

The History of the Development of the Washtenaw County Road Commission With particular reference to Superior Township

Public Act 149 of 1893, (County Road Commissions) approved May 26, 1893 to take immediate effect, provided for the creation of county road systems within Michigan. The County Board of Supervisors by a two-thirds vote, was authorized to put the question before the voters who could approve or disapprove by a majority vote. The provisions of the act allowed for the establishment of a County Board of Road Commissioners, numbering from two to five people, later established at three, elected on a rotating basis. Their initial responsibility was to identify and incorporate into a county road system what were considered to be main wagon roads. It authorized the Commission to impose a limited county wide tax to create, improve, and maintain these roads and to sell bonds to raise money for such purposes.

A State constitutional amendment relative to the creation of county and township boards of highway commissioners was required. Such an amendment had been passed a month earlier on April 3, 1893. The vote was 68,486 in favor, and 60,015 opposed. A recount ordered by the State Supreme Court resulted in a decision on January 19, 1894 that the actual vote was 69,050 yes, and 59,922 no.

On April 3, 1899 a second constitutional amendment was presented to the voters that changed the need for a two-thirds vote to a simple majority vote by the County Board of Supervisors to put the issue of creating a county road commission on the ballot. It was adopted 130,416 yes, 93,442 no.¹

There was no provision in this Act for the State to help fund the building of roads.

The Constitution of the State of Michigan of 1850, then in effect, contained in Article 14, section 9 (Finance and Taxation) the provision,

"The state shall not be a party to or interested in any work or internal improvement, nor engaged in carrying on any such work, except in the expenditure of grants to the state of land or other property."

In the decade prior to 1850 the state had lost a great deal of money in promoting various internal improvements, particularly railroads, hence the inclusion of this section. It wasn't that road building was forbidden; it was just that the State was not going to help pay for it. This is the reason that Plank Toll Road Corporations were formed. They were chartered by the State but the State was not financially involved. Which, as it turned out, was probably just as well. Plank toll roads were a failure.

As of 1905 only 18 counties had established a County Highway Commission.² The 1893 Act was essentially the township highway commissioner system made county wide. Township residents were already paying a road tax for the improvement and repair of

¹ Michigan Manual 1911.

² Fuller, volume II, page 112

township roads. A county road tax would be an additional tax and there was no guarantee that the funds would be spent equitably through out the county. Some townships would benefit and others might not. As a consequence there was a good deal of opposition to creating county road commissions.

In 1903 a State Highway Department had been created by the legislature under a Public Act but was declared unconstitutional by the State attorney general.³

On April 3, 1905 a constitutional amendment "relative to public wagon roads"⁴ was adopted; 205,705 in favor, 63,506 opposed. It allowed the creation of a State Highway Department and allowed the State to provide funds for the building and improvement of roads. This resulted in Public Act 146 of 1905.

Public Act 146 of 1905, (State Reward Law) approved June 1, 1905 to take immediate effect, established the State Highway Department

"...charged with the giving of instruction in the art of building, improving and repairing public wagon roads and bridges, collecting reports from township and county highway commissioners, overseers of highways and superintendents and commissioners of streets in villages and cities, and with the distribution of any state reward for improving the public wagon roads, that this legislature or any future session may provide for, or any funds that may be given to the State for such purpose by the United States government."

The Act mandated under penalty, cooperation with the State Highway Department by township and county road commissioners. This involved the filing of reports and other information requested by the State Highway Department and attending state sponsored annual road institutes to discuss methods of road improvement and related topics.

The Act also contained what has been termed the **State Reward Road Law**.⁵ It provided that the State Highway Department could distribute money appropriated from the State general fund or from other sources, to counties and townships that built or improved roads to standards set by the legislature. The roads had to be a leading public wagon road a mile or more in length but not more than two miles in any one year. The reward ranged from \$250 to \$1000 per mile depending on the quality of the improvement as spelled out in the Act.⁶ Application had to be made for the money and approval of the work obtained from the State Highway Department before any funds were reimbursed to the township, district, or county road commission. Roads for which money was received under this Act are generally termed "Reward Roads".

³ Fuller, volume II, page 114.

⁴ The term 'public wagon road' was used in place of 'public highway' because of the opinion that 'highways' could refer to railroads, canals, or other means of transportation. Fuller, volume II, page 114.

⁵ This part of Act 146 of 1905 was repealed in 1925.

