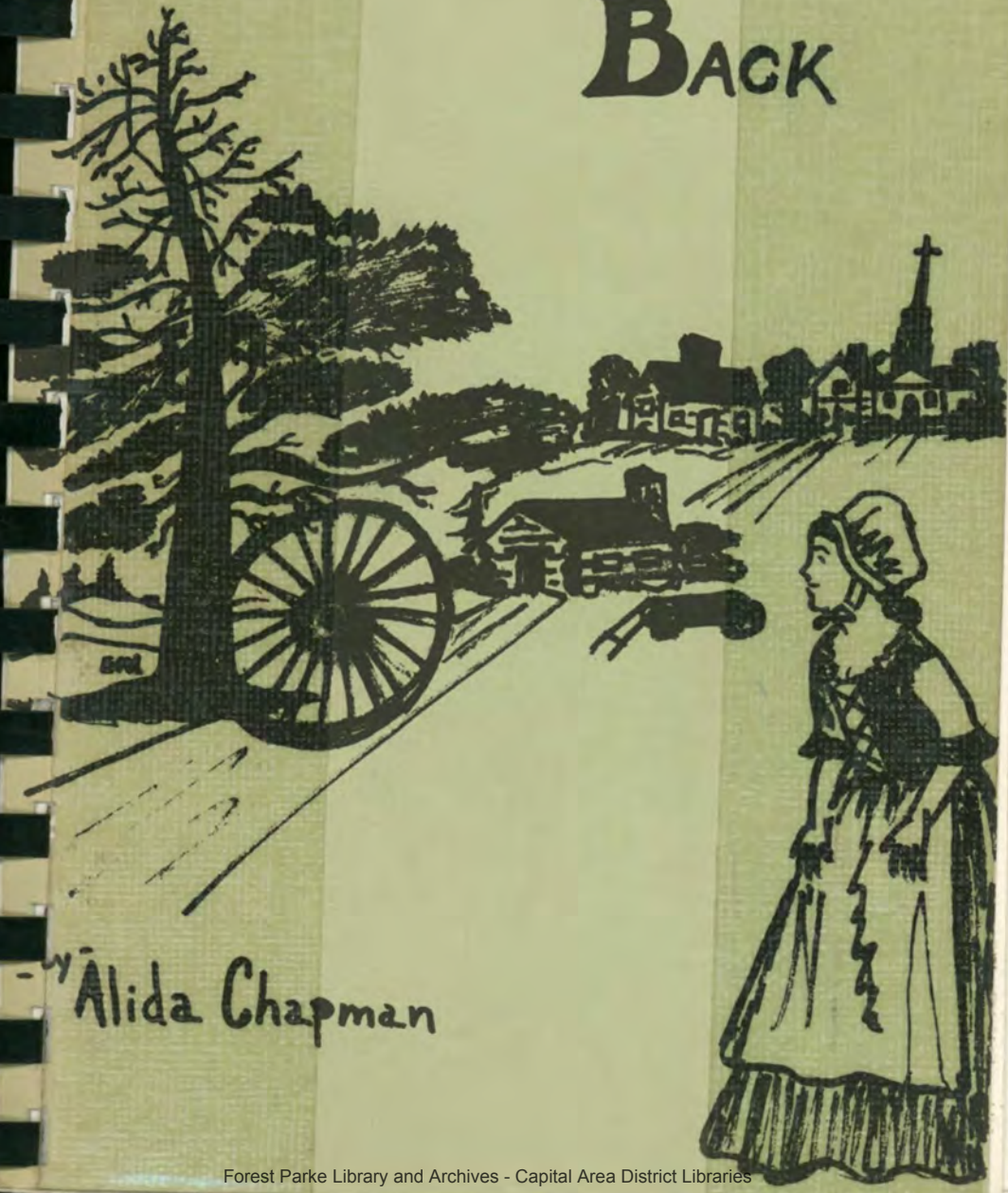
LOOKING BACK



by Alida Chapman

L O O K I N G B A C K

by

Mrs. Alida Chapman

THE DELHI TOWNSHIP
BICENTENNIAL COMMISSION

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Mrs. Alida Chapman

PREFACE

Looking Back is a compilation of the articles published in the INGHAM COUNTY NEWS of Mason, Michigan, as written by Mrs. Alida Chapman.

These articles are recollections she had of how this area was settled and has grown. Some of her work comes from researching other publications to substantiate her memory. Due to the untimely death of Mrs. Chapman, December 16, 1975, during the time this book was being edited for publication, we do not know which published references she used.

You who have lived here many years may not always be in agreement with Mrs. Chapman, so keep in mind that this is her history as she remembered and researched it.

We hope you enjoy having and reading this book as much as we have enjoyed putting it together for you.

Mrs. Chapman's hope and dream was to interest people, young and old, in perpetuating their own family history. We hope this stimulates all of you into a research of your own and to put in writing your remembrances of times past.

Happy Bicentennial!

Editing Committee

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INTRODUCTION

Alida Chapman is now 86 years old and has seen the advent of many inventions. She can remember when she wondered at the sky asking, "Will there ever be music from the air?" She can remember before the time electricity came into use, before men flew, before there was running water. She recalls when Teddy Roosevelt came to town and rode around in one of the two cars in the Lansing area.

Alida, the oldest of eight children, came to Lansing behind the yoke of oxen around the turn of the century and has lived in this area ever since. She has only an eighth grade education, but has taught herself many things. When she arrived she was befriended by Mr. and Mrs. C. A. Jones who helped and encouraged her to seek and acquire more knowledge. Since then she has helped the community in such capacities as, having the telephone exchange in her home, having a nursing home in her house, and running the town grocery store. She has been an active member in the First Presbyterian church and serving as an elder and working with the younger children.

She started her writing career in 1920 when she began as a correspondent with the LANSING STATE JOURNAL. In 1922 she began working at the INGHAM COUNTY NEWS, also. She worked on

both papers for 25 years. In 1961 the Holt Librarian, Mrs. Campbell, asked her to write a history of Holt for the Holt schools. In 1963 Hayden Palmer, a former editor of the STATE JOURNAL, then working for the INGHAM COUNTY NEWS, asked her to write a weekly column on the history of Delhi Township. Now for twelve years she has been writing for the paper and this year as a bicentennial project was asked to combine these articles into a book.

Alida has only one thing to add which I will quote, "I wish no remuneration for my work, but if I can impress upon a few young people the hardships and suffering their ancestors went through to make this country great and make their lives therefore enjoyable I have accomplished my mission."

Andrew York

Editor's Note: This introduction was written by Mrs. Chapman's grandson prior to her death on December 16, 1975.

Indian Mounds

Published 1-22-69

In writing the item of Looking Back, a brief account has been used to cover all traditions of as many people as can be found who have helped in some way to make Michigan the great state it is. This could not be fulfilled without a study of the great American Indian who lived in the most primitive manner.

Long years before the wild lands of Michigan were over trod by government surveyors who ran the base line and charted out the 45th. meridian, the land lying north of the base line could not have been described more correctly than a wilderness tract, extending from the Grand River north and east, embracing the valley of the Wabwaysin (Looking Glass) River and DuPlain, now known as the Maple River; also the valley of the Shiawassee River, and to the place where it empties into the Saginaw River. This area was dense forest and timbered openings interspersed with small prairies, tamarack swamps and marshes covered with coarse rank grass. It was well watered by the above rivers and their tributaries.

The Indians planted corn, pumpkins, and what other seed they had, on these prairies and pitched their teepees and wigwams on the higher grounds. The Indian origin is unknown, and no one knows how long they lived here as records have never been found. The only history known to man has been unearthed from mounds found in different localities. So history of Michigan, Ingham and Delhi mainly start with what can be learned from things found in these mounds. It is thought that another civilization lived here before the Indians. Some of the works are thought to be superior to

the Indians in building these mounds. They were found all over the Great Lake states, but the largest number were found in the Maple River Valley. Some mounds extended a considerable distance with branching mounds. In one place a circular mound was found consisting of a parapet enclosing an interior space. This mound was surrounded by a ditch or moat and an opening or gate faced the east, with detached mounds fronting this entrance. By its type and plan, it is thought this was a defense post.

The big question has always remained unanswered; what was the object for which these mounds were built and who were the people who built them? All that can be recorded of the great American Indian can be briefly told from the memory of the early pioneers. In 1877 a large oak tree with 141 rings was cut from the top of one of the mounds.

The first white men found the country occupied by bands of the Saginaw tribe of the Ojibwa or Chippewa nation, mixed with a few Ottawas and still fewer Pottawattamies. The latter two perhaps became allied by marriages.

The dominant tribe was the Chippewas, and they were recognized by the United States government in all the treaties as the original owners of the country bordering the Saginaw River, all of its tributaries and the great wilderness stretching northwesterly to the Mackinac straits.

The Indians living in the Maple, Looking Glass, Shiawassee and Grand River area were known as the Shiawassee band of the Saginaw tribe, though several bands were designated by the name of the river valley they occupied.

Tradition believes that the Chippewas had not always been master of these forests beyond the memory of their ancestors. Stories told by the old men, that all the lands in the tributaries that found their outlet in Saginaw Bay, south and west to the Grand River was inhabited by the Sauk, a powerful war-like people who not only felt that they could maintain their own territory, but made war and seized other tribes' possessions and were hated by all the other tribes.

This hate-burning desire lay in the breast of all the Chippewa warriors, whose homes were far to the north. Knowing how powerful the Sauks were, the Chippewas feared attack alone, so they counciled with the Ottawas whose country laid beside their own. They sent messengers to the Ottawa tribe that lived in southwestern Michigan. The invaders hit the Sauks with two columns, one from the southeast through the forest on the great bend of the Flint River, where Flint City now stands, while the northern columns paddled down the west shore of Lake Huron, boldly crossing Saginaw Bay at night. They landed in two attachments and at the proper moment, at a preconcerted signal, fell like a thunderbolt on the Sauks principal city on Saginaw Bay.

Early Settlers

Published 12-31-74

From the reports and writings of Henry R. Schoolcraft and the collection and writings of the book by Mentor L. Williams, we are able to trace a rather accurate history of some of the earliest explorers.

On May 1, 1820, Schoolcraft, Alexander Chase and Captain David B. Douglas were to board the steamer, "Walk-in-the-Water"

at Black Rock on their way to Detroit to organize an expedition to explore all the wilds of Michigan, its geography, its soil, its minerals, its rivers and lakes and its tribes of Indians.

Congress had been busy. Maine had just been admitted as a free state. Missouri would be admitted that summer. The Erie Canal, better known as Clinton's ditch, had been completed.

The Lake Erie Steamship Company had announced its maiden voyage across Lake Erie, beginning May 1, 1820. President John Quincy Adams' time was occupied by a dispute with Spain over the Seminole affair.

John C. Calhoun, Secretary of War, was feuding with Congress on the subject of reducing the army. 1810 could have been called a year of decision for a young republic of less than 50 years.

Lewis Cass, Governor of Michigan territory, was in charge of the Administration of Indian affairs. He wrote to Secretary of War, John C. Calhoun, "The great moral debt which we owe can only be discharged by patient forbearance and by rigid adherence to that system of improvement which we have adopted and the effects of which are already felt in this quarter".... The Indian agencies were being transformed into instruments of civilization rather than instruments of extermination, so it was hoped and thought.

However, government's good intentions were hindered by settlers. Georgia cultivated the fertile land. The semi-civilized Six Nations of New York were driven out by hungry or greedy settlers. Indiana, Ohio and Michigan were grabbing parcels of land.

The Creeks and Cherokees and the Six Nations were all ordered to move west of Lake Michigan. Michigan territory consisted of all of Michigan, Wisconsin, and part of Minnesota then.

General Duncan MacArthur and Governor Cass made a treaty for most of southern Michigan at Fort Meige in 1817 and again in 1819 at Saginaw. Governor Cass was assisted by Solomon Sibby. In 1820 a treaty was made by these two men with the Winnebagoes for a waterway.

Joseph Wampler, an early surveyor, was constantly harrassed by the dissatisfied and unruly Indians, as settlers' stock was killed and many settlers also killed.

Due to the disagreements between France, Spain, and England, sympathizers were also agitating and exciting the Indians, so to blame them for all the trouble. They would furnish the Indians with whiskey and the Indians were crazed by what they called "Fire Water."

Rumors were spread in 1819 that there was to be a conspiracy to murder all the white inhabitants from Detroit to Mackinac, from Fond du Lac to the Mississippi River. Anxiety ran high. Less than ten thousand white settlers living long distances apart with no communications stood little chance against twenty thousand Indians. A great cry went up for a larger regular army post and fortification and help for the militia. The regular army had been reduced from 10,000 men to 8,221 in the past three years. Calhoun was a strong personality and he vowed in some manner to provide protection for those lonely settlers. In the meantime,

Major Samuel Sorrow and Major Stephen H. Long and General Alexander Macomb had asked for a fortification at the Straits of St. Mary. There they could control the fur trade and deter the English and French influence on the Indians.

Governor Cass was appointed in 1813 by President Madison. The war with England was about finished with the bloody battle of the Thames. Most of the English Canadians had fled as had most of the people of Ohio. Time after time there came another individual to deal with. One who was more sly and more vicious than the English army was Tecumseh. He was feared so much that none would enter the wilderness, day or night.

At that time a surveyor by the name of Tiffin was hired to survey the lower half of Michigan. When Tecumseh started his raid, Tiffin walked off the job and said, "There will never be one acre out of a thousand that a man will be able to till." Geographer Jedidiah Morse said, "The land is poor and barren. It's all interminable swamps." He also printed it across the map of lower Michigan.

Governor Cass would not admit defeat. He started a propaganda battle. Michigan opportunities, he announced, were limitless. There was opportunity for industry, lumbering, building of dams for water power, roads, fur trade, and farming on the highlands.

In 1818 the first Michigan land was put up for sale by the government. Governor Cass' most notable achievement was his ability to deal with the Indians. He was fair and human and made friends with them and stilled the war drums.

Apparently Governor Cass was a fat man as the Indians called him "Big Belly."

Chief Okemos

Published 2-25-70

Ingham's most prominent Indian was Chief Okemos, for whom Okemos was named. He was a chief of the Red Cedar Band of the Saginaw Chippewa, and as an old man lived near Okemos of the Red Cedar River.

Okemos was born near the Grand Saline near the Shiawassee River about the year 1788. He was from the tribe of Chippewas of the Saginaw area, but his people were of the Shiawassee band. Most historians claim he was a nephew of Pontiac but he later became an Ottawa Chief. It is not known how his young life was spent.

As a young man he was a great warrior and it is thought he took part in the Raisin Massacre at Sandusky in the War of 1812, serving with the British. On one occasion Okemos, his cousin, Manitocorbway, and 16 other braves were lying in ambush to attack a supply team a short distance from the fort at Sandusky. While waiting they were surprised by 20 cavalrymen directly in front of them.

The Indians planned to wait until they could count the buttons on the cavalrymen's coats then fire their guns and attack with their tomahawks thinking they could kill and scalp all of them. But, as the story goes, they had not reckoned with their hosts. When the flash of the Indians' guns gave their position, the cavalrymen charged through the cover with sabres in hand.

At the same moment a bugle sounded and a much larger group of horsemen appeared and entered the foray, surrounding the Indians, who were cut down to a man and left for dead.

Many hours later Okemos regained consciousness and discovered his cousin Manitocorbway was still breathing.

Together they crawled to a small stream, refreshing themselves by drinking the cool water and washing away the clotted blood. They kept on dragging their pain-racked bodies until they reached the River Raisin, and with all the strength they had, got into a canoe and again relapsed into insensibility, in which condition they were rescued by a band of friendly Indians. They were taken to camp and the squaws faithfully took care of them. But Okemos never regained his former vigor and Manitocorbway was a little better than a cripple the rest of his life.

Okemos all through his life was addicted to ardent spirits and in later years when the little band became so deleted, and he himself a little more than a wanderer, the habit became stronger. Yet he never forgot his dignity. He was always proud of his chiefship and boastful of his relationship with Pontiac.

Okemos died on December 4, 1858 at a camp on the Looking Glass River a little north of DeWitt. He remained dressed with his Indian leggings which he had worn all his life, was placed in a plain board coffin with his pipe, hatchet, buckhorn handled knife, tobacco and some provision, prepared for his trip to the happy hunting ground. He was taken to

Pe-Shimnecon, in Ionia County and buried in the ancient Indian burying ground on the banks of Grand River.

Early Roads — Published 10-10-60

Most of the roads under the act of Legislature started from Pontiac. It seemed strange they used that starting point, but it was the more settled part of the state. At that time all roads were under the supervision of the Commission of Highways in each township and the state would not be responsible for any expense or damage incurred. The legislature granted permission to the most interested parties, never expecting the roads would ever be built.

The second legislature of 1837 and 1838 authorized the laying out of six more roads. Number 1 was from Byron by Leach's Place to Lyons. Number 2 was at or near Farming City, by the head of Walled Lake to Byron. Number 3 was from Marshall leading north of Saginaw. Number 4 was from the Seat of Justice in Eaton County to Cushway's trading post on the Maple River. Number 5 was from DeWitt to Pe-Shimnecon in Ionia County. Number 6 was from Pontiac on the most direct route to the village of Lyons.

In 1838 another State road was authorized by the State Legislature, from Rochester Colony, to the County Seat of Ionia. In 1839 a State road was authorized from Owosso running in a direct and eligible route by the way of Rochester Colony to intersect with the State road from Ionia to the Rochester Colony. The legislature in 1840 approved another State road to run from the Village of Mason, Ingham

County, in a northerly direction to the village of Owosso and to file the survey in each township Clerk's office that had been laid out.

The popular excitement had greatly expanded itself during the first three years succeeding the organization of the state, for not one half of them were ever built, or even located.

Talks of railroads had begun to attract public attention and a few years later projects for construction of plank-roads became so popular that it was thought they would become the universal roads.

Again in 1848 the Legislature approved of five more State roads. Number 1, from the village of Flint by Corunna to the state capitol. Number 2, from the village of Michigan in the County of Ingham on the most direct route by Owosso through North Hampton and the forks of the Bad River to the city of Saginaw. Number 3, from the village of Byron to the state capitol. Number 4, a northeastern extension of last named road from Flint through Gaines and Byron to intersect with the state road of that place. Number 5, from Corunna to Flushing to Shiawassee town. It must be borne in mind the reference to the roads authorized to be laid out as has been said, was by no means equivalent to opening and making them fit to travel on. Some were never worked on at all and others were years before they were fit for travel.

