, medium, and late Golden Bantam corn was planted in April, cultivated by two horses and a row cultivator, and picked in the heat of an August day. Two methods were used for picking corn. One was a corn boat (sled)

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that was pulled by a horse between forty-two-inch rows while corn was counted and slid into bags. The other was to bag corn in the field and put it at the end of the rows to be picked up later by a truck. Most of the labor was provided by family members, although some hired hands were used.

By the 1930's trucks and tractor cultivation made farming easier. Of course, life was never "easy" for the farmer, and at this time the European corn borer arrived in Michigan to make early sweet corn almost unmarketable. Mid-season corn was edible, but the late corn was home to a second infestation of worms. During 1933-34 all farming was affected by the weather, with these years being the driest on record. According to records kept by Warren and Esther Palmer in conjunction with Michigan State University, melons sold for 35 cents per bushel. During the 1940's farm labor was hindered by World War II. Live-in hired labor became outdated, with hourly workers filling the gap. By 1940, however, of the total Canton Township population of 2,111, the rural farm population was still a majority of 1,819. Tractors and hi-clearance rigs became more efficient at harvesting corn. Michigan State University and the University of Illinois developed the chemical rotenone to control the corn borer, using Fred Korte's corn as a test crop.

The 1950's saw improvements in herbicides. Chain stores and shippers were buying from local growers and several truck farmers stopped the dairy part of their operation. Instead of crops being taken to market in a truck by the farmer, clients such as Krogers would come to the farm with large trucks to pick-up produce to be delivered to their stores. More improvements were made in the 1960's such as hy-bred seed corn (Gold Pirate and Gold Cup were popular). DDT was replaced by better insecticides, and sprayers replaced dusters. Productivity was increased by cutting corn early in the day, then keeping it cool. The 1960's approached the peak of sweet corn production, with markets as far away as Massachusetts, Georgia, and Texas. In the 1970's U-Pick farms reached a peak with strawberries, beans, and tomatoes sold in addition to sweet corn. There are still a few farmers involved in truck farming.

In the 1980's the community became involved with sweet corn marketing. Bob Schultz grew the corn for the Canton Rotary to supply the Plymouth Rotary's Chicken Barbecue. The high school swim team husked the corn, then repackaged, counted, iced, and delivered it on the morning of the barbecue. Author Ray Schultz estimated that in his thirty years of growing corn, he hired several hundred high school students. The farmers of Canton have provided summer employment for many teens over the years (Schultz, p.3-44). Some truck farming is still done in Canton today.

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Associated Property Types

The nine houses in this nomination relate to two National Register Criteria:

- Criterion A – properties relating to an event or chain of events important in illustrating the historic context.
- Criterion C -- properties having common architectural style, period, or method of construction.

Registration requirements: The nine farmhouses and significant outbuildings will usually meet registration requirements because of their traditional forms, floor plans and materials. Architectural style in the early phase of settlement is Greek Revival, with later nineteenth century vernacular forms being adorned with Victorian trim. For these dwellings to qualify for registration they should retain a rural setting. They should also retain stylistic integrity where a style is present. The forms, floor plans or materials that elicit their period of construction and the rural life of the time should be present.

PROPERTY TYPES -- 1

I. Greek Revival Farmhouses in Canton Township during settlement 1825-1860

II. The six Greek Revival farmhouses constructed during settlement were originally built as single family dwellings. One property, the Sheldon Inn, was a farmhouse which became an inn. The vernacular styles were most likely owner-designed. The following is a list of the six dwellings.

<u>Name</u>	<u>Location</u>	<u>Style</u>
1. Kinyon (1850)	7675 Ridge Road N.	Greek Revival
2. Patterson (1844)	6205 Ridge Road N.	Greek Revival
3. Bartlett-Travis (1838, 1860)	500 Ridge Road N.	Greek Revival
4. Bradford (1860)	48145 Warren Road	Greek Revival
5. Boldman (1840)	3339 Canton Center Road	Greek Revival
6. Sheldon (1825)	44134 Michigan Avenue	Greek Revival

All farmhouses are built of wood, have post-and-beam construction, and stone foundations. All currently have reduced acreage and are no longer working farms. The Bartlett-Travis house has been modified with additions and Victorian trim, but is included with properties in early settlement because of its Greek Revival origins and its subsistence farming context. Four of the properties are located on the west side of the township near the hamlet of Cherry Hill which still retains its rural ambiance. The other two are located in the mid-southern section of the township near the main thoroughfare of U.S. 12 (Michigan Avenue), the location of the former hamlet of Sheldon Corners.

III. Significance

- Criterion A/ Settlement and Development: These properties dotted the fabric of the landscape when wilderness was dominant and subsistence farming part of survival in Canton Township. They

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are significant because they represent the time frame in which the area was settled by pioneers who were predominantly from the eastern part of the United States. In addition to shelter, these vernacular farmhouses are representative of the subsistence farming which was the backbone of survival. After the Industrial Revolution agriculture became an important business in the township, one that would last into the late twentieth century.