⁶ See State Reward Road Law - Criteria for Reward.

Public Act 268 of 1907. (Good Road Districts), approved June 27, 1907 to take immediate effect.

"Section 1. Any two or more organized townships, or any one or more townships, and one or more villages, or one or more townships and one or more cities, or any combination of townships, villages or cities lying contiguous in any county, are hereby authorized to form themselves into a district to be known as a good roads district, and such district shall operate under the provisions of the county road law, except as herein otherwise provided."

The Act stipulated that not less than 10 freeholders of any organized township or municipality could petition for the establishment of a Good Roads District, that this question should be put a vote of the electorate, and if passed, would allow the townships or municipalities to form a Good Roads District. A Good Roads Commissioner was to be elected from each participating government unit for a two year term, and there were provisions for dissolving the Good Roads District if a county road commission was established.

Public Act 283 of 1909, approved June 2, 1909.⁷ The preamble of this act says it all.

"An Act to revise, consolidate and add to the laws relating to the establishment, opening, improvement, maintenance and use of the public highways and private roads, the condemnation of property and gravel therefore; the building, repairing and preservation of bridges; setting and protecting shade trees, drainage, cutting weeds and brush within the State, and providing for the election and defining the powers, duties and compensation of State, county, township and district highway officials."

Public Act 334 of 1913. The Trunk Line Law. Approved May 13, 1913, for immediate effect.

"An Act to provide for the establishment, survey, improvement and maintenance of State Reward trunk line highways, to provide for the payment of double State reward thereon, to define the duties of State, county, good roads district and township officers in regard thereto, and to appropriate funds to carry out the provisions thereof."

In 1918 Trunk Lines routes were identified by number.

⁷ This Act runs 99 pages and consolidates the Michigan road legislation up to that time, repeating with some changes many previously written laws and containing the proviso that "All acts or parts of acts inconsistent with or contravening the provisions of this act are hereby repealed" This has become the 'mother' of all subsequent roads acts and most road act amendments refer to this act..

The First Washtenaw County Road Commission

Many in Washtenaw County wanted to take advantage of the recent laws passed by the legislature that promoted road improvement and provided State money but there was a good deal of opposition to the idea. On October 14, 1910 a proposal to place the question of adopting the county road system be laid before the voters in the general election of November 8, 1910 was defeated by the County Board of Supervisors, 8 yea, 17 nay.⁸

On October 19, 1911 a similar proposal placing the question of a county road system was passed, 18 yea, 11 nay, placing the question on the April 1, 1912 spring election ballot. The 1912 spring election proposal was defeated by 129 votes, 3884 to 4013, the totals based on a recount. The cities of Ypsilanti and Ann Arbor voted overwhelmingly in favor but the townships did not. Only Northfield Township passed the proposal, 78 in favor to 71 against. Superior Township voted 33 yes, 99 no.⁹

On Monday, April 7, 1913 a second attempt to establish a county wide road system was made, the Board of Supervisors voting 14 yea, 12 nay. This proposal passed on recount by 803 votes, 4793 yes to 3990 no. The cities of Ypsilanti, Ann Arbor, and six of the 20 townships supported it. Superior Township, characteristically voted it down, 72 yes, 96 no.

The election established a County Road System as permitted by Public Act 149 of 1893. The minutes of the County Board of Supervisors records that at the meeting of June 23, 1913 "It was moved by supervisor Gill and supported by supervisor Schlinker that the board appoint three county road commissioners. Motion carried"¹⁰. The following day Walter Bilbie, Frank Dettling, and Samuel Schultz were elected as the three members of the county road commission. Their compensation was \$4.00 a day for those days they worked, they paying their own expenses.¹¹

Superior Township was assessed a county road tax of \$1915.27 in 1913.¹² The imposition of this tax undoubtedly influenced what occurred the following year.

There was still a good deal of hostility to establishing a county wide road tax, particularly from the townships. The opposition centered on the additional taxation and the doubt by the rural population that road improvement would have any significant benefit to their lives. Farmers tended to be rather conservative.

The April 6, 1914 election brought before the voters the question, "Shall the County Road System be rescinded by the County of Washtenaw? In this election the vote in the cities was decidedly no (the county road system should be retained), but of the townships

⁸ Washtenaw County Board of Supervisors minutes

⁹ Washtenaw County Election Records.