The project of constructing plank-roads came in general favor about the year 1847. In 1847 and before the enactment of the plank-road law, the legislature incorporated the following companies: the Clinton and Bad River Plank Road

Company, incorporated April 3, 1848; the Portland and Michigan Plank Road Company, April 3, 1848, to build a road from Portland to the town of Michigan (now Lansing) using the Detroit and Grand River Turnpike between Lansing and Portland; the Owosso and Bad River Plank Road Company incorporated the same date, was to build a road from Owosso to the forks of the Bad River.

The Michigan and DeWitt Plank Road Company, was to build a road from the village of Michigan to DeWitt, capital $10,000. The Corunna and Saginaw Plank Road Company was to build a plank road from Corunna to Saginaw, or intermediate point as stockholders shall determine. Capital $50,000 (later increased to $70,000). None of the above mentioned roads were ever built. A record was kept to show future generations how the mania for plank-roads excited the settlers.

The early pioneers relied on much of their travel and transportation of food to the rivers and large creeks. Most in use were the Maple, Looking Glass, Shiawassee, Flint, Bad, Saginaw, Kalamazoo, St. Joseph, Raisin, Red Cedar and the Grand.

In 1837, a sum of $20,000 was appropriated by the state to dig a canal from Mt. Clemens to the mouth of the Kalamazoo River. Also $15,000 was appropriated to dig a canal to connect the navigable waters of the Saginaw waters of the Grand and Maple Rivers. The route surveyed was from the forks of the Bad River, westward to the Big Bend in the Maple. Although these riversflowed in opposite directions, they were only three miles apart and the highest elevation was 70 feet.

This would have opened a way from Lake Michigan to Saginaw Bay, in the central part of the State. The project was abandoned and thousands of feet of lumber to be used for the locks, rotted on the ground.

First Settlers, Land Development and Modes of Transportation

Published 7-10-68

The taverns became regular stops for the stagecoaches. The sound of the driver's horn signaled the approach of the stagecoach and all were out and ready to meet the stage by the time it arrived. Some were there to meet friends or relatives, others to see someone leave and of course the in-coming and out-going of passengers.

Transportation was very important in the early days, not so much for visiting friends, but for a family to follow the father who had come ahead to pick out a piece of land, buy it and, if time allowed, start some kind of shelter for his family. Then there were intensive surveying parties, many individual land sharks and government surveyors. Their instruments had to be transported also.

Michigan was a new land and the land office, where buyers had to make their applications, were miles apart and the trip had to be made by foot, taking several days. Not until 1823 was there a land office in Michigan located in Detroit. In the year of 1825 a land office was opened in (Frenchtown) Monroe. Kalamazoo opened one in 1834, Flint and Ionia in 1836.

The Detroit office sold 92,322 acres of land in 5 years. Then a recession hit the country until 1831, when there were 217,943 acres sold in 1833 alone.

In 1836 there were more than 4,000,000 acres sold, the largest ever sold in one year in any state or territory.

There had been a lot of money around but a great depression hit again in 1837, and things came to a stand still. In 1830 the population was 31,640. By 1840 it was 212,267, a gain of 700 percent.

The earliest spots settled were the prairie areas in the heavy tracts of timber. The land was not as productive but could be tilled sooner to raise food. Breaking the tough sod of these prairies was a hard task with its matted roots. Kalamazoo County afforded the settlers the most open prairies.

By 1836 an average of 2,000 people were debarking at Detroit every day. In most cases the husband and father had made the trip and purchased the land. Where possible, he had chosen a piece of land with some kind of a stream of water, so the family could have a water supply nearby.

Usually the mother and small children rode in the wagon, but boys from 8 or 10 years walked beside their father while he drove the yoke of oxen. Many times one of the children would lead a cow (which the writer once did).

If they had enough money (from the sale back east) they stayed in a tavern over night. If not, they slept in the wagon. They made a tent of bedding or cut sapplings for shelter, but if it rained they both leaked. One family with a small baby put the baby under a wash tub to keep it dry.

When Michigan became a territory, there were only 4 towns in the whole area, Detroit, Monroe, St. Clair, and Mackinaw. Shortly after the settlers came, small trading posts sprang up along the Indian trails. Pontiac was one that survived. It was on the Saginaw Indian Trail where it crossed the Clinton River. Flint was another to grow to a large city on the Saginaw Indian Trail, where it crossed the Flint River. Niles had the best location on the Chicago Road bordering St. Joseph River. Niles is the only place in Michigan where 4 different country flags have flown, the French, English, Spanish and American flags. Niles was favored also because lake vessels could sail up the St. Joseph River.

In 1820 the Chippewa Indians were very hostile, but one Indian woman talked to the Chief and urged them not to destroy a group of officials they held as prisoners. She showed the Chief that the government might send in troops and annihilate the whole tribe.

In 1818 the first paddle wheel steamship reached Detroit. It was called "Walk in the Water." The Indians thought that the ship was pulled along by a big fish, the Sturgeon. The first road built in Michigan was on an Indian Trail from Detroit to Fort Meigs, to what is now Perrysburg, on the Maumee River. It is known today as U.S. 25.

In 1821 the government bought the land in the Grand River valley from the Indians, except the southwest section bounded by the St. Joseph River. Between 1828 and 1833,

this portion was purchased. The early stream of immigration had passed by Michigan and settled in Ohio, Indiana and Illinois.

Early Modes of Transportation

The mode of transportation has changed considerably since 1900. Today it is taken for granted to jump into a car, start the motor and travel one mile or 1,000 miles at 60 miles an hour and feel relaxed.

But at the turn of the century many roads were impassable in the spring and transportation had to be on foot. Then, too, many farmers were breaking up land and still depended upon oxen because of their slow steadiness in getting through swamps and plowing around stumps. Some of the prosperous farmers had horses but their land was not so covered with stumps. Either with the oxen or horse for transportation, the animal had to be housed, fed and watered, and it had to be hitched to a buggy or wagon which took considerable time and labor. The barns had to be cleaned and the manure had to be hauled and spread over the land.

Then came the railroads, but they were not automatic. The first ones were slow in building and buying right of way. Some people wanted them and some didn't. Some would just lease their land for a right of way and some would ask exorbitant prices. The buyers of the land tried to avoid marsh areas as much as possible for the cost of fill was expensive and many times it would not hold up and the land had to be refilled many times.

When it was train time in a village, half of the population would go to the station just to see the passing train and the passengers looking out the windows.

Now the luxurious dome cars give passengers a view of all the scenery, beautiful dining cars where the best of meals are served, beautiful chair cars to recline and rest, beautiful state rooms, many more comfortable than our own bedrooms.

After the railroads came the streetcars. Nearly every city of any size had a streetcar line running along the center of the main traveled streets. One could ride all over town for 5 cents, by going to the end of a line, getting a transfer which was punched by the conductor. One could go on and on by getting another transfer. It was a lovely past time on a warm evening or a Sunday afternoon.

Next came the interurban which ran from city to city, paving its way through all the villages and hamlets so people could go back and forth to shop. Many men took advantage of the interurban to commute to cities for employment.

Early in 1900 the automobile appeared as the newest mode of transportation. The cars built then were a far cry from those of today. They were open with no sides, had high wheels, and a lever-type steering gear. All cars had to be cranked up to start the motor. Sometimes they started, many times they didn't.

All cars were stored from early November until after roads settled in the spring.

Roads were not paved with asphalt or blacktop in those days. You might drive along for several miles, then drop

into a hole clear to the axle, and nothing could pull you out other than a team of horses. There were no tow cars then.

Along in the 1920's, cars began to be equipped with self starters, but they didn't always work and each car was still equipped with a crank.

In about this same era, experiments were being made with airships and airplanes. The planes flown in World War I were more like a crate with a motor. The airships were more like today's dirigibles, but they never went very far.

Not until Lindbergh made his solo flight to Paris did people think they could fly. Then off the assembly lines came the small wooden cabin planes. These took hours to fly from Detroit to Chicago. But the ingenuity of man triumphed and today you can leave Detroit in the morning and eat lunch in California, or leave New York in the evening and eat breakfast in London or Paris.

Water transportation has improved also. From the fragile birch canoe to the rowboat, to the steam rear wheeler and the side wheeler, to the great steam motor driven liners that carry hundreds of persons across the seas and the black, long ore and freight ships that ply the Great Lakes or the Seven Seas.

Then came the capsules that carried man into space, hitherto unknown areas of the skies, and brought them back safely. Now experiments are being made for man to fly to the moon or some other planet.

Who knows what will be the next mode of transportation? One thing is sure, we still have to rely on the mode of transportation God gave us when we were born -- our legs and

feet. Neither oxen, horses, trains, streetcars, automobiles, airplanes or space ships can take us to the little nooks and other little areas we like to visit.

Canals

Published 7-24-62

Michigan people were conscious of the benefits of the Erie Canal across New York state and believed Michigan needed a canal across the lower peninsula.

The constitution of 1835 had made it a duty of the legislature to appropriate funds for the improvements of roads, canals and navigable waterways. In 1837 an almost unanimous vote of the senate (all but one vote) passed a law providing for internal improvements. Now Michigan could follow the lead of its sister commonwealths of the old northwest. Three railroads and two canals were planned.

One railroad, the Southern, was to be built from Monroe to New Buffalo on Lake Michigan. Number 2, the Central, was to run from Detroit to the St. Joseph River and Number 3, the Northern, was to run from Port Huron to Grand Rapids, where a steamer could complete the connection to Lake Michigan.

The first canal was to be dug from Mt. Clemens on the Clinton River to the mouth of the Kalamazoo River. The second canal was to be dug from the Saginaw River and connect with the Maple River, a tributary of the Grand River. Another canal was to be dug around the falls in the St. Mary's River between Lake Superior and Lake Huron.

The breaking of ground for the Clinton-Kalamazoo canal was on July 2, 1838, and a newspaper article stated it was

the "proudest day ever to happen to the people of Michigan or can again transpire while the soil remains a compound part of the terra firma."

A large group gathered at Mt. Clemens for the momentous occasion and the celebration was opened by firing a 13-gun salute at sunrise. From surrounding country, settlers drove in, even some Indians came. At 11 a.m. there was a parade and Governor Mason promptly broke the ground for the canal, amid cheers and firing of cannons. Financiers were hard to obtain as the world was in chaos. There were rebellions in lower Canada, England, France, Belgium, Russia, Italy, Austria, Greece, and Turkey. At the same time Texas was fighting Mexico and won her independence.

Although there was excitement and great plans on the waterways of Michigan, only a small portion of each canal was ever dug.

Early Railroads

Published 10-68

The Northern railroad was changed to Northern Wagon road and part of it was never developed after the dreams of the 1837 Legislature approved a railroad to be built in what they then thought was of the most northern part of the state. It was to Traverse from Palmer, near the mouth of the Black River in St. Clair County, terminating at Lake Michigan in Ottawa County. The sum of $50,000 was appropriated for the project.

The State Board of Internal Improvements was in charge. The Northern railroad was to serve Lapeer, village of Flint, Owosso, St. Johns, Lyons, and open territory on west to Lake Michigan. The survey was done in 1838, contracts were

let for clearing and grubbing out the stumps and roots to Lyons, a distance 130 miles. A 20 mile section east of Lyons was sublet for the price of $250 per mile. The specifications required grubbing a central strip 20 feet wide and underbrushing and clearing a strip to the extent of 100 feet. This portion was started in 1838 and by September 1, was completed except for a 3 mile strip east of Owosso and a 7 mile section east of Lapeer. That same fall of 1838, contracts were awarded for grading. In January 1839, this work started and continued until July, when the contractors stated that unless they were paid punctually they could not proceed with the work. They were informed that they could expect pay from the State once a month, that is if enough money was received into the State Treasury to pay. The grading work stopped, but the grubbing and clearing contracts were all finished.

It was thought that many contractors bid so low on these contracts, thinking that the road would be opened shortly and they would reap great benefits, that they were unable to pay their half.

Again in 1839, the legislature appropriated another $40,000. Soon after this, the financial embarrassment of the state caused a feeling to spring up among the people, that the adoption of such an extensive plan of internal improvements had been a little premature for such a young and sparsley settled state. They had also appropriated monies for 2 other railroads. This caused a restriction to be placed on appropriations. Further aid was withheld except to the Central and Southern lines, then in partial operation.

All thoughts of the Northern Railroad as a state work was abandoned. After chopping, grubbing, slashing and clearing such a long strip of land across the state, the people living near requested that the same property be converted into a turnpike or wagon road, which would open an important thoroughfare through the center of a tier or northern counties.

The legislature ordered that the commissioner of internal improvements be directed to use $30,000 of the unexpended balance appropriated for the Northern Railroad for bridges, clearing, and grading into a road.

In March of 1843 an act was passed for the construction of a wagon road, and a tax to be assessed on non-residents property for 3 miles on either side. This act was repealed in 1848 and the Northern wagon road was to run from Port Huron through St. Clair County, through Lapeer and Genesee Counties to Corunna. In 1849 they relocated the road from Flint to Corunna, which never proved to be practical and was used very little.

Early Schools in Michigan — Published 12-3-68

Michigan has always been an outstanding state for better higher education. This feeling may come from the type of immigrants who realized the need for more book learning.

Whatever the urge to provide education to all, the first survey made of the state set aside one section of land in each township as an educational or school grant. Monies from these sections were to be used entirely for education. Section sixteen in each township was a school land grant.

In the early 1830's, some schools were in operation. A few years later plans were being made to establish a University in Michigan. Due to some well educated German immigrants, the University of Michigan was the first school of higher learning to be established west of the Allegheny Mountains. Many individuals were teaching their children and the neighbor children before any schools were running.

The State of Michigan was one of the first states to have a Superintendent of Public Instruction. The Legislature of 1837 passed an act for public tax supported schools, but this act was not legally enforced until after the Civil War. This included a clause for compulsory education that was not enforced until after 1900.

There was also a plan for school districts, but in sparsely settled areas, some districts never built any school buildings. If a child wanted schooling, they might have to walk a distance of four miles.

Teachers built their own fires and cleaned their own schoolrooms. Because of the poor construction of the buildings, they were not warm. On severe cold, windy days, school would be closed when pupils could not keep warm, even with their coats on. Hands were so cold they were unable to write.

In early days each district had three school inspectors who examined the persons wishing to teach. They were judged not so much on their educational qualities as their moral and disciplinary qualities. No teach must ever be seen playing cards, drinking, or attending a dance or they were fired immediately. They may have only finished the local school

requirements in education. That part didn't matter, but the moral standard they set before their pupils was the outstanding quality that made good teachers. A teacher rarely had to punish a pupil more than once, because parents supported the teacher. Foremost concern in raising a child was to cultivate a good character. With the simple three R's, reading, 'riting, and 'rithmatic, a child could learn to earn his way and be a good honest citizen in his community.

When children were three years old, they were given responsibility. It might be only keeping the chickens out of the garden or the cows out of the corn. There were few fences and little feed for the cows, so they had to eat grass. Cows preferred the luscious juicy tender corn, so it became a small child's duty to keep them out of the corn.

A child of three might shell corn to feed the chickens, carry in wood or pick up chips to hurry the fire to get dinner, rock the baby, or carry water to father in the fields so he could drink. Children were proud to help and enjoyed working. Juvenile delinquency was unheard of as parents taught each child to take responsibility and be a part of making the home a happy place to live. They were taught to love their brothers and sisters. Often homes were opened to an unfortunate relative, grandmother, or grandfather, widowed aunt or an orphaned neighbor child.

Early Schools in Delhi Township — Published 6-26-68

The Holt school was organized in 1842, but there is evidence that for some time before children were taught in her home by Mrs. Phillips.

Delhi children from 1842 to 1852, went to school in a log school house with a half log pegged to log wall. The children sat on the floor facing the wall. There was a stick fireplace in one end. The teacher had to keep a pail of water nearby to put out the fire in case any of the sticks were to catch fire.

This one room frame building served until 1872, when a two-story brick building was built. This cared for children from the first grade through the tenth grade. In 1914 this school burned. Fortunately, it burned at night and no lives were lost. If you look on the north side of most of the maple trees along Delhi Avenue you can still see the scar left from that fire.

In 1915 a new three-room, one-story brick building was built. It served until 1920 when the front portion was added, consisting of an auditorium, chemistry room, and five classrooms. At this time the other two grades were added. By 1928 the west room of the three-room school was torn down and the west wing was built with several classrooms. In 1935, the gym and kitchen, dining room and several more classrooms were added. The old auditorium was changed to a classroom and a library. Since that time, Midway, Elliott, and Sycamore elementary schools have been built, along with a new high school and several rooms have been added to the original elementary schools.

First Land Patents in Ingham County Published 9-11-74

After reviewing the original land grants and the early pioneers who purchased uncultivated lands during the first

decade that Michigan was a state, it would be interesting to know how many descendents are still living today and where.

Governor Mason called a convention as early as 1833, and the first document was drawn for a strong government by what was then called Michigan Territory.

There was a debate about a strip of land starting at the southern tip of Lake Michigan running due east. Ohio claimed it as this is where Toledo stood. Ohio wanted a line that ran east northeast but Michigan held out for a straight line running due east. Michigan was taking the line formerly laid out by the government surveyor, but it only encompassed the lower peninsula at that time.

Ohio had become a state and had legal representation in Congress. A territory had representatives, but they were allowed no voting power. Ohio blocked Michigan from becoming a state until after a convention in 1836. President Andrew Jackson did not sign this bill until January 25, 1837. Michigan became a state on that date.

The first sale of land in this township was recorded as April 26, 27, and May 28, of 1836 to William Page. This was a large portion of Section 30. This lies south of McCue road between Waverly and Grovenburg with the Grand River running through it. Mr. Page also purchased 471 acres of section 31, on April 27, 1836, which lies on the east side of Grovenburg road. There is no account of where Mr. Page came from.

On September 29, 1836, Robert McClelland of Monroe County, purchased 139 acres and on October 1, 1836, purchased another fractional 79.75 acres in section 30.

Page's land was the southwest quarter fractional and part of the northwest fractional, like McClelland's land was the southeast fractional and part of the northeast quarter.

By November 1, 1836, John VanVlick of St. Joseph County purchased the entire section 2, which lies west of Pinetree to Aurelius road, south of Cavanaugh road. That same day Walter Thompson purchased the northeast fractional of section 3 of 140.37 acres and Samuel Bailey, like Thompson from Lenawee County, purchased the southeast one quarter on 160 acres of section 3.

