

6 Monroe Street Bridge

In May of 1891, a stone bridge was built over Rice Creek at what is now Monroe Street. This bridge was known as the Michigan Central Railroad (MCRR) Bridge. In 1892, there was also a large ice skating rink in this vicinity. In the early 1900's the Kalamazoo River flooded, destroying the bridge. The stones were then used in the construction of the Chapel at Marshall's Oakridge Cemetery.



7 Ketchum's Vision

.7 mile

On one of his earliest travels to this area, while standing at a point where a crystal clear creek ran into the Kalamazoo River, Marshall's founder, Sidney Ketchum, is said to have exclaimed, "what a town I could build here!" Ketchum was most likely standing at the confluence of the Kalamazoo River and Rice Creek which can be seen from the Pearl Street entrance. Parking and picnic tables are located at this site.



8 Sausage Factory

.8 mile

In 1923, C.M Walters built a sausage factory where Kelly's Pub now stands on Pearl Street. From 1924 to 1959 the Sentz and Son Meat Packing Company operated just east of the sausage factory.

9 Brewery

.9 mile

At one point in time there was a brewery located on the south bank of the Kalamazoo River near the west end of the current Riverwalk. The brewery burned to the ground in 1858.



Bridge over the Kalamazoo River at South Kalamazoo Ave.

DID YOU KNOW...

- It is hoped that Marshall's Riverwalk will one day become a part of the North Country National Scenic Trail which runs through seven states from Port Henry, NY to Bismarck, ND and bisects Calhoun County from the southeast to the northwest.
- The Riverwalk is also part of the Calhoun County Linear Trailway System. It is hoped that this system will one day connect Battle Creek, Marshall, Albion and Homer.

MARSHALL RIVERWALK POINTS OF INTERET



Numbers correspond to historical highlights sided in this brochure.

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City of Marshall RIVERWALK

The City of Hospitality...



a Walkable Community!



**Historic Marshall
Michigan**

Welcome to the City of Marshall Riverwalk



South Marshall dam site.

In 1986, the citizens of Marshall identified waterfront development as a desired quality of life enhancement.

Over the next several years, plans were developed for a "Riverwalk" along the Kalamazoo River. With the support of several grants from the Michigan Department of Natural Resources, Phases I-IV of Marshall's Riverwalk have become a reality.

The 1.6 mile Riverwalk consists of both elevated boardwalk and paved pathways. There are five pedestrian bridges, boat and canoe launches, and scenic overlook areas. Wooded pathways follow both Rice Creek and the Kalamazoo River and provide a wonderful opportunity to view wildlife in its natural habitat. This brochure highlights a few points of interest along the way. Mileage for each point mentioned has been measured from the Riverwalk entrance at Stuart's Landing. See map for corresponding site location numbers.

1 Stuarts Landing 0 mile

On the old Mill Pond In earlier times Marshall citizens enjoyed both swimming and ice skating on the Old Mill Pond. Frances Stevens Stuart developed Stuart's Landing on the Mill Pond as a memorial to her husband, Alfred Stuart.

Upon its completion in 1991, Mrs. Stuart and Alfred's son Mark Stuart,



Gazebo at Stuart's Landing.

donated this small peninsula of land to the city of Marshall for a boat landing and picnic area. This was one of the first steps taken toward the ambitious task of opening Marshall's Kalamazoo River corridor for all to enjoy. Stuart's Landing on the Mill Pond is a very popular park for leisure activities and is the east entry to the Riverwalk. The park offers restrooms, parking, a picnic pavilion, picnic tables and grills, benches, a fishing dock and a boat ramp.

2 First Stone Flouring Mill .15 mile

Marshall's first stone flouring mill, built in 1837, was located on the Kalamazoo River just below the dam. A large axle from the mill can still be seen on the riverbank below Marshall Avenue.



The mill burned in 1851, 1854, and again in 1857.

3 Marshall Power House .2 mile

In 1893, the City of Marshall purchased the hydroelectric plant from the Perrin Estate. A \$50,000 bond was issued to make the purchase; \$17,000 was paid for the existing facility, the remainder of the bond was used for the acquisition of the new dam, two waterwheel generators and two streetlight arc machines.



The current facility produces both hydro and diesel electric power. The last turbine generator was installed in 1928. Diesel power was first generated in 1922 and the most recent generator was installed in 1978. Although none of the original equipment remains, much of the powerhouse and wheel-pit are still in existence. It is claimed that this is the second oldest hydroelectric utility system in the United States.

4 Chinese Pagoda .3 mile

In 2001, Marshall citizens, Jay and Karen Larson arranged for an authentic pagoda to be constructed in China and shipped to the U.S. They donated the pagoda to the city and it was reconstructed along the Riverwalk, near Marshall's Utility Services Building at the end of South Marshall Avenue. Shipping and installation donations were made by Eaton Corporation and the Marshall Rotary Club. The pagoda now stands as a beautiful cultural addition to the Riverwalk.



5 Fork to Monroe Street .6 mile

The portion of boardwalk branching off from the Kalamazoo River to the Monroe Street entrance traverses a number of other points of interest.

Perrinville

During the early 1800's Horace Perrin, and early Marshall industrialist, controlled a great percentage of the businesses near the confluence of the Kalamazoo River and Rice Creek. The area south and east of the junction came to be known as Perrinville. Prior to 1860, Mr. Perrin built a distillery, a foundry and machine shops in this area. In 1862, the Rock River Paper Company was also located at this site and an old cistern that serviced the mill can still be seen just beyond the fork to Monroe Street.



"Bums Alley"

At the intersection of the Kalamazoo River and Rice is what became known as "Bums Alley". During the Depression years, many men looking for work rode the nearby rails. This was a regular stopping point of these unfortunate travelers.