¹⁰ Minutes of the Board of County Supervisors, June 23, 1913. Book 1908-1914, page 445.

¹¹ Bilbie had been supervisor of Ann Arbor Township and chair of the Board of Supervisors in 1908 & 1909. Initially E.W. Groves was nominated but the slate was not approved until Schultz replaced him.

¹² Superior Township minutes.

only York and Salem Townships voted no, by slim margins. County wide the vote was 4377 yes, 3931 no, a difference of 446 votes. Superior Township voted 85 yes, 50 no.¹³

Shortly after the election the Ann Arbor News reported:

"Those who made such a valiant fight for the continuance of the good roads system stated last night that had the board of supervisors submitted the matter to the voters so that a 'yes' vote, instead of meaning 'no', would have signified a vote for good roads, much misunderstanding would have been avoided."

The county road system had been eliminated but evidently some roads had been improved and were eligible for State Reward Road money. A 1930 chart from the Washtenaw County Road Commission indicates that county wide, 13 miles of roads had been improved.¹⁴

The following November those who wanted road improvement tried again.

The Eastern Washtenaw Good Roads District

In the election of November 3, 1914 a good roads district was established in Washtenaw County known as the Eastern Washtenaw Good Roads District.¹⁵ The vote was 2029 in favor, 947 opposed. Superior Township voted 66 for and 97 against but had to go along since the overall majority was in favor.¹⁶ The idea was to take advantage of the State Reward Road Law. Seven townships, two cities, and one village were involved.¹⁷ A two mil property tax was levied in accordance with the law and work began in improving the roads of the district. Each commissioner was undoubtedly aware of which roads were most utilized and which ones needed improvement and they endeavored to yearly select road work of similar scope and value in each of the participating municipalities.

The Eastern Washtenaw County Good Roads Commission let contracts for improvement of roads in 1915 through 1919. When the Washtenaw County Road Commission was established in 1919 the Good Roads Commission became a redundancy and at their May 12, 1919 meeting acknowledged per State law that all trunk line roads under their jurisdiction had to be turned over to the new Washtenaw County Road Commission. The final meetings of 1919 were used to pay outstanding debts and complete ongoing projects. At the last meeting of that year, November 3, 1919, they adjourned their meeting "subject to the call of the chairman". There were no meetings during 1920 recorded in the minutes.

¹³ Washtenaw County Electin Records. These figures differ somewhat from those reported in the Ann Arbor News, but the outcome remained the same.

¹⁴ See Charts and Maps. This chart is from the 1930 WCRC annual report and may be incorrect for the years 1914 & 1915. No organizational records for this period could be located.

¹⁵ County Road Commission records and Ann Arbor News newspaper articles indicate that this was the only Good Roads District formed in Washtenaw County. . .

¹⁶ Ann Arbor News, November 4, 1914.

¹⁷ The townships of Salem, Superior, Ypsilanti, Pittsfield, Ann Arbor, Northfield and Scio; the village of Dexter in Scio township, and the cities of Ypsilanti and Ann Arbor.

The final meeting of the Eastern Washtenaw Good Roads District was held January 4, 1921 at which time they patted themselves on the back and turned over all their remaining assets, and liabilities, the liabilities being greater than the assets,¹⁸ to the Washtenaw County Road Commission.¹⁹

Good Roads in Superior Township

Superior Township managed to get its share of State Reward Road Money. The list below shows the road name, the State Reward number,²⁰ the mileage improved, and the year in which the work was done. It is evident that Prospect Road was even then a main public wagon road and always in need of improvement.

Superior Center Road ²¹	3374	1.008 miles	1914 ²²
Superior Center Road	5299	1.010 miles	1916
Superior Center Road	6549	1.556 miles	1917 (two projects)
Superior Center Road	6986	1.002 miles	1918
Superior Center Road	7697	1.224 miles	1920

The first good roads commissioner from Superior Township was Ennis Twist, appointed for a two year term by the Superior Township Board on April 7, 1915. Why there was no race for the position at the township annual election on April 5, 1915 is not stated. Perhaps the Board just forgot, or maybe they didn't want to arouse hostility to the good roads program. Twist at the time was a local Justice of the Peace and perhaps an acting member of the township Board. He had been Superior Township supervisor from 1904 to 1908.