On November 1, 1836, Lewis Nansard of Cayuga County, New York, purchased the northeast one quarter of section 10 (160 acres). Also John Edmonds, Jr. of Ashtabula County, Ohio, purchased the east one half of the southeast corner of 80 acres. Charles Dotten of Washtenaw County purchased two 80 acre sections of the northeast quarter of section 33. On that same date, Moses C. Baker of Lenawee County, purchased the northeast one quarter of section 36, again 160 acres.

On close examination of the records, one finds the first entry was made to Andrew J. Townsend of Ingham County on January 5, 1863, for the east one half of the northwest one quarter of section 32 for 160 acres. On March 16, Spencer Markam made two entries, one for 40 acres and one for 80 acres in the same section.

Caleb Thompson, the first Delhi Township Clerk, made an entry the same day for 40 acres and a S. Richardson for 80 acres in section 32. All four of the earliest entries were

residents of Ingham County. By December 1836, there were more entries; O. C. Crittentlin, Jr. from Ontario County, New York, purchased 360 acres in section 34 while Warren had purchased the west one half of section 34. (The entry says 700 acres but there are only 630 acres in a whole section, so it must be an error.)

Harry W. Rose and Thomas Johnson, both of Washtenaw County, each purchased 80 acres in the northwest corner of section 34. On December 14, the last entry of 1836 was made. George Jabor of Duchess County, New York, purchased 240 acres in the southeast one quarter of section 36. An entry made in January 1837, was to a Guardian Clark of New York City. Mr. Clark must have been a man of foresight or what was then called a "land shark." He purchased 1760 acres. Of this, 460 acres was high rolling land in fractional quarter section, one at the corner of Cavanaugh and College roads. Then he purchased two complete sections 11 and 12. Both these sections were rolling land with the Sycamore running through them. The property ran from College to Aurelius with Willoughby on the south and Sandhill on the north.

In February, Eli Chandler and Leonard Noble of Livingston County purchased 40 acres in section 24. Samuel Murray, Issac Turner, Russell Abel and Jacob Vaughn purchased property in section 13, east on Holt road, bordered by College and Willoughby roads.

In April, Benjamin Horton, Orange County, New York, purchased 160 acres in section 34 and Howell Reeves of Orange County, purchased 400 acres in section 35, 80 acres in section 36, and 320 acres in 26. Charles Reeves purchased

160 acres in section 25 and Spencer Markham of New York, purchased 160 acres in section 32.

In May of 1837, land in Delhi Township was purchased by Cyrus Clark of Cortland, New York; Joseph E. North of Tompkins County, New York; John Norris, Ontario County, New York; Eben J. Pineman, Wayne County; Jacob Vaughn of Memphis County, New York; Darris Abbott, Fredrick R. Luther, Vernon Carr and Levi Case, all of Lenawee County.

In June of 1837, purchasers were Edwin Mason of Genesee County, New York; J.A. Austin of Rutland, Vermont; Pitt W. Hide of Rutland, Vermont; Richard Rayner, Orange County, New York; and Joseph Hayton of Ontario County, New York.

These constituted the original land grants from the United States government to private ownership through the first two years. The last grant was made on July 8, 1849.

Early Setters in Delhi — Published 10-31-73

There is some question as to who was the first white man to visit the territory now known as Delhi Township. Some say Henry North and John Buck, but no record shows they remained here. Records do show that Frederick Luther and his wife came from Lenawee County and purchased the first piece of land from the United States government in the year 1838.

In 1839, Matthew King came from New York and purchased 160 acres for a shilling an acre. (A shilling is twelve and one half cents.)

That 160 acres encompassed all land beginning at the east line of the junior high school, east to the section line of section 13.

The first winter King dug a cave into the side of the Hogsback Hill and lived there until he could build a log house that next spring. He married Miss Flora Hudson.

At that time, Delhi, Lansing, and Meridian Townships were all a part of Alaiedon Township. It was not petitioned to become separate townships until 1841. In 1842, each one was an individual township, each consisting of a six mile square with 36 sections in each township.

Other early pioneers were William Wood, Joseph Wilson, Philander Norton, and Mr. Morris along with Roswell Everett, who named the township Delhi.

There were the five North brothers, Joseph, Henry, Joshua, and John who settled in Delhi and Manning, who lived in Alaiedon Township. The North brothers were so influential that the north part of the township became known as the North Community with the North school and the North Cemetery.

Henry North was the first supervisor and records show he brought the first domestic animal in the township, a hog, but bears were so numerous that he had to build a long pen with a roof in it to keep the bears out.

Joseph North was a surveyor and laid out the road from Delhi Center to the junction of the Red Cedar and Grand Rivers.

Joshua and John North both married sisters of Daniel Buck, who was an undertaker and furniture dealer in Lansing.

Dr. Edward P. North, who practiced medicine in Holt for 40 years until his death in 1930, was the son of John North. Edward served in the Civil War, was principal of Dansville school and Ingham County School Superintendent. He traveled, selling drugs, before he graduated in medicine.

The Grovenburgs were a prominent family. A school and a church as well as a community were named for them.

Another family that contributed much to Delhi was the Thorburns. John and Robert Thorburn sailed from Glasgow, Scotland, in 1848.

After working at their trades in Pittsburgh, Pa., for a short time, they came to Delhi. An old friend, William Cook, had written them that he had purchased land for them four years earlier.

John Thorburn at once purchased 40 acres adjoining the Cook land and the winter of 1848, they chopped and cleared nearly five acres of land and erected a log house for their father and mother who came from Scotland in 1849.

James Sr. bought more land, but Robert moved to Gratiot County where he died a young man, leaving several small children who were raised by their grandfather, James Sr.

James Jr. purchased land in section 23 and then the grandfather purchased land in section 27 of the township. After John provided a home for his parents, he returned to his trade as a blacksmith and had a shop in north Lansing. Saving his money, he purchased land and at his death owned 950 acres.

Robert was a stonecutter and James a weaver. A Thorburn daughter married William Somerville, who was a stock and prize sheep raiser.

It was from the support of this family and through the efforts of Elder Alfred Bryant that the Presbyterian Church was organized in 1865.

Other early settlers were Harvey Lamoreaux, Parks, Hillard, The Ables, Douglases, Fergusons, and Blacks, as well as names long forgotten. After the Civil War there was a German influx. Previous to this time settlers were mostly from the British Isles, migrating from the eastern states.

The Germans were farmers and then came such names as Miller, Switzgable, Zickgraf, Arend, Ahren, Lott, Aldrich, Keller, Kloatz, Himelberger, Binkley, Williams, Quenby, Froedtert, Keinerna and many, many others. They were thrifty and hardworking people, who have contributed much, not only to Delhi, but to Ingham County and the State of Michigan.

Weather Predictors

Published 10-17-73

The pioneers were good weather prophets. They studied the phases of the moon, how it hung in the sky, whether it was pale or dark and the rising and setting of the sun.

The clouds told the weather by their formation. Dew in the morning, the way cattle clustered, how the birds flew, the leaves on the trees, corn husks, caterpillars, and muskrat mounds all were used to predict the weather.

Memory does not tell me all that was said, but all animals and babies must be weaned by a certain time of the moon. Plants that produced under the ground did so at a certain time, those above at another, if the moon hung straight down.

If the moon was pale in color, it was going to become cooler or very cold in winter, but if it was darker, it was to warm up or be very hot in summer.

Everyone watched the sun rise each morning, especially in harvest and haying times. Was it safe to cut more hay or would it dry if stacked. If the sun came up extra red, that meant rain. The setting of the sun was watched just as closely as to the color and if there were clouds around it.

Clouds meant a storm was brewing; pale color was cooler weather but red color at setting was a sign of hotter and drier weather. Heavy dew meant no rain that day, very little dew, it might shower, but no dew was a sure sign of rain.

When cattle were scattered out while grazing, it meant good weather. If they were clustered, rain was in the air. Birds flying high and circling, meant good weather, but flying low and calling meant storm.

When leaves on the trees turned their backs toward the wind, it was a sign of rain. Very heavy husks on ears of corn, dark colored caterpillars, were signs of a very cold winter. The muskrat mounds when built high were a sign of high water.

Both men and women studied the signs of the weather. They watched how the rooster crowed, when the tea kettle sang, how the fire burned and the water pail sweat, using these signs as weather predictors.

No one had a thermometer, barometer or wind gauge. Almost every farmer had a weather vane if he owned a building high enough for the wind to blow it around. Most people did not have a compass. When they built, they placed the door of the house nearly straight facing the south, so as to be able to guess the time by the position of the sun. When it shone straight through the south door, it was exactly noon, suntime.

Suntime was the only time known, before the railroads were put through and they went on what was known as railroad time or standard time. After a few had watches and gave anyone the time, they were always asked, "is that railroad or sun time."

All farmers, like the animals, go on suntime. Many people could tell within a few minutes when it was ten o'clock. Cattle would lie down to chew their cud after grazing all morning. Everyone got up at daylight and went to bed shortly after dark. In the summer, after a hard day's work, all were ready to go to bed. During the winter months, people might sit before the fireplace awhile after supper.

Those days breakfast consisted of buckwheat griddle cakes with fat fried salt pork and grease along with warmed up potatoes. The pancake batter was set in a three gallon crock the night before to raise overnight. In the morning about three-fourths of the batter was poured into another crock. (Notice the use of crocks as there were no metal pans.) A teaspoon of saleratus (soda) was dissolved in water and added until the consistency was right for making pancakes. A long oval black iron griddle was placed on top of the stove, or the front two lids and certerpiece of the stove were removed to accomodate a griddle that was cast to fit in that area.

Three plate size spots of batter were placed on the hot greased griddle. The cook made griddle cakes until all were fed.

At noon, dinner was boiled potatoes, fried fresh salt pork, homemade bread and tea. Very few had heard of coffee and it was only used as a special treat. There might be brown gravy or milk gravy, if one had a cow. Brown gravy was made by leaving the meat fat in the spider (today it is called a skillet), adding flour and scraping it so it wouldn't burn. Brown well, add water and seasonings.

There were times when a poor man's gravy tasted good, after all the meat and fat had been used and the cow was dry. To make poor man's gravy, put the dry flour in the spider, scrapping it so it won't burn. When brown, add water, stirring until thickened. Add salt, lots of butter and then just plain hot potatoes.

After the chores were done, the wood was in for the night, the water pail filled there was supper with the same menu. As long as the dried fruit lasted or in later years, the canned fruit, there would be a dish of sauce as well.

Those days no one had any need for a menu, as all hands, workers, guests, as well as family, knew the menu and were tired and hungry enough that the food really tasted good.

There were no eating places other than the large city hotels. As late as 1908 they were called boarding houses.

Trees in the Area Published 10-3-73

How many can tell the kind of trees standing in their own yard? It is a maple, but what kind? Hard or soft? Maple leaves are good sized and very well shaped and very uniform, but there are several kinds of hard maples. The sugar maple, many grow along our streets, have a leaf of

medium size, wide at the stem with serrated edges and the part projecting out the end also has a serrated edge.

The Norway maple leaf is nearly the same shape, but larger and not protruding. The Sycamore or white maple is remembered as flooring in the old home kitchen. It is not very plentiful as far south as Michigan, but grows beautifully in Maine. You will recognize the leaf on the Canadian flag.

The soft maple, while it grows faster, is more easily damaged by wind or sleet. Its leaf is the same shape as the other maples, but the cuts are deeper. It is called the cut leaf maple and the silver maple.

Ingham County was heavily wooded by sugar maple and history records that the Indians came along the banks of the Grand River in springtime to make maple sugar. Perhaps it would be interesting to realize that the only sugar the pioneer had until the late 1880's was maple sugar. As late as 1890, one had to ask for granulated sugar if one wished for white sugar, otherwise they would get dark brown sugar. It always came in a barrel and was dipped out with a scoop and sold in five pound lots.

There is also the mountain maple that is a small tree. Then there is the striped maple with leaves that are round at the bottom.

The red maple is called red because the stems are red. In studying trees, one learns that the common box elder is listed as the ash leaf maple, although a fast grower, it is very brittle and causes lots of trouble for underground pipes.

There is the sturdy oak that makes wonderful shade. There are at least a dozen varieties, each one characterized

by its leaves. The best known are the black oak, with the largest leaf of the oak family. It will have at least eight or more projections on its serrated leaves.

The leaves of the red oak are thinner and more deeply cut. The white oak also has a large leaf, but the cuts extend into the leaf nearly to the stem. The scarlet oak is a smaller, narrower leaf with only six projections at the side and one at the end.

Among the oaks is listed the willow, which is a very fast grower, but very brittle. All trees have male and female species and each spring the female produces many seeds, some with wings. When they fall from the tree, they are blown by the wind to bring forth new trees.

The oak and the nut trees produce acorns or nuts that fall to the ground and are carried about by small animals, especially squirrels, and are buried for winter food. Many are never eaten and they grow and produce another tree.

The great favorite tree of Americans was the chestnut and the American elm. Early in this century a blight killed rows ofchestnut trees that the early pioneers had planted along the roadway. The present generation is aware of the loss of the graceful towering American elms that grew in fence rows, swamps, in fields or as shade along almost all of the city streets, east of the Mississippi.

What a sad sight to drive down a barren street that once was arched by the tall and graceful American elm trees.

The ash make a good shade, both the black and white ash. The white ash has a long stem with three small leaves on either side and one at the end. The black ash has the same

kind of stem, but has seven small leaves on either side and one at the end.

The ash is a fine wood for basketmaking or splints for chair seats. It is very straight grained and very pliable. It can be easily shaped, by soaking in water.

Walnut, butternut, cherry and oak with some maples were used mostly for furniture. Walnut and cherry grows more beautiful with age and last several centuries. Butternut is durable, but much coarser grained. Oak is very durable but very heavy and must be protected by some finish as it has an open grain in the wood.

Maple was used many years ago. Many have a birdseye maple bedroom suite or an old rock maple chest of drawers or the curly maple that was used for the beautiful backs on violins.

Hickory was used for wagons, axe handles, eveners, and whiffle trees, and neck yokes, as it was the strongest wood known. Some old homes are constructed almost entirely of oak beams, studs, and sheeted with solid oak. The woodwork would be of white wood or tulip wood.

How we people of Michigan are blessed with trees! There are 75 known varieties in the state and there are only 80 in all of Europe.

Michigan can grow nearly every produce, with the exception of the tropical. So much of this rich land that God gave us is being covered with cement or houses. Where can the plants and trees grow, unless we plant them and water them?

Fall Season In Pioneer Life — Published 9-26-73

The time of year is here for preparation for winter. Birds are gathering in large flocks, practicing flying, making ready for the long flight to a warmer climate.

Grain has ripened and been harvested. Corn is in the milk, soon to harden into hard kernels. Young calves, lambs and piglets are able to care for themselves and eat hay and grain.

Limbs of the fruit trees are bending from the weight of the fruit, put there so man can provide for himself during the long winter months.

That has become old-fashioned. We would rather go to the store and buy it. What people miss today by not doing it yourself. What the younger generation is missing. Oh, yes, it is work, but wait until ill health or old age makes it impossible to work. Then it will be a different story.

How many younger people know how to pick berries, apples or gather nuts? How many know what a beechnut or a hazelnut is or have ever tasted one?

Perhaps some know a black walnut, but can they tell the tree by its bark or foliage. How many trees have they ever planted. Did anyone stop to think of the people of the older generation who planted so many trees for us to enjoy?

History records that Johnny Appleseed would collect appleseeds from a cider mill in New York, place them in a bag, throw it over a horses' back, ride horseback to Ohio where he planted thousands of seeds. Many a settler injoyed the fruits of the big-hearted man's work.

It is the time of the year to plan on getting or buying extra trees. Now you can see their contour and soon will be able to see the color or their leaves when they turn. In a very few summers you have a picnic in its shade as well as leave it for the coming generation to enjoy.

With the energy crisis, we may all wish we had more trees to cut down so as to keep warm in the winter.

Wood has always been the main staple for mankind. As history tells us, there was no metal for many years so the early people made everything from wood.

By the 1880's they had mined metal, which was used as hoops to hold pails, barrels and tubs together. Man had also learned to make stays. Before that everything was hewn out of solid wood or dovetailed or buttoned.

The button was made by notching both ends of a piece of wood exactly the right length, clasping it around an article and hooking one end over the other.

Perhaps some of you have owned or seen an old Shaker box, fastened in that manner. Berry boxes were made of two very thin shaven pieces of wood, one piece placed one way, the other the opposite way, with a strip around the top with a button.

There were dippers scooped out, by burning with hot irons. There were shovels, as many had outdoor ovens and the shovel was used to take the bread in and out. There were churns, mallets, mauls, potato mashers, rolling pins, hay racks, all made of wood.

Wood was used in the fireplace for heat and cooking as well as light for the family.

If memory serves me right, oil was not discovered until 1839 in Pennsylvania and I remember my grandmother telling of how frightened people were when they first began to use a kerosene lamp, as it might explode.

Brooms were made from splinted wood and I well remember seeing one in my grandfather's barn, which he used to sweep out after cleaning the barn. I recently read where early school children used wood for slates and burned ends of sticks for pencils.

The old mill wheel that turned the wooden gears, that moved the stones in the mill to grind corn and wheat, was made of wood. The grinding stones were the only part of the mill not made of wood.

The first cabins were logs. Axes apparently had been brought over by the Pilgrims as the logs were notched at the four corners so they would stay in place and be closer together.

After the first few years, when the families grew and there was more need of chairs, men began to make them. Some were a long piece of wood sawed partly through in the middle, and the upper part split, making a seat with a back. Then came the little all wooden bottom chairs. There being no metal or glue to use, men studied the nature of wood as to its reactions to climate conditions. Some kinds would expand in hot weather. By using these different kinds of wood, man could make joints hold better than any modern glue or metal could.

Please examine a very old chair, one a hundred or so years old. You will find the joints are more solid and closer

together than any chair purchased since 1900.

Trees shade cool in summer and bring birds to the neighborhood. Oh yes, the leaves fall all over the lawn but the leaves are nature's way of feeding and enriching the good earth that gives us so much. Come on, let's all plant at least one tree each year instead of covering the earth with cement and asphalt.

Trees will grow anywhere, when allowed to mature. Today trees are like an adopted child. Their whole life has been shattered and they must be cared for and protected or we will leave to the coming generation a hot desert of roof tops and cement pavements.

Apple Raising

Summer in the apple orchard never disappears from one's memory. We left it with a bower of flowers, in last week's column, but the petals had fallen from the early varieties and the little apples had appeared.

Daily one rushed out to see how much they had grown. Would they never get ripe? One realized that all the soft pink blossoms had blown away or fallen to the ground.

There were other trees to watch. By the time the birds were busy searching for food to feed their young, curiosity began to be aroused. You began climbing up trees to see the baby birds.