Properties significant under Criterion A include the Kinyon House, Patterson House, Sheldon Inn, Bradford House, Barlett-Travis House, and Boldman House.

- **Criterion C/Architecture:** One of the earliest styles of architecture in Canton Township was the Greek Revival which includes both the forms brought by easterners, and a temple form which settlers called their own and which became indigenous to the area. There are only three known upright and double wing Greek Revival houses left in the township, one being the Boldman House at 3339 Canton Center Road.

Dwellings which are significant under Criterion C include the Patterson House, Barlett-Travis House, Boldman House, Sheldon Inn, and Bradford House.

Property Types -- 2

I. Farmhouses of the later settlement and development period 1843-1904

These three single-family dwellings represent types of farmhouses seen in the latter part of the nineteenth century in Canton Township and southeast Michigan. The Dingledey house is an example of an upright and wing wood house that was updated over time, probably as agriculture progressed from subsistence to a business venture making more resources available to the family. The brick Smith house and the wood Fischer house also exemplify farmhouses built by successful farmers. All three are adorned with Victorian trim such as brackets, porches with spindle work, and hood moldings.

<u>Name</u>	<u>Location</u>	<u>Style</u>
7. Dingledey (1881)	1638 Haggerty Road	Upright-and-wing
8. Smith (1904)	3704 Sheldon Road	L-shape
9. Fischer (1897)	4896 Sheldon Road	Cross-gable

II. The Fischer house was built by the second generation of a pioneer family on property where an earlier family structure existed. It is in a rural setting.

III. Significance

- **Criterion A/Settlement and development:** These farmhouses are significant because they represent a phase of development in Canton Township in which the growth of the agricultural community is reflected in its architecture. Farmhouses in this time frame take on a more "dressed-up" look due both to the innovation of more modern tools, and to the prosperity of

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successful farm families. As an outgrowth of the Industrial Revolution, modern farm machinery made possible better agricultural methods that resulted in additions to houses and improved outbuildings. Significant under Criterion A are the Smith House and the Fischer House.

- Criterion C/Architecture: While these farmhouses represent different styles, their vernacular forms have been enhanced with Victorian detailing. The availability of woodworking machinery made possible the brackets and spindle work seen on the Dingledey, Smith, and Fischer houses. Another influence was the railroad that brought the cut lumber and prefabricated trim which turned simple folk houses into more fashionable Victorian homes. It also provided more markets for farmers, thus allowing them to "update" or build more modern homes. Properties significant under Criterion C are the Dingledey House and the Smith House.

Property Types -- 3

- I. Agricultural outbuildings associated with farmhouses built during settlement and development.
- II. Extant outbuildings were found on four of the nine properties. Most dates of construction are unknown.

Barns

One gambrel roof wood barn (Patterson farm) and one metal pole barn (Fischer farm) were found. The Patterson barn was used for general farming and the Fischer barn was used for market farming. The Kinyon house has a wood building with metal roof that was part of a larger barn at one time. In the past the large barn was used for general farming, and the extant building was most recently used as a horse barn.

Milk house

One milk house was found on the Bradford farm. It is of twentieth century cement block construction with shingled hip roof.

Granary

One granary was extant. It is a frame one-and-one-half story building with gable ends and shingle roof. There are sliding doors in one of the gable ends with a hay door above. It is located on the Bradford property.

Storage sheds/buildings

Four of the farms had storage buildings; all appeared to have been built in the twentieth century. Construction materials included cement block, metal, and wood. A masonry one-story storage building was built in 1999 on the Fischer farm to replace an airplane hanger, originally used by the family to house a piper cub and later for storage.

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Chicken coops

A variety of chicken coops built from the 1940s to the 1970s were found on two of the farms. The Smith farm has five chicken coops with either wood or shingle siding. One of the buildings has Italianate window moldings. The Patterson farm has a large frame chicken house that has been converted to a summerhouse with fireplace.

Smokehouse

The Smith farm has a brick and concrete one-story smokehouse with shingled gable roof. It has a door on the east facade.

Greenhouse

The Fischer farm has a greenhouse with attached boiler building. There are eighteen rectangular attached bays of paned glass with gable-ends. The building was constructed in 1940 for a market gardening operation. Other early twentieth-century greenhouses existed in Canton Township, but most were for family use.

III. Significance

These outbuildings are significant because they represent not only the building traditions of the farmers, but their dreams and aspirations as well. From the skill shown on the masonry of the Smith smokehouse to the engineering that went into the Fischer greenhouse, one sees a variety of building techniques, materials, and types of agriculture represented.