Twist was defeated for the position by Richard J. Bird at the annual meeting of April 2, 1917. Bird, at the time he was elected to the Good Road Commission had a road improvement contract with the Commission and was working on Superior Center Road. He promptly subcontracted to another construction firm, with the Commission's approval. Bird remained on the Good Roads Commission until it was dissolved. He was elected as one of the first three commissioners of the Washtenaw County Road Commission in 1919.

¹⁸ On April 2, 1917 the Eastern Washtenaw Good Roads District passed a \$100,000 bond issue for which the Washtenaw County Road Commission became responsible. Ann Arbor News.

¹⁹ Minutes of the Washtenaw County Road Commission.

²⁰ The State Reward Road number is the State application number. Applications were sequentially numbered. State Reward Road number 1 was in Elkland Township, Tucola County, and the reward was paid October 20, 1905. Earle, page 98.

²¹ This road is now called Prospect Road.

²² This figure is either incorrect and should be 1915 or was for work accomplished under the first county wide road system of 1913-14.

Public Act 59 of 1915 (The Covert Act), approved April 15, 1915

"Section 1. This Act is intended to provide an additional method for constructing and improving public highways, and to be in force where a portion of the cost of constructing or improving highways is paid by special assessment upon lands benefited thereby."

The Act gave an alternative to forming a Good Roads District and one of its goals may have been to force the establishment of county road commissions. It had its effect; 82 of the 83 counties in the State had road commissions by 1920.²³ The Act allowed people along a given section of road to petition the County Road Commission to establishment an assessment district (AD) and if passed by the affected land owners, the money raised was to be used to improve that section of road. The section to be improved could not be less than two miles in length and had to be determined by the county road commission to be "necessary for the benefit of the public and is for the benefit of the public welfare and convenience...". The County Road Commission was to assess the cost of the project and apportion to the various individuals, townships, and the county, a percentage of the cost to these individuals and governmental units based on the benefit they would receive.

It was possible for individuals in counties that had no county road commission to petition for AD roads directly to the state. The state highway department would function in the capacity of the County Road Commission, but in these cases the involved township(s) at large were responsible for paying the portion of the cost that would normally have been assessed against the county. In Washtenaw County no AD roads were started until after the Washtenaw County Road Commission was formed in 1919.

What it boiled down to was that the State, in its distribution of highway improvement money, and to a lesser extent the county, paid the bulk of the cost of these road improvements. The tax assessment to individuals was usually apportioned over a five year period and must not have amounted to a great deal as the road commission minutes reflect few objections to the amount of the assessment. Either that or the roads were so bad people were willing to pay anything to have them improved.

Between 1920 and 1929 there were a total of 25 road assessment districts created in Washtenaw County, all under the supervision of the Washtenaw County Road Commission. Petitions for a number of other assessment districts were presented to the road commission board by various individuals but for one reason or another they were not acted on. As the assessment districts were approved they were given a number, sequentially, so these roads, referred to as **AD roads** or **Covert Roads**, are numbered 1 to 25. Following the year each Covert Road project was completed the Washtenaw County Board of Road Commissioners incorporated these roads into the county road system if they were not already a part of the system.

²³ Fuller, volume II, page 112

Covert Roads in Superior Township

- AD 6. Cherry Hill Road, from the east Washtenaw County Line to Dixboro.
- AD 10. Geddes Road from the east Washtenaw County Line to Ridge Road.
- AD 11. Geddes Road from Ridge Road to Prospect Road.
- AD 12. Curtis Road north from Plymouth Road to North Territorial or possibly Six Mile Road.
- AD 13 Geddes Road from Prospect Road to Dixboro Road²⁴
- AD 22 Gotfredson Road, north from Geddes Road to Cherry Hill Road.
- AD 408 Ridge Road from Geddes Road North to the county line.²⁵

By the mid 1920's the more important Superior Township roads were being maintained by the county. At the Annual Meeting April 7, 1924 a motion was made and carried to place the township into one road district under the supervision of one overseer to be appointed by the township Highway Commissioner. The provision for having only one road district in a township appears in Public Act 283 of 1909 and may predate that Act.

The Washtenaw County Road Commission.

After the establishment of the Eastern Washtenaw County Good Roads District no attempt to enlarge the district or create a county road commission was made until 1919.

The Washtenaw County Road Commission was finally permanently established in the election of April 7, 1919. The vote was 9134 in favor, 2351 opposed, not all precincts reporting, but definitely approved as the remaining unreported precincts could not possibly change the outcome of the election.²⁶ At the time it was referred to as the Good Roads Proposition, evidently the term then in common usage.