Then the old peahen came back, followed by two or three of her brood. The peacock strutted even more and kept all other animals and fowls from his mate and offspring.

The pet lamb took a lot of time to feed. The hens set and clucked this way and that. A child wondered how the little chicks could tell the cluck of their own mothers, but woe to the chick that strayed into the wrong brood. The old hen would give it a hard pecking and chase it away.

The old sow had ten little curly-tailed piglets following close behind as she rutted and grunted. The colt had become a pest, tipping over water dishes set for the little chicken, pestering the smaller children. It was much fun to chase it away and see it kick up its heels and go.

Then one day you saw the old sow out under the early apple trees, eating. You rush out and sure enough, the harvest apples are losing the deep green color, taking on a yellowish tint. You picked one up and bit into it. It sets your jaws, it was so sour. Then there was a call from mother or grandmother, "Are you eating the apples? Don't eat them yet, they are too green." You wait. Oh, time passes so slowly. Will they ever get ripe?

With the preparation of the program and picnic for the last day of school, you forgot the apples. After the picnic, there was a dish of fresh applesauce on the table and one slightly yellow apple laid out for you. It was still sour, but day by day the apples became more tasty. You look to the maiden blush and then to the asterham. Then came a rush of all apples, although the winter varieties were harder and more sour in the fall, such as the northern spies, kings, waggoners, greenings. In the late winter the golden russet was a fine eater.

About the time that most varieties were ready for applesauce, along came the long hot days of late July and August. The children could play all day in complete shade as the trees were in full leaf and limbs were bending with heavy apples. In the meantime the black sweet cherry tree that stood all alone at the far end of the orchard had produced its sweet luscious fruit. A dash between the rows of the big apple trees to take a stick and shake a limb to make the cherries fall was a delight.

Once weather was cooling, school started and the fun in the shade of the apple trees was forgotten. Early one morning you heard strange voices. A crew of men with ladders and sacks over their shoulders came riding in by wagon. Each apple was tenderly picked and placed in a bag. It was gently rolled out on the ground where two men sorted and wrapped each apple in paper and packed it firmly in a barrel. Another man put the cover in place, tapping gently over the top side an iron hoop to securely hold the barrel air tight. Within a few days the team and wagon, with the driver, returned and each barrel was loaded. They were taken to a freight car at the railroad siding.

When the freight car was filled it was sealed, a bill of lading made out and the car was switched onto the main track, hooked onto a train and it started its long journey to Chicago.

With the best apples all picked, relatives and friends came and picked wagon boxes full. They were taken home and dried. The dried apples were strung on a string, placed in a clean flour sack and hung in a cool place until used.

To dry apples, you peeled, sliced and spread them on a thin netting or cheesecloth, turning each day.

The best place to dry them was on a rack built to hang over the cook stove. They were threaded on a string so they would not pack and mold. Dried apples were soaked over night, then cooked as fresh apples or used in a pie.

When the storage pits were dry, pieces of wood were placed in the bottom and topped with a thick layer of straw. After a hard freeze it was time to fill the pits with apples and vegetables.

Pioneer Life

Published 7-18-73

How many remember visiting grandfather and grandmother in the old log house? Nearly every settler had a log house. Trees had to be cut to make room for the house and there had to be an opening in the woods to raise food, where the sun could penetrate warmth into the seed so it would grow.

Logs from the trees were straight and long so they were notched at the corners to fit close together and to hold them into place. In a couple of days a home and shelter could be provided for the family.

Many a large family was raised in a single room log house. Of course there often was what was called a loft. There were two half windows in either end and a ladder leading up into the corner. Each child, as he outgrew the trundle bed, climbed the ladder and laid on a cornhusk or mash hay filled tick for a bed. As the family grew, filled ticks were added. In some houses, if the logs were long enough and room could be spared, a stairway went up in the

corner. Not many years ago there were traces of where the old log house still stood on the little rise of ground in many area farms.

There was most always two pine trees and a lilac bush out in front of all the pioneers' old log homes. With the coming of modern machinery, the last trace of pioneer life has been taken away.

They had central heating systems. It consisted of a small cook stove with four lids, oven, firebox and an ash pan. It served for heating, cooking, heating water, baking and lighting. With the draft in front, the flames would throw enough light to get about the room.

Pioneers rose with the sun and worked as long as they could see and then they went to bed. How many ever slept in a trundle bed? It was a very low bed, shorter and narrower than the old fashioned bed and it slid right under the mother's and father's bed. At bedtime it was pulled out and usually the two children next older than the baby slept in the trundle bed. Babies always slept with the mother.

The reason for the trundle bed was twofold. A two year old could hardly climb the ladder to the loft and a mother could see that the younger children were not uncovered as the fires went out at night. Father got up several times to keep the fires going.

Children were anxious to learn to read and write and learn the multiplication tables. The older children asked mother how to spell and how to add, questioning every

letter they saw. This could be the name on the stove or on a box of dried codfish. The older children taught the younger ones as they played.

There were no free schools in those days, no buses, no furnished books or pencils, no warm lunches or even a warm place to sit. Many children put their dinner pails on top or near the stove during the winter, to thaw out their lunches which might consist of a couple of pancakes.

Yes, parents were busy, but no busier than today's parents. They lived then as a close-knit family. The nearest neighbor might be a mile away. No telephone to use up time, no television to watch or listen to, nor other peoples' woes to hear.

No washing machines to go wrong. No cars to jump into and go hither and yon. No electricty to run all those gadgets. No bathrooms or sinks to clean. No running water. The user had to run to get water in a pail. How changes have come!

Housekeeping In Pioneer Times Published 12-10-73

Let's give salute to our pioneer women. Today the housewife turns the faucets and out rushes hot water and cold water. She pushes another button and on comes heat to cook her food. She jumps into a heated or an airconditioned automobile to go to the store to purchase so many different items, it is hard to choose which one. She buys her clothes all ready made-wash and wear. She sets the lever and her clothes are washed with the greatest care. She flips a switch and the house is heated or cooled. She gets the vacuum and runs it over wall-

to-wall carpeting. She has plenty of windows for light and air, but if a cloud passes over the sun she can flip another switch and have plenty of light in every room, even attic, basement and garage.

Let's go back and compare today's women's work with a pioneer woman's work of the late 1800's.

Yesterday's woman carried her water in wooden buckets from a creek or a spring. If it was a thrifty family, there would be a dug well, 20 or 30 feet deep, boarded up or stoned up with a windlass over a pulley and a rope or chain to hook the pail onto. Then it was hand over hand, or with a crank turned by hand, to get one pail of water. There were very few that had a belt with cups attached that poured the water into the pail as each cup came around.

Later someone invented a spout, which led to the pump. One had to be real agile not to get wet when the cups came around full of water.

By the late 1800's, most women had cook stoves, but they had to keep wood in the fire box or food would not cook. If the husband worked away, the woman had not only to build her fire, she would have to cut the wood, bring it from the woods, split it, then carry it inside for future use. She had to cook and bake everything from scratch. The only articles that could be purchased at the store were a coarse yellow soap, tea, brown sugar, flour, kerosene, brimstone, matches, calico and thread.

Everything eaten was raised or gathered wild. Straw-

berries. huckleberries, blackberries, plums and cherries were gathered wild. There were few articles of clothing that could be bought from the store, other than stockings, shoes and rubbers, long legged drawers and long sleeved shirts. Once in a while, one could find bib overalls, men's and ladies' coats. The underwear, dresses, sheets, pillow cases, towels and night-wear were all homemade. Usually the last two weeks of January and the first week in February were set aside for spring sewing.

Perhaps the women would borrow a relative or friend's sewing machine. Often a lady who could sew would exchange work with one who could not. No one ever had more than two sets of clothes, just enough to take a bath and change each week. Remember the women had to draw the water or carry it, heat it and rub the clothes on a washboard. She had to boil them, suds them, rinse and hang them on a line to dry, then sprinkle and iron everything. This usually took two days.

The old log houses usually had three windows in the downstairs. There were no storms or screens at either the doors or windows. Open both doors for the cooling system. In the winter there was a double warming system. One got warm cutting the wood and then warm by the stove burning it.

The cleaning of yesterday was much different from today, as no one except the wealthy had carpets. They were mostly rag carpets and were only in the parlor. As the old saying goes, "The parlor was only used for a wedding or a funeral." So with bare floors and brush brooms, the cabin or log house was swept after each meal. On Saturdays, with a pail full of hot water and a good amount of lye soap (made from wood

ashes), the white pine floor was scrubbed then rinsed with clear water.

Saturday was a very busy day. If the children were old enough, they helped carry the water, scrub the toilet, sweep the yard, gather eggs, pick potato buds, feed the chickens, cut wood, fill the wood box, all before mother scrubbed the floor.

Mother baked all morning, cooked potatoes to warm up and cooked beans. No one did extra cooking on Sunday. Mother got the meals, tended the smaller children, skimmed the milk, prepared supper, and did the dishes. When supper was taken off the stove, the wash boiler was set on, filled with water for the night baths.

After everybody was fed, the old wooden tub was taken from a nail and mother started her chore of bathing each child. The oven door was open to let out heat and the tub was placed on the floor as near as possible. As each one emerged from the bath he was cuddled into bed. Each time some water was thrown out and more hot water added until each child, then Dad had a bath. Then mother, so worn out, took her turn to clean up.

Time and Weather — Published 1-30-74

Everyone is complaining about the time and why shouldn't they? What way, other than the telephone operator, is there to tell what time it is?

Our ancestors had the almanac, It didn't tell time but it gave the time of sunrise and sunset so by watching the sun

rise or set, or at high noon, people could set their clocks.

Clocks of those days were made with wooken works. There were not electric clocks nor telephones to check the time and many had no clock at all.

The crowing of the rooster in the hen house was to many the alarm clock. The chickens going to roost was a time signal to go to bed. Likewise, cattle were used as a time indicator. As they began moving and feeding by the break of day, by 10a.m. they laid down to chew their cud, eating again at noon and resting in the afternoon.

Weather controlled the lives of people. With the swampy land no one ventured to town by a yoke of oxen or a wagon after a hard rain or after a winter or spring thaw. If the need was serious, man would walk many miles for supplies, taking two or more days. It would take a man a week or more to walk to Dexter and return with a bag of cornmeal, many times it would be moldy before reaching home.

The pioneer planted by the phases of the moon and weaned the calves and babies by the signs. Moonlight was very important to the earliest farmers, which made up 98 percent of the United States population. Storekeepers, shoemakers, lawyers, doctors, everyone had to grow their own food as well as food for their animals. Until the late 1930's people in Holt, Mason, and Lansing kept chickens, cows and horses. An early American stated, "Know the signs of the sky and you will for the happier be."

It has been said the average American can't start a conversation without referring to the weather.

Wood is a good indicator of weather, when the forest murmurs, it's turning colder. Creaking of a house denotes stormy weather Many say you can hear rain in the air. Sounds carry much farther as a storm approaches. Smoke will settle to the ground before a storm but will rise directly in clear weather.

Early farmers used hemprope as a hygrometer. Indians used human scalps; fishermen used seaweed, smokers told by their tobacco. Its softness, the twisting of the rope, told of approaching rain.

Early weathervanes were hoisted on old pine or cedar stubs of the lightest kind of wood with a string tied to it, so as it swung around, the string would hang out to indicate the wind direction.

Early pioneers were very conscious of directions, as there were woods everywhere and one must always keep his bearing for fear of becoming lost.

There were a few rules as to the time of day if the sun was shining, but if there were no sign, one began to look for moss as it only grows on the north side of a healthy tree.

The wind direction was a great indicator for foretelling of the weather. The southwest breeze is most always enjoyable as well as a west breeze. Northwest means cooler weather, north means cold, northeast is raw and damp and storm breeding. Southeast means rain and direct south can mean drought.

As to Michigan weather, you can have all kinds in one day! As the Great Lakes temper the heat in summer and warm the cold in winter. Humidity has a lot to do with the comfort of the weather and Michiganders can't expect too much dry

weather with three sides surrounded by water.

Low pressures bring storms and a sudden change with a hot and cold mass colliding bring on tornadoes.

Flies will hang around and bite harder just before a storm. Our ancestors suffered alot with ague (malaria) caused by mosquito bites. One day they would suffer chills, one day a high fever, and one day they were better.

How much colder it seems when it is damp as well as how much hotter it seems when it is damp. With the undrained swamps and pot holes, wet peat beds and lots of moss, there was a lot more humidity than there is now.

Some old folklore as to weather; passed on from my ancestors. They may not always be accurate:

When cattle are crowding, it's a sign of rain.

Bees stay close to the hive before a storm.

Birds playing in the air, are a sign of a storm.

Wild geese flying north is a sign of good weather.

If the ground hog sees his shadow on February 2, winter is half over.

Cattle grazing will turn their tails against a storm.

Morning dew, no rain today, good day for haying.

Cool wet May means lots of hay.

Bright moonlight nights are the coldest.

Sharp points on the moon mean high wind.

All months with an "r" have a chill in the air.

When there is a smell in your cellar, look for rain.

Tree leaves turn their backs before a storm.

Morning red; rain overhead.

Sailor take warning, evening red or red at night is a sailor's delight.

Moon tipping is a sign of rain.

Cranberries — Published 1-2-74

How many have ever picked cranberries from a bog in a marsh along a river? It was alot of fun! You had to pull brush aside, pull squaw berry vines aside and watch that you did't sink ankle deep in mud! That was no hardship for an 11 or 12 year old, a youngster who loved cranberry sauce. After all the effort and usually wet feet, one could fill the tin dinner pail and reach home before dark.

Now they are commercially grown. They clear the bog, build up sides like dikes, dig trenches, alternating through the bogs, and there are gates to control the flow of water. Using the gates, the water can be drained off at weeding and picking time. These ways were unheard of before the turn of the century in Michigan.

Most of the cranberry crop is grown in the East. I doubt if any are grown in Michigan for commercial use. The bogs in Massachusetts are a beautiful sight, although each bog covers a very small area. There are also some high bush cranberries. They are juicier and more tart. Today they are sold for shrubs in the dooryard.

Many years ago children used to pick the wild bog cranberry and string them on a string and alternate a string of cranberries with a string of popcorn to decorate the Christmas tree. They made loops of colored paper and their mothers

would make popcorn balls and then with a darning needle and some twine, run it through the popcorn ball and hang on the tree. All decorations were homemade.

Candles would be fastened to the limbs of the trees and lighted, but many a person lost their life from fires caused by the lighted candles, catching the tree on fire.

Christmas programs were held in the one room school house. Usually the seats faced the doors and it was the custom to place the tree on a platform closing one of the outside doors. Naturally when a fire occurred, the people became panic stricken and more were trampled or smothered than were burned.

Many things had to be learned by trial and error, some better and some worse. The pioneers were so hungry for knowledge and companionship that they read every printed word they could find. Perhaps that is why the horsehide covers for the pioneer Bibles are worn through as they were not only read, but lived by.

Today we hear and see so much, we become immune to sounds as well as words and in many cases to personalities. If your television is turned off, you can always hear the neighbor's; the hum of an electric motor; day or night the roaring of a motorcycle; the yelling of uncared for children; the roar of an airplane overhead. No one can hear the wild geese flying north or the sound of the wren anymore.

We must remember words spoken by Abraham Lincoln, which were heard by a very few people. He said "Though passion may have strained, it must not break our bond of affection.

The hearthstone all over this broad land will yet swell the chorus of the union, when again touched as surely it will be by the better angels of our nature."

Delhi Township — Published 7-17-74

The first known pioneers in Delhi Township were Henry North and John Buck. In 1836, before Michigan became a state or Delhi became a township, they returned to New York state. They were not credited with being the first pioneer settlers. They did return and Henry North became the first Supervisor of Delhi Township in February 1842. At that time the township was divided from Alaiedon. Before that date, Alaiedon consisted of Delhi, Lansing and Meridian Townships. Descendants of both Henry North and John Buck still live in the township, 132 years later.

The first elections held in Delhi Township had 22 voters. This was different from today with nearly 8,000, but of course, women were too ignorant to vote in those days. Lansing has grabbed a great number of the Delhi voters, taking away all of school district number two, better known as the North School District.

Records are being compiled for the genealogy department of the Michigan State Library. Anyone wishing their family records placed on file can send them to this writer.

For some reason, no records are on file for Delhi Township and the state librarian would be glad to have them. Start with the first generation living in the township, giving full names, date of birth, where born, father's records

and mother's with her maiden name. Please add all maiden names and both parents on both sides, then carry down to the youngest child. It is a long and tedious job, but well worth the effort, to be recorded for coming generations.

As the Bicentennial birthday of our nation is coming up, in just two short years, let's make an effort to record and urge others to do everything possible to make our country a more Christian nation, with brotherly love to all by that time.

Our Fire Department just celebrated its Golden Anniversary. Would you think of letting it deteriorate and lose the protection it affords all the people here? Then why let our country deteriorate and our community? Let's take pride in planting trees, flowers, fixing our lawns, and keeping ourselves up and interested in life.

Plans are being made for a Bicentennial celebration and Billie Dowell, Delhi Township Clerk, is Chairman. She will welcome ideas and help anyone has to offer. Urge all the organizations you belong to, to take a part and help make 1976 a memorable year, and with the same spirit and pride, of the men who signed the Declaration of Independence in 1776. They pledged their lives and their fortunes to the cause of freedom. Can't we do that much to keep something that has been given to us?

Where has patriotism gone? We never hear a patriotic song sung. We never see a flag waving. Why?

Have we voted at the primary election? That is where the candidates are first chosen on the local level. If you

have not voted at each primary are you to blame for the kind of people we have in office today? How can you point a finger of scorn at anyone who displeases you? Aren't we all to blame for the condition of our country today? Has any one of us said, "What can I do?"

One woman, Mrs. O'Hara, an atheist, got prayer taken out of the school. If one atheist can do that much, what could all the Christians do if they were really Christians and really cared? Mrs. O'Hara was a pioneer. Was she right or was she wrong? Anyway she dared to be a pioneer. Is there any Christian who dares to be a pioneer?

Schools — Published 4-4-68

One of the first recognized schools was in Frankenmuth, taught by a Pastor Craemer. There were children taught in Delhi by Mrs. Phillips. The first log school was built on the southwest corner of the present junior high school on Delhi Avenue and Park Lane in 1842. It was replaced by a frame building a few years later. In the 1870's a two story brick building with a belfry was built. The brick building burned in the fall of 1914 and was replaced by a portion of the present building.