They also represent changes over time in agriculture. For example, the Bradford milk house was originally a springhouse that used water to cool milk until twentieth century regulations required temperature control. The Fischer greenhouse represents a period in Canton Township when market gardening became more economically feasible than general or dairy farming. The metal pole barn on the Fischer (Fisher) farm represents the frugality of the farmer: it is cheaper and less time-consuming to construct a modern metal pole barn than it would have been to construct a modern barn similar to the Patterson wood gambrel roof barn. The Kinyon, Patterson, Bradford, and Fischer farmsteads have extant outbuildings.

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Geographical Data

The properties in this multiple property nomination Historic and Architectural Resources of Canton Township are all located within the political boundary of Canton Township. Canton Township is located at the western edge of Wayne County, Michigan in the southeastern part of the state. The township is comprised of thirty-six square miles of flat to gently rolling land, and is about thirty miles west of Detroit and fifteen miles east of Ann Arbor.

Canton Township is bounded on the north by Joy Road; on the east by Hannan Road; on the south by Van Born/Mott Road; and on the west by Napier Road. Major roads running east and west include Michigan Avenue (U.S. 12) and Ford Road (M 153). Canton Center Road bisects the township on a north-south course. The 1-275 expressway runs north and south through the eastern part of the township and 1-94 is located just south of the township.

Four waterways cross the township: Fellows Creek drains the northwest portion of the township and empties into the Rouge River just north of Michigan Avenue near Harman Road; Willow Creek runs southeast from Joy and Beck to the easterly township line, south of Ford Road; Tonquish Creek runs southeast from Joy Road, west of Lilley Road to the easterly township line, north of Warren; and the Rouge River runs west to east across the southwest quarter of the township.

Commercial development is located primarily on Ford Road, Michigan Avenue, and along Canton Center Road between Cherry Hill and Warren Roads. Mini-malls and commercial office development are located at various intersections throughout the township. Several industrial areas are located near the major transportation corridors of 1-275 and Michigan Avenue.

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Summary and Identification of Evaluation Methods

The multiple listing of Historic and Architectural Resources of Canton Township, Wayne County, Michigan is based upon a 1996 architectural resources inventory of the township conducted by Kathleen Glynn and Susan Kosky. The inventory was funded through a historical preservation grant from the Michigan Historical Center and was administered by Canton Township. The survey inventoried twenty-five properties chosen by township officials and recommended ten as eligible for the National Register. Using the ten selected properties as a basis, further research was conducted including interviews, site visits, and assessment of contributing outbuildings. With further evaluation by the Michigan State Historic Preservation Office, nine properties were chosen for the multiple resource nomination.

The selected 1996 survey properties were revisited and reevaluated. With consideration of their history and architecture the nominated properties were grouped under four historic contexts: settlement, architecture, agriculture, and transportation. The research methods focused on developing these contexts and on intensively documenting the nominated properties. Each property was located on a USGS map; individual maps were prepared noting the location of both the farmhouse and the agricultural outbuildings. Photographs were taken; inventory cards were prepared; research was conducted, including researching the chain of ownership, census and tax records, and newspaper articles. Other primary and secondary sources as well as oral histories were utilized. Narrative architectural and historic descriptions were written. The surveyors used knowledge gained through observation and research to ascertain the integrity of the nominated properties.

Research identified two waves of settlement in Canton Township. The original settlement era began with an influx of settlers from New York and New England upon the opening of the Erie Canal and the survey of the Chicago Road. Buildings on the nomination from this era reflect the Greek Revival style common in New York and New England at that time. Beginning post-Civil War and progressing through the 1890s, Canton experienced an influx of German settlers who purchased and consolidated existing farmsteads. Their homes reflect styles and detailing consistent with styles popular on a national level. The size and ornamentation of the houses reflect the affluence the new wave of settlers was able to achieve in a short period of time. Thus the period of construction, in regards to the seven Greek Revival houses, is an indicator of the first owner's origin. The latter period houses were either second or third homes of first wave settlers or the homes of newly arrived immigrant families.

The agricultural and transportation contexts are interlinked because as transportation methods developed and changed, agriculture grew to take advantage of these changes. Although the original settlers mainly practiced subsistence farming, the size of farms, the large dairy barns, and the existence of large greenhouses indicate that the area became dependent on marketing produce via transportation to the surrounding urban areas.

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Two hamlets developed in the township where basic goods and services were provided to residents. However the proximity of urban centers near the township and the access to reliable transportation helped to inhibit the growth of large commercial districts. The township remained rural, servicing the surrounding urban areas well into the twentieth century. The properties included in the nomination reflect the rural nature of the township. All of the houses were originally farmhouses. Two inns, one in each hamlet, served as civic centers for the dispersed rural population. Each property fits well in the chosen contexts and represents the rural aspects of Canton's history.

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