The Ann Arbor News of April 8, 1919 carried an interesting commentary.

"The vote on the county good roads proposition was one of the biggest surprises of the campaign. A majority of nearly 8000 is indicated for this proposition. This is a decidedly interesting situation because of the stiff fight that was required in the board of (county) supervisors to bring the proposition before the people at this election. Practically all the towns (townships) voted for the county good roads system whose supervisors voted against the submission of the proposal to the people last January."

²⁴ AD 13 appears to have extended further west on Geddes Road, possibly incorporating the road currently known as Fuller Road.

²⁵ A three digit number appears to mean that the road crosses the county line. The number may derive from the AD number that Wayne County assigned to the road.

²⁶ Ann Arbor News, April 8, 1919.

The next day the Ann Arbor News carried the following:

"Adoption of the County Good Roads system makes it necessary the election of three members of a board of county good road commissioners who will have charge of the work under the new system. The work now under way by the Eastern Washtenaw Good Road commissioners will be completed by these (Eastern District) commissioners who will automatically go out of office at the completion of their present terms." The terms expired in April 1921.

On April 23, 1919 it was reported in the Ann Arbor News that the County Board of Supervisors had elected George W. McCalla of Pittsfield, Richard J. Bird of Superior, and Burley C. Whittaker of Chelsea as commissioners of the County Good Road Commission.

Their first meeting was held May 5, 1919 and their first priority was to identify those roads that should be incorporated into the county road system.²⁷ The State, beginning with Public Act 149 of 1893 had given county road commissions some guide lines and by 1919 had established that county roads were to include all Federal Aid roads and all Trunk Line roads, and that any other roads designated county roads were to be main public wagon roads. Roads in the county connecting major population centers were identified and adjudged county roads. Only two roads in Superior Township were initially designated as county roads; Superior Road (Prospect) from Ypsilanti to Plymouth Road, and Plymouth Road from Ann Arbor east to the county line.

The State 1913 Trunk Line Act had designated trunk line routes which the State was helping to improve and maintain along with the Reward Roads. In Washtenaw County as of 1919 these trunk lines were Michigan Avenue (the Chicago Road), Washtenaw Avenue, Whitmore Lake Road, and what has become M-52 north out of Chelsea (Stockbridge Road). By terms of the Trunk Line Act these received double the State money given to Reward Roads when they were improved.

The federal government through the Federal Aid Road Act of 1916, an Act similar to the State Reward Road law, began to give money to the states to improve major roads. These were termed Federal Aid Roads (F.A.) and as of 1919 the only one in Washtenaw County was the territorial road from Ann Arbor west to Jackson.

In September 1921 the Wayne County Road Commission asked for cooperation in securing federal money to improve the Plymouth route from Detroit to Ann Arbor. The Washtenaw County Road Commission agreed to do so, and in November of 1921 the WCRC made application for federal aid to improve "Old Plymouth Road" from Ann Arbor to the county line. The aid was approved and Plymouth Road was subsequently referred to as road F.A. 82. In November of 1923 bids were received for grading and drainage contracts, the work to be done in 1924. The following year, 1925, Plymouth

²⁷ Washtenaw County Road Commission minutes.

Road was paved. This project included the building and paving of the bypass around Broadway Street, eliminating a major hill on Plymouth Road as you entered Ann Arbor.

With the creation of the Federal Highway System in 1924, federal money began to appear for specific route improvements. In 1926 two east-west federal routes were designated in Washtenaw County, US 12 (F.A.82 - Plymouth/Ann Arbor Road) and US 112 (Michigan Avenue), and one north-south road, US 23. US 23 initially was located on Whittaker Road to Ypsilanti, on Washtenaw Avenue to Ann Arbor, and north from Ann Arbor on Whitmore Lake Road. In the late 1920's an unnamed rural road, now called Carpenter Road, was rebuilt and paved to be the new location for US 23 from Milan to Washtenaw Avenue.

Having designated the county roads for which they were responsible, the Washtenaw County Road Commission began the slow process of improving these roads to acceptable standards. Fortunately State and federal money, raised from various taxes associated with the automobile, began to flow into the building, improving, and maintenance of roads. Naturally those roads that were most traveled received the first attention. The remaining county roads were improved as money became available.