Early Tax Assessments — Published 4-25-73

By giving the benefit to the earliest record keeper, allowing a few years, here or there, Delhi is not over 150 years old. What can happen in the next 150 years, the human mind cannot comprehend. It is interesting to see the gradual

growth as shown on the early assessment books, starting in 1861 when Delhi was just 19 years old.

The assessment roll was written out in alphabetical order and descriptions were by the west or east side of State Road. An owner might have a house and lot in Section 14 and so on.

There were only 261 resident property owners that owned 13,231 acres of land valued at the great sum of $19,225.00. There were 24 non-resident property owners that owned 9,190 acres of land valued at $44,500.00 with a total assessment of $155,000.00 as asserted by the Board of Supervisors, cutting off $1,494.00 from the Supervisor John Ferguson's assessment.

The taxes were broken down by $1,000.00 valuation as Stat $2.84; County $7.38; Township $1.66; highway $5.20; school $2.04; a total of $19.12. An adjoining piece of property has no highway tax for a total of $13.92.

It might be possible the later property owner crossed through a neighbor's field and had no highway in front of his property.

The 1883 assessment book is the first one shown signed by a Board of Review, which consisted of John B. Cook, Elijah Langley and D. S. Price, with a total valuation real estate of $702,900.00 and $100,895.00 personal property.

A thousand dollar evaluation runs; State Tax $1.20, County $1.90, Township $1.50; School $2.10, making a total of $7.20. There were also ditch taxes and dog taxes.

The 1862 records designated the various schools and the amount allowed each school. Holt was $114.50; North, $44.22;

Grovenburg, $45.65; Lott, $83.30; Maple Grove, $30.05; Harper, $26.27; Dunn, $177.74.

Michigan in the Civil War — Published 10-68

There were more than 30 Regiments of Michigan Infantry men who served in the Civil War. The first Michigan Infantry being the first to arrive in Washington of any Regiment west of the Allegheny mountains, and they kept forming Regiments until thirty Regiments of Infantrymen were drawn from the ranks of the Michigan Pioneers. The last regiment formed was the 30th at Detroit January 9, 1865. Part of the group was formed in November 1864 in Jackson. This 30th Infantry was to guard the raids coming in from Canada. The Confederates made several attempts to organize in Canada to set off raids of plundering along our northern border. There was a company stationed at Fort Gratiot, St. Clair, Wyandotte, Jackson, Fenton, and three at Detroit barracks. Due to the speedy collapse of the rebellion, these men never saw any active fighting and were mustered out in June 1865. The first regiment of engineers and mechanics regiments were all skilled men in mechanical trades who placed in the first engineers and mechanical regiment. These men had the responsibility of moving great armies, doing all kinds of labor as well as being armed and having to fight during a battle. They built bridges, buildings for commissaries, quarter-masters and ordinance stores and repaired railroad tracks. Some of the bridges over the large rivers were several hundred feet long. The major part of this regiment was assigned to the Atlantic and Western railroad, with General Sherman.

The battles they encountered were: Mill Creek, Kentucky; Farmington, Mississippi; Cornith, Mississippi; Perryville, Kentucky; Lavergue, Tennessee; Chattanooga, Tennessee; Atlanta, Georgia; Savannah, Georgia and Bentonville, North Carolina.

There were also ten regiments of cavalry who fought so gallantly and when Lee invaded Maryland and Pennsylvania in June 1863 the following is a report given by General George Custer:

"The Army of the Potomac marched northward to meet him, the First Michigan Cavalry moved with other cavalry regiments on the campaign of Gettysburg and in 15 days fought in 16 battles, being almost constantly in the saddle. At Gettysburg July 3rd, it met the Hampton Legion and in six minutes put the rebel force to flight, but in this engagement they lost 80 enlisted men and 11 officers out of the 300 that went into the fight. Later, arriving within a few yards of the enemy's column, a charge was ordered and with a yell that spread terror before them, the First Michigan Cavalry, led by General Town, rode up to the front ranks of the enemy, sabering all who were in reach. For a moment, but only for a moment, that long heavy column stood its ground, then it gave away in rout, leaving their dead and wounded in our possession. No language can express the gallantry and display of the First Michigan Cavalry when challenged by the enemy."

Men enlisted at all ages, if they were able to carry a gun. Young boys of 12 years lied about their age to enter the service of their country. Some skipped across the border

and when the draft was necessary there were some who paid good sums of money for others to take their place. During this long four year struggle a nation was united and kept together as a nation.

What a gift these pioneers had left future generations in the records they had laboriously searched out and written down. What a pity more didn't take the time to do the same, we've lost so many events, of historical value, as well as the language used and the names of so many discarded implements, articles of clothing, housewares and others that have faded into oblivion.

What a wonderful heritage each family could leave if they would record their memories, handed down from their grandparents, things they had seen and experienced, some of the articles they had seen used and now use. This may seem foolish, but in fifty years many of the things we do today and many of the things we use will be out of date and not able to be purchased.

Most of our generation remembers when we used to see the white dog with one black eye sitting in front of a Music Store with the sign, "He heard his Master's Voice," an ad to sell phonographs. But where can you buy a phonograph today?

Today's children never saw many of the things that we used daily in our childhood. So, will a few of you people jot down a few memories that can be passed on to the future generations, not only for education but also for the enjoyment of many.

Water

Published 5-15-74

The last traces of the big spring on Holt Road, just east of Thorburn and Michael Streets, are being covered up by loads of dirt.

Minor Parks, who died in 1924, in his 70's used to tell of how they would have to go out around the big spring when he was a boy. He also told of how high the hill was just east of the big spring. This was the Hogsback.

Water was everywhere, before the drains were laid. Just north of Bond Street and across Park Lane was a big pond where in the early 1920's children went to skate and slide on their sleds.

Oh, it was annoying to have water come into your basements but do we here in the middle west realize how fortunate we are to have plenty of water? Many areas of the United States don't have water to use so freely.

How many have stood beside a swift flowing stream and heard it ripple over the cataracts or rapids? How many have stood in awe of Niagara Falls, watching the great amount of water roaring down and wonder how long before it would drain Lake Erie, Lake St. Clair, Lake Huron, Lake Michigan, and Lake Superior? Can it forever keep on?

How many have stood in Yosemite National Park and seen the beautiful Bridal Veil Falls or the Great Yosemite Falls rushing off the top of those high mountains, plunging hundreds of feet, and wondered just how long the water will keep falling.

How many have stood by and watched the geysers pour forth their steam and hot water. Have you ever put your finger into the Hot Water River?

What would we do without water? We are so wasteful of it while it is so precious to others. The most precious gift is a fresh drink.

The big Green Drain that drains most of Holt is being enlarged to ninety-two inches at the outlet, that's almost eight feet across, to drain surface water.

Someone asked why it was not made larger when the new drain was put in in 1923? In 1923 there was not a foot of pavement in the whole of the area and very little sidewalk. There were less than 300 houses, so the ground was clear to absorb the snow as it melted and rain as it fell. Today with thousands of houses with roofs for rain to run off and the yards and yards of pavement and asphalt where can the water go?

With the loss of the trees to draw the moist currents of air and the big drains to rush the water off to the creeks and rivers and into the Great Lakes, will the moist air currents be changed in time so our rainfall will be much less?

Usually where there are lots of trees there is a good amount of rainfall, but where there are no trees it soon becomes a desert. It is thought that is what happened to the Indian cliff dwellers in Arizona and New Mexico.

How many have ever stood by watching father search for water? See a wet place in the side of a hill or a small trickle of water and watch your father shovel out a hole and sink a wooden box or barrel and stand by and watch it fill up? The water, which was muddy at first, would gradually run over the side or through a hole made for that purpose.

It would clear and in a couple of hours you could go back and dip cold refreshing water in a pail. You could look into the barrel and see your face in the clear water. How your heart would pound to see the bottom of the spring bubbling fresh cold water out of the good earth, like a pan beginning to boil on the stove.

How many ever had to carry water about half a mile in two pails to do a washing? If you ever have I know you would never waste water, our most precious resource.

If you ever had, when you are bothered with water, you will always remember how heavy those two pails got and how tired your legs were.

Yes, water does damage, like the wind, but you can use water, you can see it, you can drink it.

It is like part of a poem written by Phoebe Carry, "Blow the March winds, blow all about, Sweep all the cracks and corners out. For everything must be fresh and sweet when we hear the patter of April's feet."

Even if the wind did clean out every crack and corner, what would grow without water?

For the past fifty years, engineers have been building great dams in our west to furnish people with precious water.

Have you seen the great pipes that carry water from the Sierra Madre mountains to furnish water for Los Angeles?

How many have ever stood at the bottom of Boulder Dam or Grand Coolie Dam? Lake Meade made by Boulder Dam on the Colorado River took years to build and took many lives too. As you stand at Grand Coolie Dam, rising hundreds of feet about your head you wonder what would happen if that great mass of cement ever gave away.

Have you ever stood by the Bonneville Dam in the Columbia River and watched the salmon jump up the fish shoots? There are many other important Dams which hold back the precious water of life of plants and man.

Did you ever visit the desert and see only sage brush and prairie dogs and right next to it see a beautiful field of lettuce, carrots or apples, greener than any of our lawns because the farmer was supplying water into his fields from irrigation ditches?

The water costs money, every gallon, and it's used very carefully.

So let us be thankful that we are blessed by living in an area where water is plentiful and not complain because some things get wet once in a few years.

Comparisons of Farming - Yesterday & Today Published 3-27-74

Let's review the great, great strides in improved inventions in the last 80 or 100 years.

Perhaps the greatest improvements are ways to cultivate the soil. For centuries men dug with a stick then hooked an ox onto a stick, then the wooden plow, then the metal plow pulled by two horses. When motors were invented, the gang plow was invented. Instead of plowing an acre of ground a day, as of that time, today one can plow many acres, riding in enclosed, air conditioned cabs on top of powerful tractors.

Weeding was done with a wooden stock until the day of the metal hoe with a long wooden handle. For many, many years men, boys, women, and girls walked the field and hoed.... sugar beets, cotton, and onions as well as corn and potatoes.

Potatoes were dug for years with a hoe. The cultivator helped a lot, but the hoe had to be used near the hills of vegetables.

Then came the sprays, which have eliminated both a cultivator and the hoe.

The same with milking. If a man had real strong hands, he could milk a dozen or more cows, morning and night, but today with herds of 150 to 200 and some herds running as high as 1,000 milk cows, it would take so long and so much labor, it would be impossible to milk by hand. Today with milking parlors and the milking machine the milk is piped directly from the milking machine into a cooling tank. It is never touched by human hands.

On the farms of the late 1800's the grain was cradled by hand, raked and tied and shocked, pitched onto a wagon, bundle by bundle, stacked again, pitched bundle by bundle on the threshing machine table. The binder was cut by hand, straw stacked and grain carried to the bin by man labor. An 80 acre farm was all most men could care for with extra help during haying and harvest.

The McCormick binder was invented in 1831, but breakdowns and repair took so long they often were not of much use. Many lands were not yet stumped, so one could not use a reaper or a binder.

The same was true with haying. Heavily stumped land could not use a mowing machine so hay had to be cut with a scythe, by hand, raked by hand and put into shocks. When it was dry enough it was loaded by hand and then pitched by hand into a stack. Today the long knives on the mowing

machine and a tractor speed cut it. When dry it is raked in windrows and baled and then elevated into a hay mow in less time than half the average could be cut by hand.

Today there is the combine that cuts a swatch of grain several feet wide and threshes it. Then it pours grain through a shoot into a metal wagon. An elevator carries it from the wagon into bins. Acre after acre can be harvested each day.

Likewise the increase in acreage of corn. Before the turn of the century, the corn was planted in check rows. The ground was prepared, then marked. The machine was a long pole with three legs and a pair of thills. A horse was hitched between the thills and a man walked behind and he crossed and recrossed the field. With a hand planter he put seed into the cross mark scuffing his foot over where the kernels had fallen, covering each hill of corn. It would take one man a couple of days to plant a ten acre field, today with a tractor and a four row corn planter many acres can be planted in a few hours.

The same is true in harvesting and caring for the corn. More fertilizer is used. The corn is sprayed with weed-killer doing away with the hoeing and cultivating.

In previous times a hill was cut with a corn knife, by hand. When a man's arm was full, he tied it into a bundle. Then he set up several bundles to make a shock.

After all the perishable crop was harvested, he went into the field, knocked down a shock at a time, sat on the ground and husked each ear of corn.

He used a sharp tool known as a cornhusker around the hand to loosen the husks. The ears were thrown in a pile. The cornstalks were reshocked over the corn. The farmer came along with a scoop shovel and shoveled the corn into the wagonbox. Later on he hauled in the stalks, putting them in stacks or hauling a load as needed to feed. Young colts, dry cows, and young cattle were usually wintered on cornstalks.

Today to harvest, the fast pacing tractor pulls a corn sheller behind it, which picks the ears off the stalks and shells the corn, ready for mark or for mill.

Ensilage and storage has changed. As the corn husker would throw off the slightly green corn with stalks in bundles they would be pitched into a wagon and then pitched from the wagon to the ensilage cutter. The cut corn would be thrown up high into a silo where a man inside was continually stomping it down. When full, the men would wait a few days and refill as it had settled so much. Then one would begin to get a sour smell of the silage fermenting inside and usually there would be a leaking of juice.

The first few days of feeding ensilage would be a little dry, but within a week, it was moist and a little warm.

The cows could hardly wait until their basket of ensilage was placed in the manger to eat. The production of milk would increase instead of decrease as it did with dry cornstalks.

Instead of prices of food getting cheaper, they have increased due to each step of production wanting more money. We should all be thankful that we can pay the price. Years

ago no one had any money. They got what they had by hard work.

News Items of the 1870's Published 2-26-75

News clipping of October 30, 1876, written by W. H. Cornwell and loaned to the writer by his nephew, Don Cornwell:

The Democrats held a meeting at the center last Saturday evening, Mr. J. H. Shephard of Louisiana dished up several old time anecdotes which brought forth great applause from the audience. Mr. Shephard's peculiar "forte" was hard times and in his judgement the Repulican Party alone was responsible.

Honorable M. V. Montgomery followed him and won the encouragement from the unterrified Democrats of Delhi as a sharp lawyer and a good speaker.

Take it all in all, if noise and confusion awakens patriotism in the hearts of honest voters, the Democratic Party may take the palm. A very singular incident in the meeting was to see the Democratic orator appealing to the colored people.

Captain D. H. McComas of Lansing, formerly of Baltimore, Md., and a gallant Union soldier during the late rebellion delivered a soul stirring address in the Buck Schoolhouse, District No. 2 (North School) last Wednesday evening.

Rev. Mr. Vail of Sandusky County, Ohio, preached a very able discourse from Acts, Chapter 3:19 in German M.E. Church at North Holt last Sunday evening. He is to lecture tonight ...subject, "The Immortality of the Soul."

The Harp and Wheels club of Delhi will go to Okemos tonight to hear the Hon. S.D. Bingham discuss the issue of the hour. Truly yours, W.H. Cornwell.

The following article written by the editor appeared in the News:

"Our Delhi correspondent, W.H. Cornwell, a bachelor of 45 has just led to the altar, Miss Libbie Weaver of Onondaga, a maiden of 17. Well, well, friend Cornwell, yours is a common course of nature. Many an old oak has withstood the storm of centuries only to bow before an April breeze and an old bachelor has passed the farriest widow by to fall captive to a girl of seventeen.

The Charming Weaver has woven into your life a silken thread, may it add more beauty."

The next article is Cornwell-Weaver. In Lansing, November 1876 by Rev. D. Crosby W.H. Cornwell of Delhi to Miss Libbie Weaver of Onondaga.

Although I have not troubled you of late, I have not forgotten the duty that I owe the News.

The closing exercises of a very successful term of school taught by Miss F.E. Pratt of Aurelius went off last Friday afternoon in the brick schoolhouse. The people acquitted themselves in a creditable manner. Miss Etta Chase formerly of Vevay, on behalf of the children, presented the teacher with a nice pair of gloves. Pertinent remarks were made by Mrs. Cushman of Okemos and Mrs. Maynard of Elmira, N.Y.

Below is the honor roll from which no one was tardy and did not whisper, Minnie Hill, Josephine Lamoreaux, June

Chaffee, Kate Switzgable, Helen North, Emma Hillard, May North, Etta Critz, Hattie Shively, Thomas Caffee, Amy Crane and John Knierman.

The wet weather has delayed cultivating corn and the click of the mowing machine will soon be heard in every direction. C.H. Cornwell.

This was written in 1877:

March 6, I presume that you think it about time you heard from your Delhi correspondent, but circumstances and a dearth of local happenings are my only apology. Since the revival efforts of the Rev. Mr. Caldwell, have closed at the new M.E. Church at Delhi, an unusual degree of interest is manifested in the Sabbath school.

Dr. George D. Green is Superintendent with an average attendance of over sixty scholars. The musical entertainments gotten up by Mrs. L.B. Huntoon went as advertised last Friday evening to the Presbyterian Church and was enjoyed largely by the music loving portion of the people of this locality.

The Temperance Reform Club of Delhi is under full headway, with a membership of ninety. The name of the officers are appended: President, William B. Watson; first Vice President, J. Williams; second Vice President, Miles Brown; Secretary, L.W. Baker; Financial Secretary, Harry Bond; Treasurer, H.J. Hillard; first Marshall, Benjamin Ohlinger; second Marshall, Charley Gunn; Steward, Edgar Laycock; second Steward, William Churchill. The White Ribbon meets again next Wednesday evening in the Methodist Church to perfect their organization. And still the Temperance ball is rolling.

The scholars of the Center School (Holt Schools) under the direction of T.M. Cranson, teacher gave an exhibition in Union Hall last Monday night. The entertainment was opened with a song, "Good Cheer" by the school and then came an essay "The Stars of Fame" by Miss Anna Cook. "The Little Brown Jug," a temperance piece was performed to the satisfaction of the audience. A fine piece of declamation by Master Ollie Welch intitled "Busy Bodies" brought the house down with rounds of applause.

The song, "Christian Graces" rendered as a tableau by ten young ladies was finely executed and the people in a well filled house exhibited a due appreciation of home talent.

Dr. L.R. Chaddock has lately put down a nice sidewalk in front of his fine residence. (Dr. Chaddock's home stood where the Gamble hardware now stands) a large square house with a cupola on top of it.

Personal note of correspondent Cornwell... "It is a lively work to chase an item in Delhi."

Ads of The Late 1800's — Published 10-3-74

Let's go through some old newspapers and see what the advertisements used to be.

For instance, in August 1, 1889, over 75 years ago, there was a small paper printed by the Ingham County Sunday School Union. Officers were: President, J.B. Thorburn, Holt; Vice-President, E.A. Densmore, Dansville; Secretary, Mrs J.F. Lemon, Dansville; Treasurer, A.J. Hall, Mason; Field Superintendent, L.H. Ives, Mason; Home Department Superintendent, Mrs. Effie

Filkins, Leslie.

The first advertisement was for Cavendar and Mehan, clothiers, Mason. Next was for M.A. Bement, dealer in fine carriages, harnesses, robes, blankets, agricultural implements and fireproof safes.

Mill Dry Goods, a headquarters for dry goods for the county, also carrying carpets, cloaks, Mason.

One ad reads, "You can buy anything as nickel plate goods, agateware, skates, guns. ammunition, pocket knives, scissors, etc. at G.A. Earle's no address.

Mason Cold Storage is the place to get the highest prices for butter, eggs and poultry.

The Holt Harness Shop where you can get harnesses, saddles, collars, bridles, whips, trunks, valises, robes, blankets, brushes, combs, fly nets, zinc and leather pads, harness oil and blacking. Anything repaired promptly. Carl Wohlfahert, Holt.

General merchandise. Dry goods, groceries, boots, shoes, drugs, hardware, notions, bicycle repairs, etc. The largest variety of any village store in the county. M.E. Park, Holt.

Mason Free Street Fair: No fakes, no humbugs. Four full days, October 3,4,5,6, 1899. L.H. Ives, Secretary, Mason.

Notice: I wish to announce to the people of Mason that I have purchased the photographic stock of Mr. C.W. Van Slyke and will continue to work at the same stand under the same rules. Also that the old negatives that Mr. Van Slyke and Mr. Cook made will remain there. People wishing duplicate orders from same negatives can get them at any time. Amateur

work a speciality. Your work solicited. Yours to please. J.A. Witbeck.

Money saved..Largest and best shoe house in Mason, Brown Brothers.

Dr. W.W. Thorburn, Veterinary physician and surgeon, 604 South Washington Avenue, Lansing, Michigan. Both phones, member State Veterinary Board.

L.N. Glassbrook's is the place to buy hard and soft coal heaters. See them at the lowest prices. Come in and see me, Holt.

John Curry. Harness Emporium light and heavy harness, blankets and robes, Dansville, Michigan.

When you want lumber, it will pay you to visit Hanson and Mickleson's yard. They receive their stock from their own sawmill and prices are always right.

Notice: John Lasenby is dealing in fine carriages, Jackson wagons and farm implements of all kinds. South side of the courthouse.

J.E. Taylor, dealer in first class farm implements of all kinds. McCormick harvesters and mowers, wagons, carriages, harness. West of Webb and Whitman's Mason.

Books and Bibles, our line this year excells any previous year. Quality and price. Teacher's Bibles from 99 cents up. It will pay you to look over our line. Latest editions of books in plain and fancy bindings. All popular prices always in stock. "In His Step or What Would Jesus Do" paperbound 10 cents. Kimmel's Department Store.

Buy your Bibles and books, stationery, wallpaper, window shades, birthday, wedding, holiday gifts, etc. The Leader

W.B. Ketchum and Company, Mason.

A Kodak...for pleasure or profit, is a valuable thing for a friend or yourself. The prices are $1.50, $35.00 catalogue free. Longyear Brothers, Mason.

Dr. Root's portrait will be upon every package of his remedies which will be found for sale by all dealers in medicine. Have you tried them? Satisfaction guaranteed. Root Medicine Company, Mason.

By December 15, 1899 the following notice was printed:

Notice! Important! The circulation of the Union has increased so fast it is necessary to enlarge our output, which will be double, beginning with this issue. Parties wishing to advertise will find the Union a good medium, through which to speak to the public. Circulation 1000 copies."

Christmas Goods. The whole family supplied. Fancy dry goods notions, cloaks, fur, holiday goods, etc. Choice assortment, lowest prices. Holmes, Dancer and Co., Mason.

We have found the best place to buy goods, goods at the right prices. They have a complete line of general merchandise, such as dry goods, boots and shoes, felts and rubbers, groceries, drugs, paints, and oils, hardware and stoves, crockery and a fine line of parlor lamps. Also we have Prussian stock and poultry, the best on earth. We will compare prices with anyone. Call and see us. J.C. and J. Sheathelm, Holt, Mich.

Eat with us! The best place to get a warm meal or a dainty lunch when in Mason is at Clark's Bakery, Maple Street.

A.P. Van Deusen, Dentist, Mason, Mich. best with $6.00 per plate. Filling, gold $1.00 and up. Other fillings $.50. Will visit Bath the first and third Thursdays and Lansing second and fourth Thursday of each month.

Wanted! Ton of butter for cash. Best teas and coffees, Vandercook Grocery Company.

Furniture and undertaking. Lowest price for cash for first class goods of any house in Ingham County. John Dunsbeck, Mason, Mich.

Do you want tin pail, pan dipper or wash dish that will not rust? We have them and will replace free of charge every article returned that shows rust. We mean what we advertise. R. Raymond and Son.

Bicycles Published-11-5-69

"The Gay Nineties."

We hear of them so often, but few times do we hear what brought them about. Up until their time, there was quite a class distinction in America-the rich and the poor. The rich had their carriages and teams of horses, grooms who cared for the animals and drove their employers around on their errands. The poor people were unable to buy a horse, feed it, build a barn or have time to drive.

Then in the early nineties the bicycle was invented. Although the price was nearly equal to today's prices, most young men and women were able to save up enough to buy one. Installment buying was unknown in those days.

Alongside every country road was a bicycle path and no

pedestrian was safe to be near that path on a Saturday or Sunday afternoon. Groups from two to 20 persons would be pedaling along in single file with bags over their shoulders wending their way to a park or some lake or the bank of a nice stream for a picnic.

By 1895 there were 300 companies manufacturing bicycles and one included Orville and Wilbur Wright, who later flew the first airplane. Some of the bicycle factories were producing an average of one bicycle a minute. Armories, roller rinks, dance halls or any large hall were turned into places of instruction to teach people how to ride a bicycle. Many became real adept riders and made some money on the side doing some trick riding before audiences.

For the first time the poor class could get out and enjoy the country scenery, ride along a stream, visit relatives in another town or village and return the same day to be back to work on Monday. Bicycling was the greatest fad for health that had ever been known for both the rich and poor. Strange as it may seem, many rich families sold their horses and carriages, took up bicycling and joined with the other cyclists so that class distinction was almost wiped out. The rich had their cyclist clubs and hotels had to provide bicycle racks for the large groups arriving on bicycles as guests of a friend for breakfast at a fashionable hotel in a large city.

The only difficulty with the bicycle was that the cyclist had to be home before dark. Then in 1895 the crude carbide lamp was invented. The lamp was attached to the handlebars on the front part of the bike and tilted so as to

shine on the ground. Although very crude and giving forth very little light, the carbide lamp was much better than none and young people didn't have to be home by dusk.

New York had a men's bicycle club with a limited membership and no man under 60 could join.

Very few children had bicycles in the nineties or even teenagers as the vehicles cost from $80. to $120. The lighter weight the cycle, the faster it would go and no one wanted it weighted down.

A careless fast rider wasn't called a speeder. He was a "scorcher".

There was always a controversy going on as to the pronunciation of the word bicycle. Some believed the correct pronunciation was bi sigh-cle. Others thought it should be pronounced bi-sickle. Finally "sickle" prevailed and remains so until this day.

It was a big day when a bicycle race was scheduled. There was as much betting on these races as there was on horse races.

Each bettor would choose his rider and, of course, it depended on the kind of bicycle he was riding and if it had toe clips or not. The bicycle that won the heaviest bets was the White. It was a light cycle weighing only 20 pounds. It had low handle bars and toe clips. The low handlebars helped the rider break the wind and the toe clips gave him extra power, both in pushing and lifting his feet. No county fair ever drew any larger crowds than a group of well known cycly riders did.

If a bicycle were left leaning against a curb, there was always someone who came along to lift it up and admire it and then have many questions to ask the owner when he came to get his cycle. Some of the comments were: What did it weigh? What was the spin of the pedals, test to see if the wheels wobbled, if the spokes needed tightening and tap the steel tubing to determine if it was seamless or not. The owner always felt complimented when others observed his cycle.

There were about one million bicycles in use in the 1890's as compared to some 23 million today. The difference today is that riders are mostly children.

Editorials in newspspers of the nineties pointed out the invention of the bicycle had done much to improve living in America. Others declared that few things ever sold have done so much for people to bring about or create so great a revolution in the social conditions or improve the health of so many, or give so much enjoyment for so little cost, as the bicycle.

Chores of the Housewife — Published 2-5-75

In the 1890's the wash was not done automatically. It took all day to do a washing and it was hung on the line where in the wintertime it froze stiff before you could get the clothes pins on. With heavy fleeced lining on shirts and pants, they would hang there all week and maybe not dry. One or two pieces would be brought in so stiff you could hardly get through the door with them. You would lay them over a chair by the stove and maybe by night it would be dry and

another piece would be brought in. With several men and big boys in the family it was several days before the ice could be thawed out of the underwear so all could change.

The homemaker of the 1890's made her own bread. She would bake 10 or 12 big loaves twice a week. For breakfast there were always buckwheat pancakes. They were set at night like a sour dough then in the morning part of the batter was taken and more water, flour and saluratus was added. On a long griddle the woman baked and baked until everyone was filled.

There was the meat to prepare. The 1890's homemaker did not run to the store, buy a roast and stick it in the refrigerator. Two big hogs were butchered. They were hung up to cool.

In the meantime, barrels had to be scrubbed and brine had to be made. Brine was made with water and salt, strong enough to hold up an egg.

The men lowered the big carcasses and cut them into chunks, a three inch layer of salt was placed on the bottom and the meat was packed very closely, always surrounded by salt. When the barrel was nearly full, the hot brine was poured over it, enough to cover the meat. A white cloth was placed over the meat, a small board over the cloth and a big stone placed on the board to keep the meat covered with brine.

Then the housewife took the heads and feet of the hogs and soaked them all night in lye. The next morning she scrubbed every spot and rinsed them. They were ready to be cooked in the yard in a big iron kettle over a fire kept going all day.

The children gathered the wood and at night the kettle was covered. The next morning she removed the bones. She added seasonings and vinegar and cooked some more. When the times were right it was ladled into crocks for head cheese.

In the meantime, the woman was cooking, sitting down to nurse the baby, or change the baby, watching the other children do their jobs. You ask, when did she do housework.

In a one room log house there isn't much to do. No refrigerator to defrost, no electric stove to clean, no bathroom to clean, no carpet to vacuum, no linoleum to wax, no curtains to wash, nor windows, as there were only two windows in the whole house. There was no porch or sidewalk to sweep off and no car to wash.

Let us stop and be thankful for all our ancestors and what they suffered in labor and health for us. Let's stop complaining about our lot and enjoy what we have. Let us not be so selfish as to wish to buy more and more because none of us know when that day will come when we will be carried out and leave everything here for someone else. Let's begin to be ourselves and think for ourselves.

Bartering - Prices — Published 1-29-75

Let's brace up and show some faith and hope for the Bicentennial of 1976. What ails all Americans? Did each man and woman have a job in 1776? Get out your old history books and read of what these men and women were suffering to relieve us from the yoke of tyranny.

Commentators moan over radios and television of the eight to ten percent of men who are out of work. Why don't they once broadcast to the American people about the 90 or 92 percent that are working?

Today they say every time a Republican gets in we have a depression and before the turn of the century they said that every time a Democrat got in we had a depression. Let's be honest, we are all to blame! Why do we have these depressions?

When our dollars were backed to the gold standards, William J. Bryan took the stand to go off the gold standard and we would have and could spend $16 of silver to every gold dollar. We are not off the gold standard and have spent the 16 silver dollars and we are facing a depression. I am sure that Americans are not so selfish that where a man and his wife are both working, they won't share with someone not working.

Americans are wasteful people. Anything a few years old must be thrown away for something new. Depressions come periodically. The last hard one we had was in the 30's. That is nearly 40 years ago and people have forgotten how hard it was to get food and fuel. That was a baby beside the depression in the 1890's. In those days, union bosses didn't say you work eight hours a day, five days a week, with overtime, vacation pay, pension, when you reach 65. No! Men worked, women worked and kids worked, as soon as they were old enough to run and watch the cows or keep the children from the garden or corn field or to rock a crying baby.

There was no money to be found in the 1890's Men worked in the fields in those days and 95 percent of the people were farmers. From 6:30 a.m. until 5:30 p.m. they worked. They would bring home a live hen, a chuck of salt pork about a foot square, or about five inches of home ground wheat flour for a day's work. They were glad to bring any food home to help keep body and soul together.

Someone will ask, why a hen? Because a hen would lay a few eggs, and eggs and butter could be bartered for a pound of tea dust, a gallon of kerosene or a couple of pounds of sugar and in the end the hen could be killed and dressed out for a meal.

Eggs were eight cents a dozen and butter was ten cents a pound. Kerosene was ten cents a gallon and sugar was three cents a pound. Oh, yes, they had to barter for yeast for cakes. Yeast was eight cents a package, with eight cakes of yeast in a package, so a package would last at least four weeks to make bread.

The lamps and lanterns were not lighted until it was so dark that you could not see to get around the house or barn and in the summer they were never lighted, to save kerosene.

Women made lye from wood ashes to do their washing and they washed on a board. They did what ironing they had to with a three-corner cast iron, flat iron, heated on a wood stove, with a holder over the hot handle.

They milked the cows, strained the milk into milk pans, covered it with paper and shingles to keep the dust out of it and put in the old milk safe. Each morning the women

skimmed the cream off the clabbered milk, putting the cream into a crock, They carried the clabbered milk out to the swill barrel to feed the hogs, unless they put a pan on the back of the stove to make cottage cheese.

It would sit there until the curd and whey would seperate. The curd was put into a sack and tied up to drain dry. Then you had real good cottage cheese. Nothing like what you buy today.

Depending on the size of the hen, either 13 or 15 fertile eggs marked with a pencil were placed under the brood hen or clucking hen. She would set for 21 days then she would hatch out 10-12, maybe 13-15 little fluffy baby chickens.

Why were the eggs marked? If another hen should lay in the nest, the egg could be removed before it began to form a baby chick, as it would not hatch at the same time.

The woman of the 1890's had to care for the garden after it was plowed, planting it and hoeing it daily and waiting for each thing to grow big enough to eat. In the meantime she went to the woods and fields to gather leeks, cowslip, narrow dock, dandelion greens and Jerusalem artichokes, as well as last year's parsnips, left to freeze from last year's crop. They are sweeter than ones pulled in the fall.

The woman churned butter twice a week, then sat and worked all of the sour milk out of it, added salt.

She cooked three hot meals a day; breakfast, dinner and supper. She raised as many as 12 children. She sewed by hand. Of course the family didn't have clothes enough to change every day. If you had enough to change you were lucky

and most of them were hand me downs. Some people say, "Why, the houses never had any closets. No, because while you had one change on the other was in the wash. There will be more about the hard times in the 1890's in nest week's "Looking Back."

Tradesmen Published 5-1-74

How proud our forefathers were to display their works of art, whether it was shoeing horses, plowing a straight furrow, raising a good crop or making a pair of boots.

Running a mill, cutting wood, making a rope harness, raising fine stock, building a building, cobbling a pair of worn out shoes, driving a fine team, or yoke of oxen or a race horse, hauling bags of fine wheat to mill for winter flour, building a corduroy road or a covered bridge, were all admired.

Men were proud of their accomplishments, regardless of how lowly. Likewise so were women, They showed off their homemade quilts, their homespun bedspreads, their homemade men's suits, knitted stockings, scarves and caps, as well as wristlets, homemade butter and bread. The homemade Sunday dress was the pride and joy, as well as knitted lace, night-caps and scarves. The home canning and drying of vegetables and fruit was also admired. No one was prouder than a young woman who could spin more wool than any other young woman in the neighborhood.

The blacksmith that shoed all the community horses, started at 6 a.m. He built a fire of wood and he kept adding

wood until he got a very hot fire. He laid in some pieces of cast iron, not the plyable metal men use today. With a hand bellows the man would blow the fire to a white heat. On a hand pounded anvil, with a hand powered hammer, he lifted the red hot iron with a pair of tongs out of the fire. He would lay it on the edge of the anvil and hammer it until it was shaped to fit the individual horse's hoof. If it got too cold to bend, he would reheat it. Each horse, like each person, had to have shoes made to fit. In some cases, each horsehoe had to be hammered into a little different shape. The blacksmith was proud of how each horse walked after he had finished shoeing.

All the neighbors would remark that Farmer So-and-So always plowed the straightest furrows and usually Farmer So-and-So always raised the best crops and owned the best looking farm. On could always see a white piece of cloth blowing on a pole at the far end of the field when Farmer So-and-So started to plow.

With a yoke of oxen or a team of horses, it took a keen pair of eyes and a lot of patience to direct them in a manner to plow a straight line across the field.

All men were proud of their boots. Even if it took the whole family to help Dad get them off his feet some nights! Boots were made from cowhide tanned with hemlock bark. During extreme cold weather, when the leather would get hard, or during the time a man had to work in water, the leather would shrink. Men always set them by the stove to dry out and they would then have to oil them with either skunk oil,

goose oil, or bear oil so the leather would soften enough to get them back on.

None was prouder of each pair of boots than the Shoe-maker. He had given three years of his life to learn the trade, only receiving his board and clothes. An apprentice usually lived with the man who was teaching him the trade.

It was the same with a young man learning the tailoring trade. He first pulled the basting threads, then spent six months learning to make buttonholes. He would start learning to put pockets in a vest, then learn how to tailor pants. After nearly two years he began to work on coats by doing just the hand stitching, like putting in the lining. After all of this was accomplished, then and only then would he be allowed to make a complete coat.

As you pass an old house or barn, do you sometimes wonder how it stands there?...all of the windows broken, the door off its hinges, the roof all caved in? The jointer and the carpenter that built these old buildings took pride in the work, even if they had only crude tools to work with. To make the frame, the builder cut down trees, as near the same size as possible. He let them lay all winter to season and in the spring marked the log or notched it at regular intervals. With a broad axe he hewed out the sills. He then chopped holes to fit in the joist. The joist was cut a trifle larger to fit the sill and then with a mallet they were driven into place. They were fit so tightly that one could hardly see where the two pieces of wood came together. Both pieces of wood contracted and swelled with the weather and the wood became united.

In the spring of the year many roads were impassable, especially during a year as wet as 1974 has been. Many people were actually stranded and had to get in and out by walking.