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The county road commission had two separate functions; one was to build roads, and the other was to maintain roads.

Building a road did not generally mean creating a new road in a new location, although that did occur. Building a road usually meant improving an existing dirt road by cutting down hills and filling depressions, creating a base of good gravel, filling sink holes, and providing for adequate drainage with ditches and culverts; in short making these roads suitable for the use of automobiles. Private contractors performed most of this work.

Maintaining a road generally meant adding surface gravel and seeing that it was properly graded in a timely manner. In some locations where the road received particularly heavy use a local "patrolman" was hired and assigned a grader whose function was to pay close attention to the road and to grade it whenever necessary. Prospect Road was one of those roads

During the 1920's the Washtenaw County Road Commission made excellent progress in improving most of the county roads and to accommodate automotive traffic. Road beds were widened and leveled, right angle turns and sharp curves eliminated where possible, and sight lines improved by cutting down banks at intersections. Attention was also being paid to traffic control and safety with the introduction of intersection blinker lights, warning signs, and stop signs. A significant number of main roads were paved.

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Public Act 130 of 1931, (The McNitt Act), approved May 19, 1931. This act had considerable ramifications for county road commissions and townships. It mandated that county road commissions take over the improvement and maintaining of township roads.

The implementation of the Act was spread over five years and effectively put townships out of the road business.

"Section 1. The state highway commissioner shall, immediately upon the taking effect of this act, ascertain and fix the total township highway mileage in each township in the state as of January first, 1931, exclusive of streets and alleys in recorded plats unless said street or alley shall have been laid out as a public highway prior to the recording of such plats, and not later than September first, 1931, he shall certify to the board of supervisors and the board of county road commissioners of each of the several counties of the state, the total township mileage for each township in the several counties, together with the total of such mileage for each county."

Twenty percent of the township roads were to be taken over each year during the years 1932 through 1936. The county road commissioners and the township supervisors were to decide which roads were to be taken over each year with preference given to post roads (rural mail routes), roads having the heaviest travel, and roads that connected to the county road system, state trunk lines, or main city or village streets.

There were a number of justifications for the McNitt Act.

1. The nature of taxation and the distribution of money for the support of roads had markedly changed.
2. Townships were not equipped either administratively or financially to perform the task of building and maintaining roads to the necessary standards.
3. Many roads were no longer local and were carrying a considerably increased amount of traffic, both in volume and tonnage.
4. With the considerable improvement in communications and machinery, a county road commission could be more efficient than a township organization.
5. Duplication of equipment and facilities could be avoided.

Superior Township and the McNitt Act

There is nothing in the minutes of the Superior Township Administrative Board that indicates any opposition to the McNitt Act. Over a period of five years the maintenance of all remaining roads of the township not already considered county roads was turned over to the county. One of the results of the McNitt Act was that all township taxes for the improvement and maintenance of township roads were eliminated.

A second consequence was that all of the farmers were required to move their fences at least 33 feet from the centerline of the roads, since all county roads, by law, were required to have an easement of at least 66 feet, two rods. This requirement had been made of the earlier Reward Roads and Covert Roads but now all roads were affected. One of the duties of the road commission surveyors was to establish fence lines relative to the public highways.

The last township election in which a township Commissioner of Highways and Overseer of Highways was elected was at the annual meeting of April 1, 1935.²⁸ Presumably a public act was passed negating the need for these positions, a direct consequence of the passage and implementation of the McNitt Act.

However, in the 1936 township caucus the Democrats nominated Clinton Leslie as township Highway Commissioner but the election results of that year showed no such position to be filled. The 1937 election at the township annual meeting also showed no highway position to be filled. Inexplicably at the annual meetings of 1938, 1939, and 1940 Clinton Leslie was elected to the position of township Highway Commissioner. There is no mention of an Overseer of Highways. Perhaps it was in jest, perhaps as a means of recognition. There is no mention of a township Highway Commissioner after the 1940 election in the minutes of the Superior Township Board.

The last dealings Superior Township had with the actual maintenance of roads came at the annual meeting of April 5, 1937. At that meeting it was moved and supported that the township dispose of its highway equipment. On November 10, 1937 Superior Township placed for sale its power grader for \$50.00 and its wheel grader for \$5.00 and gave the clerk the authority to sell same.

²⁸ Superior Township minutes.