Men did work on the road to pay their poll tax, as money was hard to get and the roads needed so much more work on them. Nearly every man was a farmer. Even store keepers had a 40 acre farm, kept a cow, a team, chickens and hogs, right here in Holt, less than 50 years ago.

Men used a hand dump scrape and if a man had a steady team, one that didn't jump and rear, he would hitch them onto the scoop and another man would hold the handles, scoop up a load of dirt from a cradle knoll and haul it to a muddy place in the road. He would lift it up by the handles and dump it. A man on a scoop would get 75 cents a day and the man with the team would get $2.50 per credit on his poll and road tax.

There were no snowplows or street sweepers, or even a grader in those days!

The wheels of the wagon bumped over the chunk of sod until it was worn down.

A corduroy road was built thru a swamp where dirt could not absorb all the water. Trees were chopped off and let to fall across the road. As years went by dirt was added until the logs were finally covered. In 1925, when Holt was paved, corduroy logs were taken out along the front of the Junior High School.

Men were proud of their work as they were helping to build a new nation and they were proud to be part of the

great work and proud to leave a better place for their children and grandchildren.

They were old years before their time, due to the hard work and hardshop of just keeping body and soul together.

Pioneer Transportation

Published 2-27-74

With the energy crisis, this generation of people may find they have legs to carry them instead of gasoline!

For thousands of years that was the only way man had to move about. Few rode donkey back, then the wheel was discovered and man fastened the wheels behind oxen and found he could ride. Then came the horse, that would walk much faster and was easier to drive.

Only a few oxen would allow a bit to be placed in their mouths, so a heavy wooden yoke was whittled out, placed across the neck of each ox with a bow of wood around each neck, protruding through the top of the yoke, where it was held in place by wooden pins.

There was another kind of yoke that was laid across the forehead of the oxen and tied onto their horns. The yoke has a large hook in the center on which a chair was hooked to fasten a load as in hauling logs, a plow or stoneboat, or the hook could be fastened to the end of a wagon tongue.

But the driver had very little control of a yoke of oxen other than by command and his ox whip. Most driver's command language could not be printed.

In early days oxen were used as a necessity. After they became too old to work or broke a leg, they could be butchered out and used for meat. Of course, they were not select T-

bone steaks, but nearly all food was boiled in early days. Although the meat would be tough, it had much more flavor than a prize steer of today.

Then the circuit rider, the Methodist preachers, began riding horseback with only Indian trails or paths leading around a marsh, over a hill, through a dense forest or along a river leading to a fording place.

The Indian hooked a pole on each side of a pony, tying them together and dragging a heavy load. Then came the two-wheel cart in which air blew all around you. The various models of stage coaches came next, then many wagons such as the Democrats, the buckboard, the Conestoga, the wide tire, the narrow tire. A well-remembered make was the Studebaker.

Buggies appeared, plain and decorated. A plain buggy would be a box on four wheels with a seat for two. There were buggies with springs, then a step on the side, then a higher box and a ship socket, then a topped buggy. Some buggies had lamps on the side. At first they used candles and then a kerosene wick. Next came the rubber tire buggy with fancy shaped seats, painted in contrasting colors.

Around the turn of the century, a prosperous farmer owned a driving horse or a team. He hitched the horse to a single or double buggy with the fringe on the top.

These horses did little farm work and were a beauty to see. They were prancing with their heads held high. Their tail hair was braided and tied with a colored ribbon. The driving harness was bright and shiny. The horses were curried and brushed until every hair just shone.

The horse would be gently covered with a fly net. A fly net was made of fine twine, laced together with fine strips of leather, hanging several inches down below the horse's belly with a tassle on each piece of twine. As the horse moved, this net moved and kept the flies off the horse's body

The buggy was washed, the wheels greased, the seat brushed and then the couple or family made ready for a trip to town or to Church on Sunday

It was the same in the winter, only it was a pung-a-bob, a sleigh, a swell back cutter, a square back cutter, or a double cutter.

With the snow always came the sleighbells. A man who drove a pung was considered a poor man as it was made of two runners with a box. He could only afford a strap that had just three bells and this he fastened to the harness as none would drive a sleigh without sleigh bells.

The one horse cutter had several bells, but the most beautiful sound was a team on a sleigh, each with a string of bells clear around their bellies, prancing along and throwing snowballs from their iron shoes.

Sleigh boxes were filled with straw, people sitting flat, their backs to the wind, wrapped in mufflers and bed quilts. There might be heated soap stones, or heated flat irons if the ride was several miles.

There were always lots of rosy cheeks after a sleigh ride.

The preparation for a summer ride was the greatest.

The best clothes were put on. Ladies curled their hair with a hot curling iron, heated by sticking it into the top of a kerosene lamp. Men would grease their hair after parting it in the middle, then take a couple of Sen-Sen to freshen their breath. They would put on linen dusters and go to the dresser drawer for a lap robe.

A lap robe was the pride of every family. It was a large square piece of cloth usually tan, with fringe all around and embroidery in colors in the center. It was placed over the laps to keep the dust off. All roads were just plain dirt.

At Church the horse was driven into a shed and a good master would unlock the horses's head and bring a box of oats along for the horse's lunch. The horse would patiently stand and wait for the master to come and drive him home, where he could graze in the green fields until the next trip.

A motorist, who has never driven a horse or silently ridden along a country road, has never experienced the peace this great world can give. He may think it is slow, but maybe with the gasoline running out, we may return to nature.

Learn to be patient, like animals, to be able to live together and once again to know there are human beings.

Man can learn a lot from a horse. Give a horse a piece of apple or a lump of sugar and he is your pet and you will learn to love him. Be more patient and kind and use the legs God gave us to move about and enjoy the beauty that you have raced by and never seen.

Mail Service

Published 2-20-74

Let's go over some memories about the United States mail delivery. As we hear from many, "Well, I am not going to write so often nor am I going to send Christmas cards with postage at 10 cents."

Back in the early 1800's mail rates were by the number of sheets and the distance it had to be carried.

Author Eric Stoane has recorded that mail carriers were adding extra distance when there was a high hill or a bad swamp to cross. To make it more accurate, Benjamin Franklin measured the distance around the wheel of his wagon, took his daughter Sally along and counted every time a wheel made a revolution, then when it measured a mile, he got off the wagon and drove a stake with the number of miles he had traveled.

All were marked in Roman numbers like XIX for 19 miles and XXIV for 24, XL for 40 miles, C for 100 miles, D for 500 miles and M for 1,000... like MDCCCCLXXIV for 1974.

Those days, all dates were written in Roman numerals but the youth of today hardly know them. Mail in the early days was carried by foot, later by pony express, then stage coach, then trains and now it is mostly carried by airplanes and trucks. House delivery is still done on foot.

With all the great inventions, people still have to use what was given them by nature. for many purposes, their legs!

Many of the old letters were written on one side of a sheet of paper by a goose quill pen and ink as no one would disgrace himself to use a pencil or maybe pencils were not available. Then the sheet was folded with the four corners

overlapping and it was sealed with a heavy red sealing wax. The letter was mailed and the receiver of the letter paid the postage.

Some of those old letters would shame most of the teachers of today, to see the penmanship. Each person took special pains to write his very best even those whose schooling was very limited.
Their letters were all distinct, although they might not make a capital letter at the beginning of a sentence nor a period at the end.

Then there was not the advertising mail that comes today as mail was a serious business and it was only close relatives or dear friends that ever wrote a letter and then only once or twice a year. Men carried their mail in their boot tops.

The first mailboxes were old boots.

Free delivery was started in 1896 in West Virginia. Envelopes were not manufactured until 1840. The window envelope was not made until 1902. Even the word mail is comparatively new for the dictionary, as late as 1700, defines "mail" as "a leather bag carrying the mail."

In 1805 a single sheet letter was eight cents for the distance of 40 miles, ten cents up to 90 miles and 12 cents up to 300 miles and from that distance on it was 25 cents.

At that time, 25¢ was considered good pay as a man's wages for a day.

But now one can send several sheets of paper anywhere in the United States for eight cents.

Now there is a cry of a paper shortage. Why? Because the tons of paper used for advertising have used so much

paper and weighted down the mail carriers. It is stuffed directly into a wastebasket and never read.

Where are the thousands of acres of wild land where poplar is a weed tree and grows large enough for pulp wood in three years. Why the shortage? Are the American people so wasteful? Never conserving on anything, they have brought on the paper and the fuel crisis and forced the postal rates up by adding more and more work into the post office.

Today's idea is to spend, buy more, throw away more, strike for higher wages then sit down and expect the government to care for you, either when you are unemployed or in your old age.

Can the government make money? Yes there are several mints where they print and coin money, but can they furnish paper or fuel? Who is the government?

Let's all take a good look at ourselves. See where we can improve. Help the government, national, state and township, and then we will help ourselves. Everyone is hollering about inflation, but do any of us cut back on our buying?

If things don't sell, prices will come down. We can use old rags to wipe up a spill. Babies can wear cloth diapers that can be washed and used over. We can use cloth towels to wipe our hands. Those three items will cut the use of paper in half.

As to fuel, cut off all rooms not in use, draw drapes and shades at night to help conserve fuel. Let the trash advertisers know you don't want their extra mail and perhaps the postal department will be able to hold the cost of postage for first class mail.

Family Life

Published 3-6-74

Let's compare neighbors and society with the changing times. In the late 1800's if anyone was sick, some neighbor girl or woman walked in and took charge, leaving her family with an older child or sister, mother or mother-in-law.

Those days, mothers, mother-in-laws, aunts, and orphaned children were taken in by some relative.

There were no nursing homes for widows, widowers, old maids or old bachelors or orphaned children. Grandmothers patched and knitted and cared for the children. Grandfather chopped wood, carried in wood, cleaned the barns, did the chores, watched the children out of doors. He entertained them with the great past events of his life, or of stories told him by a daring Grandfather or uncle.

Orphan children took up the household duties. Each child tried to make life a little easier for the others.

Grandmother taught her grandchildren to be honest, to work hard, to Love God, to pay their bills. She taught them how to work, giving an honest day's work for a day's pay. When the family went visiting to Aunt Louisa, Grandfathers, Grandmothers, aunt, uncle and orphan cousin were part of the family and they all climbed into a lumber wagon or into a sleigh box for the day.

Likewise with a logging bee, quilting bee, spelling bee or husking bee. A bee or visiting was always an all-day event and usually was a surprise as there was no communication other than by foot.

After the oxen or horses were fed and all the dishes washed, Uncle Alvin would bring out the dulcimer and Johnny

would tune up the fiddle for the "Money Mush," "Old Irish Washwoman" or "Arkansas Traveler." Then Uncle Bob would holler, "Two more couples right this way." Then you would hear "alaman left, right hand to your partners and grand right and left, meet your partner with an elbow swing keep right on with the same old thing."

Then the music might swing to a polka or a German waltz and a graying man would call "Come on Mama!" A mother with a child on her hip would be caught up into her husband's arms and dance like tripping over thin ice. As the men danced they would stomp their feet, keeping time to the music.

The chairs had all been piled onto the table or taken outdoors to make room to dance, or a lantern was hung in the barn, where there was room for eight people to form a set, and they would dance. But no dancing one minute after twelve o'clock on Saturday. That was the Lord's Day and no one did anything not necessary.

Hay had been thrown down from the loft or pulled from the stack to feed the stock. No barns were cleaned, no food was cooked.

Everyone went to church in the same manner they had gone visiting or to a bee.

We have mentioned the condition of the roads before. One can imagine walking across plowed ground in the early spring before the ground has settled...how muddy it could be. Many times mud would be so bad that a horse would sink in so deep it couldn't move. How then could it pull a wagon.

Many times in early spring one horse would get down. The other horse would be unhitched and led to solid ground.

The driver would walk to a neighbor's, borrow a log chain, hitch it to the horse that was mired and haul it up on dry ground.

The people would all have to get out, wade the mud and go on to the party or home, whichever was closest, leaving the wagon in the mud up to the axle till it dried up a bit.

Those days there were few bridges and the roads were not on Section lines, as the later roads were. A road might cross many farms, swing around swamps and pot holes, around stumps and wind to where there was shallow water in the river.

In the spring or after a heavy rain, a family could be stranded for a day or more before they could ford the river. Although horses are good swimmers, it is hard for a team hooked together with a wagon behind, to swim a strong current. Many people have lost their lives this way.

If a neighbor knew a family was away and did not see them go home they would at once go and care for any animals left unattended.

Today one can be murdered on the sidewalk and a neighbor or a passerby would not stop to help.

Recently two elderly ladies returned home to find the storm door latch had locked from the inside. There was no ladder available so they took off a storm window and climbed thru it...on a main street with cars passing both ways. The porch light was on. Not one person stopped to investigate who they were or why they were climbing through a window after dark.

Pioneer Medications Published 4-14-74

How many remember the old superstitions? Bad luck would come to you if a black cat ran in front of you. Seven years of bad luck if you broke a mirror. Someone was going to visit you, who was a dirtier housekeeper than you, if you dropped a dish cloth.

There would be a death if a dog howled at night. Bad luck to see a new moon over your left shoulder. You were going to quarrel with someone if you spilled salt, unless you threw some over your left shoulder.

Was it because of the lack of communication with others, lack of education or just too much time to think? Maybe it was that they had been raised with the superstitions?

There was quackery, too. Wearing a red woolen piece of yarn around your finger to keep from having a nosebleed; wearing a brass bracelet around your wrist to keep from having rheumatism. You turned your shoes upside down at night to keep from having cramps in your legs and tied a worn stocking around your neck for a sore throat.

You took molasses and sulphur for spring fever, epsom salts to thin your blood and flax seed or onion syrup for whooping cough. How many remember wearing the "fetty bag," also known as asafetida, around their neck all winter to keep away the many illnesses? One reason it was so beneficial was no one could stand to come near enough for you to be exposed to any germ they might be harboring because you smelled so terrible!

There were plasters for all kinds of ailments, but many times the cure was worse than the disease. Either the

plaster caused a big blister or took most of the skin off with it when removed. Therefore, your mind was kept off the illness and aches you had before! There were catarrah, asthma, bronchitis, deafness, and consumption cures; there were dyspepsia and constipation cure; there were magnetic garments for all ailments.

There was kidney wort, a curefor all liver and kidney trouble. There was danderine to make your hair grow (it even made hair grow on bald heads) and malina salve for all cuts and bruises. There were all kinds of painkillers that promised to cure anything from hiccups to cancer.

There were Sarsaparilla, The Celeries, Peruna, Swamp Root, Sanche I-O-N-A-C-O, Bone Liniment, Lydia Pinkhams', Pierce's Favorite Prescription, Vegetable Compounds, Golden Medical Discovery, and Ayer's Pills. All of them advertised a cure-all. Some were later found to be really harmful, but they just changed their labels and continued manufacturing the same formulas.

In one case, it was stated they consisted of a large portion of rum, whiskey, or alcohol with other ingredients added. By selling as a patent medicine, the distilleries could sell their liquor over the counter without paying a license fee.

Then came the great days of medicine shows. With small villages scattered throughout the land, a lead man would come and tack up a couple of posters telling the date and time of the show.

In the winter, they could secure a hall. In summer it would be held out-of-doors, using the buggy as a stage.

There might be a few sons, along with jokes, weight-guessing or age-guessing. If the man failed to guess correctly you received a gift, but if you stood by for a while you'd see he was watching your hand write down the figures and noticing the shapes of the writing to guess the age or weight. If you took a paper with you with the numbers on it he couldn't guess your age or weight any better than anyone else.

When he got the crowd all enthused, he would then begin to tell what wonderful medicine he had to sell at only a dollar a bottle.

Like Tiger Fat, later known as Lotus Blossom, still later known as Violet Pitch, Wizard Oil, Ennis Balm, they cured everything from chapped hands to ringworm. Then there was the snake in the body to help you become as flexible and agile as a snake, regardless of condition or age.

There were special concoctions for weak men to rebuild their strength and renew their youthful manhood.

They came in all sizes, shapes and colors of dress to excite the people to buy their bottles. Some came as ministers, who gave a good sermon on caring for the body; others as lecturers giving a good talk. Some were cowboys shooting a bull's-eye; others just plain men with their wives as helpers. The most colorful were the ones who came as Indians, wearing the feather headdresses of Indian chiefs. There were others who came as musicians, picking a banjo with a folding organ alongside, singing patriotic songs and displaying the flag. If they could get anyone to say they had used their medicine, they would sure laud that name before the homefolks.

Perhaps many of these medicines can be bought today, but the Pure Food and Drug Laws have done away with many, and the state examination and licensing of doctors have eliminated much quackery. Many will remember not too long ago reading of two men practicing without having been to medical school.

"One man's meat is another man's poison," so it behooves us all not to yield to superstition or quackery and to search for the doctor who can prescribe the right medicine for each individual body, for there is no other like it.

Christmas

Published 12-24-74

(Editor's note: In celebration of Christmas the News asked Mrs. Chapman to recall an early Christmas from her memory for our readers. The following article about Christmas of 1894 is the first Christmas she remembers. We hope you will enjoy sharing these memories with her.)

How many readers can remember what they did Christmas of 1894? Do some remember the Christmas tree at the one room country school house?

I was just past my fifth birthday, not able to walk the one and a half miles alone to school. I did attend church and Sunday School each Sunday morning with my paternal Grandmother, whose home we shared. It was held at the Franks schoolhouse in Muskegon County.

The school teacher, Watson David, and the Church people decided to put on a Christmas eve program together.

Recitation pieces were given out to each child and of course I received a little two verse poem to speak. My first time!

Several rehearsals were held until all knew their parts well. Little boys wore knee pants.

At last Christmas eve came and Grandmother and I hurried to get started to walk the one and a half miles to the schoolhouse. But in the meantime I had wanted to help make the decorations for the tree. I coaxed and coaxed and finally Mother let me have one sheet of coarse tablet paper (paper was a precious thing in those days) so I could make a paper chain. I had no color, so Grandmother opened up a jar of huckleberries, and I put the paper in the juice and colored it.

Then with a paste made with flour and water I made the chain. Oh what a mess! Finally I had a paper chain about a yard long. Then there was popcorn to be strung. My hands were small and not strong enough to push the big needle through the popcorn so Grandmother strung two, long strings for me.

With the two strings of popcorn and the paper chain in a sack, we started in the late afternoon so Grandmother could help decorate the tree.

The country school had two doors, one leading to the girls' entry room and one leading to the boys' entry room. In these entry rooms was a row of nails for hanging coats and a long shelf for dinner pails. Many times in zero weather, when you opened your dinner pail during the noon hour, your lunch was frozen solid.

When we arrived at the schoolhouse, the girls' entry room was closed. On entering we saw that the platform had been erected in front of the girls' entry. Neighbors had

brought some saw horses and placed planks on them and here stood a big fresh evergreen tree.

Then the ladies began their trimming, with yards and yards of colored paper chains and string after string of puffed white popcorn.

On the end of each branch a four inch white candle was fastened.

The mess was swept up. Someone had brought a tea kettle and some sandwiches and cake. Everyone had lunch with a cup of tea. During the meal someone filled the lamps with kerosene, washed the chimneys and shined the mirror reflectors. There were three lamps on each side of the room, as high as an adult could reach.

The seats began to fill up and the lamps were lit. Small children were seated on the desks and everyone was holding a child. The side wall and rear wall were lined with men and young lads.

As the teacher began picking up the program, a man struck a match and lit every candle on the tree. With the pretty colored chains and the gleaming white popcorn and the many candles all glowing against the dark greens, it was the most beautiful tree I had ever seen.

The school had gotten its first pump organ that year and when the teacher, Watson David, announced the opening of the program, a young student took her place at the keyboard. The opening number was "Joy To The World" followed by several Christmas carols sung by the audience.

I kept anxiously asking Grandmother when I was to say my piece. The program seemed to go on forever--dialogues,

songs, recitations and at last the teacher called my name, describing me as a curly-headed five year old little girl. I proudly made my way upon the stage. All I can remember of the poem was that it ended, "Santa Claus is coming now!"

Just then there was a big noise and a roar from the crowd as a man came through the door behind me. He wore an overcoat of buffalo skin and a fur cap pulled down over his forehead and ears. As he got right behind me, he dropped a stone on the platform. I can tell you, I was gone with a flash, screaming and running to my Grandmother.

After all the gifts were given out, and as I remember no one got too many, I didn't care if I got any or not. Here came Santa with a little glass pitcher and a popcorn ball. I didn't take them from him so he took off his hat and his big fur overcoat and it was a neighbor man that I dearly loved.

While we were watching the program it began to snow and was quite deep by the time we got out of the schoolhouse. Grandmother and I walked about half of the way home with some neighbors. When the lady said, "Come in and stay the night," it was such hard walking that we did. I doubt that anyone worried over us, as there was no way to let anyone know.

Early the next morning, someone saw a team of horses with a sleigh and asked the man if we could ride on home with him. On arriving home, I had so much to tell my Mother and Father, not realizing it was Christmas Day. I heard the music of sleigh bells and I jumped with joy as I knew it was my maternal Grandparents coming for dinner and I could go home with them.

Dad went out and killed a big rooster and Mother made dumplings. She also made apple dumplings as Grandmother had a big apple orchard. Mother put sugar and nutmeg in a big pitcher of milk to pour over the apple dumplings.

Right after dinner, Grandfather and Grandmother had to drive the one and a half miles and get the chores done before dark. I was going too, to hear the music of the two long strings of sleigh bells laying over the backs of Billy and Barney and hanging down loosely below their bellies. With every step there was the most beautiful music I ever heard.

I have always enjoyed every age, worked hard and thanked God for the privilege to be able to work.

In closing I wish to thank all of you who have sent me such nice letters and who have enjoyed my stories. Letters have come from the Atlantic and the Pacific coasts and I want to say "thank you" to all my friends. I wish you all a very Merry Christmas, with God's blessing for the coming season.

Personalities

Published 5-10-73

In reviewing the items of the "Lansing Republican" the year of 1898, on November 30, one reads of the death of Thomas Park at the age of 89 years, nine months and 16 days. For the past four years, Mr. Park had the distinction of being the oldest person living in Delhi Township.

He was the Father of a prominent citizen of Holt, Miner Park, for whom Park Lane is named.

In order for a street to be cut through and have an outlet on Holt Road, Mr. Park sacrificed his garden spot and sold it to Dr. Seth Jones, who with the cooperation of the Edward G. Hacker Company, was platting the Dr. George Green farm, now known as Arlington Park.

Dr. Jones had to purchase a lot from Mrs. Homer McDowell for an outlet on Cedar Street for Greenwood Street. Mr. and Mrs. McDowell had planned to build a home there and Mr. McDowell had helped hold the hand grader to dig the basement. That night he was stricken with a stroke and died.

Other items of interest from the 1898 newspaper were: "Last Saturday, Mr. John Woodman fell from a barn on the John Halbrook farm and broke his leg. He is 68 years old and the injury is serious."

"Warren Oliver was kicked by a mule last Thursday and his collar bone was fractured."

"The German M.E. Church Sunday School held their annual picnic at Leadley's park Wednesday of this week."

"The M.E. and Presbyterian Sunday Schools will hold a picnic in Ahrend's Grove, Friday, August 17."

Ahrend's Grove is now filled with cabins on North Cedar Street about a quarter of a mile south of Willoughby Road.

"Claude Reuter and Charles Kurtz Jr. attended the German Epworth League convention at Detroit last week."

"Rinaldo Clucky has bought the house known as the Conkle house and his Father has moved into it."

"The German Medicine Company, which advertised to give an entertainment at the townhall this week, failed to put in an appearance."

"E. Everett Howe, the Michigan novelist, will give readings from his book, 'Chronicles of Break 'O Day' and 'The Barleyfork Devil' at the townhall, Wednesday, November 28. The orchestra receives a part of the proceeds. Mr. Howe should be favored with a full house."

"Dr. Leverett R. Chaddock, an old and highly respected citizen of this place died at his home, Tuesday afternoon aged 76. Deceased was a practicing physician for about 40 years, but on account of failing health he had not kept up his practice for the past several years."

"About four weeks ago he was taken ill with pneumonia. Last Monday morning he suffered a stroke of paralysis and did not regain consciousness. He leaves a wife, two sons, two daughters, and numerous other relatives and friends to mourn his loss. Funeral services conducted by Rev. Brockway will be held at the M.E. Church Thursday morning."

Delhi has been honored by a few good citizens to see the century mark. Of personal knowledge there was Eliza Collins, born 8-20-1815, died 1-2-1921 and Harvey Lamoreaux born 5-28-1819, died 12-27-1919. Perhaps there are others not known to the writer.

These items were written by M.F. Parks have been loaned to me by son-in-law, Mr. Leo Modenhour, a former Holt boy.

School Events

Published 6-6-73

It is interesting to compare the activities of the Holt School of 75 years ago with today's activities.

May 12, 1898: "Shade trees set in front of the school house in the village and the residence of Fred Manz are a great improvement."

January 25, 1900: "School had to close last Friday on account of scarlett fever."

August 31. 1899: "The school board hired the following teachers: Principal, LeRoy Dietz of Williamston; intermediate, Maude Rolfe of Leslie and Primary, Eva Taylor of Chelsea."

June 2, 1898: Everyone is proud of the commencement exercises. The Church was tastefully decorated and conspicuous among the decorations were American and Cuban flags. The programs were carried out nicely and the speakers acquitted themselves nobly. The graduating subjects were carried out as follows: "Life, Golden Key," Bertha Manz; "Our Flag," Charles Fay; "Our Victories," James McBride.

A copy of the sixth annual commencement exercises of Holt High School reads, "Friday evening, June 20th, 8 o'clock local time at the M.E. Church."

The program is: Music, orchestra; Invocation, Rev. F.A. Schumann; music quartette; oration, "Heroism," by William K King; oration, "Education," by Nellie Thompson; solo, Dora Alexander; oration, "Arctic Expeditions and Their Influence on Science," by Holdreich Ruelert; oration, "Value of Decision," by Clara Zickgraf; "Our Class," by Bernice Block; music, orchestra; Commencement Address, Rev. W. H. Pound; solo, Emma Higelmire; Presentation of Diplomas, L.W. Baker; music, orchestra.

The seventh annual commencement exercises of Holt High School were held in the Presbyterian Church, Friday evening, June 19, 1902.

The Church was tastefully decorated in the class colors of green and white. The class numbering eight, has the honor of the largest class of graduate from the school. The program was carried out nicely and the speakers acquitted themselves nobly.

The graduates and their subjects were: Influence, Mary Nichols; Excellence, Etta Diehl; Influence of Character, Mamie Smith; Decisive Integrity, Lillie Diehl; This Was But Once, Fannie Fields; class poem, Esther Reuter; prophecy, Ivy Colbath; valedictory, Dollie Thorburn. The class address, "True Measure of Success," was carefully prepared and delivered by Rev. Frank Diehl.

H.J. Bond, in a few well-chosen words, presented the diplomas after which, on behalf of the class, he presented Principal John Ahrens with eight volumes of books.

The school gave an entertainment last Friday night; it was a great success. It consisted of two farces. The first was "The New Woman," and being under the management of Miss Florence Chambers, was well-presented. "Two Much of a Good Thing" was also fine.

The school board has engaged the following teachers: Principal, A.G. Wilson of Webberville; intermediate, Miss Belle Hopkins; primary Miss Florence Chambers of Lansing.

The graduating class, number one in 1896 consisting of only one student has grown to 230 in 1973, a period of 77 years.

From each student taking part it has grown to a paid speaker, with the 75-piece band furnishing the music to lead the students into the Troost Memorial Football Field. The

field is now necessary to handle all the spectators instead of the entire community being seated in a small Church.

From three teachers in 1915 the staff has grown to over 375 and the enrollment from 100 to 4,505 pupils. The kindergarten class alone for 1973 is 355.

In 1926 the twelfth grade was added. Prior to that time, most all eighth grade students had to write county eight-grade examinations.

The school has grown so rapidly that it has lost that community and personal touch and has now become an institution.

Only time will tell if it is for better or for worse, as each student goes on to make his way in life. Will he continue to see knowledge and strive for a better life or will he feel he was run through a press with a number on?

As an old man once said, "You can give people diplomas, but they will never amount to anything if they don't have horse sense."

History John Burton Phillips Published 2-13-74

Many honorable write-ups have been given a former Holt boy, John Burton Phillips. He was the son of Silas and Adelphia Ferguson Phillips. Many will recognize the names of streets such as Burton, Adelphia and Phillips in the Phillips subdivision at the southwest corner of Aurelius an and Holt Roads.

Burton Phillips grew up on an Aurelius Road farm and attended Holt School. Between furthering his education, he taught in Eastern Indiana Normal University at Muncie, Indiana. He finally was graduated from both Indiana State and Cornell Universities.

At Eastern Indiana Normal University, he received great praise for the talk he gave on George Washington on the 100th anniversary of the President's death.

Dr. Burton did not laud the Father of America for his bravery nor his great statesmanship, but spoke of him as a lowly man...a human being. He told of the meager education Washington received but of the great amount of common sense and the ability to plan and work and be able to see a future.

Burton told of Washington's ability to remain calm under stress and to sit for months listening to debate on drawing up the great constitution of America, before rising to speak, to urge all those who agreed to come forth and sign their names.

Dr. Phillips was later appointed assistant legislative librarian in the New York State Library at Albany. He was assigned to compiling and indexing the laws of the state of New York.

Dr. Phillips traveled extensively, spending summer vacations touring points of interest in England, Scotland, Switzerland, Italy, and France.

He also taught in Boulder, Colorado.

In the summer of 1925, he retired and returned to his home town and built a house on West Holt Road, just west of Aurelius, where he planned to garden and read. That October he was stricken by apoplexy and died in less than 48 hours.

Some time later his widow, Honora had the farm platted and began selling the lots to make a livelihood.

There are several other young people of Holt who have worked hard to obtain their education and went on to make good.

Early Press Releases Published 3-26-75

Local items from the Holt Press, April 1900:

Dooryard cleaning is the order of the day. A good rain would help the wheat crop wonderfully.

S.S. Ferguson has rented his farm to Addison Stone.

A. Douglass commenced work from Mrs. Underwood, Tuesday.

Born to Mr. and Mrs. John Elliott, Sunday, April 8, 1900, a girl. Born to Mr. and Mrs. C. Muelfer, a girl Saturday, April 7, 1900.

Will Caswell is at his sister's Mrs. L.N. Glassbrook, very sick with pneumonia.

Sheriff Porter and Prosecuting Attorney Tuttle were in town last Saturday.

Mrs Susan Shull celebrated her 85th birthday April 11 at the home of her granddaughter, Mrs. E.M. Parks.

Rev. Vail of Elmira delivered an interesting sermon in the Presbyterian Chursh, Sunday evening, He may be called to this charge.

The show that was billed for this town Saturday night failed to appear. If we could get our eye on the fellow that billed the town, we would present our bill to him, sticking him with the business end of a shotgun.

Roy Reasoner is a new student at the Holt High School.

Jack Thorburn shipped a carload of stock yesterday.

Etta Diehl attended the funeral of Lida Himmelberger in Lansing.

Adelaide Fielder began the spring term of school at the Douglass District in Wheatfield last Monday.

Mrs. S.W. Mayer, Mrs. Maude Rolfe and Miss Eva Taylor were in Lansing Saturday.

Mrs. Lindsay has moved into her house in the village. James Lamoreaux is painting the new barn which she just completed.

Mr. and Mrs. Lewis Walters, Mr. and Mrs. William Walters and son spent Sunday with Alfred Walters.

Zano Preston, brother of Mrs. J.C. Sheathelm and Mrs. Alonzo Taylor of this place were accidentally killed on the Soo canal. The remains were expected to arrive early Tuesday morning then were to be taken across the county to Eaton Rapids for interment. The remains did not arrive at the expected time and a telegram was sent to find reason and a reply was received that the bodies would not be shipped untill the relatives planked down $13,000. The matter will be investigated as also the cause of Mr. Preston's death. The remains however, arrived here Wednesday morning and were taken to Eaton Rapids the same day.

The Ladies Aid Society of the Presbyterian Church will give an Easter supper Saturday eve, April 14 from 5 untill 9 o'clock. All are cordially invite. Come early as we will close promptly. Bill ten cents.

William Cook is dead. A pioneer of Delhi Township and a highly respected citizen, died at his farm home east of Holt at 3 o'clock this morning. Aged 82 years, 1 month and 22 days, he had been a resident of the Township 57 years. He was a native of Scotland. He was married to Margaret King in early life. He is survived by four sons and one daughter. They are J.B. Cook of Lansing; William and James of Texarkana, Ark.; Dr. George Cook of Morris and Mrs. Anna Gunn of Holt. Mrs. Cook and one daughter, Mrs. C.N. Smith and Matthew J. Cook died several years ago.

Mrs. Lewis Zickgraf is dangerously ill.

H.A. French the inventor of the Maude-S pump, is now working on a model for a pump which will beat the Maude-S when it is completed.

Mrs. C.M. Wilkins of Alaiedon Township has approved a plan for a handsome brick and stone building to be called the Wilkins Hall and will present it to the Township as a memorial of her deceased brother. It will be used as a Church, school, and for social purpose and will include a library.

(Note: Today the Wilkins Memorial has been converted into a dwelling and stands on the southeast corner of Okemos and Sandhill Roads.)

S.S. Ferguson reports the Mud Lake Road is in a critical condition. One really endangers their life in trying to pass that way. While coming to town Wednesday, he says that he had a very narrow escape while one not so fortunate was out of sight in the mire waiting for someone to help him out.

(Note: Mud Lake Road between Eifert and Gunn Roads was only passable in very dry weather for many years. Thousand of loads of gravel and logs have been dumped there to fill it up and not until trees were planted on both sides of the road and it was blacktopped did it ever remain passable the year around. Everyone coming or going west had to detour north to Willoughby Road to get to Holt or Dimondale.)

School and the Christmas Program Published 12-26-73

How many remember the old school bell that rang to call you in at recess and at noon and how you hurried when you

heard the first bell in the morning, so as not to be late before the last bell rang?

The school was either a small brick or a wooden one-room building with windows on both sides and two doors. One door was the girl's entry where there was a shelf to set your dinner pail and a row of nails to hang up your coat. The other was an entry for boys.

The teacher's desk stood between the entry doors. There was a recitation seat, a large stove and four rows of double seats, where two pupils sat side by side. The desk tops were on hinges and could be raised to get your books or lowered so you could stand in front of your seat.

There was a belfry that covered the bell and how each youngster asked teacher if he or she could pull the bell rope for the next recess.

Do you remember the Christmas program in the dimly lighted room? There were two bracket oil or kerosene lamps on each side of the room.

How we practiced for weeks to speak our pieces loud enough to be heard at the back of the room and sing the songs of Christmas.

How we secretly made cardboard boxes, covered with colored paper for a present for our Mother.

Do you remember how we colored the coarse tablet paper? Paper was a rarity in those days as all pupils did their lessons on slates.

To color the paper we used cold tea, and raspberry or blueberry juice. Some kids had tinsel to put on theirs which cost two yards for a penny.

We made paste of flour and water or the white of an egg.

We pushed the darning needle through the hard kernels of popcorn to make a string to trim the tree. Sometimes we could find a colored ear of corn which we added.

Some kind farmer would bring some saw horses and some planks so a platform could be raised high enough so the small children could be seen and heard by the parents.

Then came the placing and setting and trimming of the beautiful evergreen Christmas tree. Only the taller boys were allowed to help the teacher as they could reach the top of the tree.

When all the trimming had been placed on the tree, then the candles were tied onto the end of each branch. School was let out early and you ran all the way home so to hurry back and not miss anything.

As you trudged through the snow and neared the small, dimly lit building, the yard was filled with horses and sleighs, horses and cutters, and horses which had been ridden.

All were blanketed to keep the cold wind off their warm bodies and how your heart leaped in anticipation as you walked in one entry. The other had been closed by the platform. The building was full.

Every seat was full with men, women, and children, wrapped in heavy coats, hats, muffler, and boots. Where did so many people come from?

There were parents, grandparents, brothers, and sisters and neighbors who had no children.

Would I have to speak my piece and sing my song before all those people?

But best of all was jolly Mr. Brown and his loving wife. He was a big fat man who always had fun with every child. Then the teacher greeted all the people with a "Merry Christmas and a Happy Holiday Season" and the program started.

Some spoke loud and clear. Others became frightened and cried and forgot their parts. Others sang off tune, but most were happy.

Then the program was over and some men with matches stepped forward and lit each candle on the tree. Oh how beautiful it was to see those candles burning. There was no electricity nor no one ever thought of the danger of fire.

And to the children's surprise here came Santa Claus and it was the jolly Mr. Brown who came in singing "Ho, Ho, Ho."

He gave a short talk about the meaning of Christmas. It was not so much what gifts we got but the gift God had given us at Christmas, His Son, and instead of saying "Happy Holiday" we should greet each other with a "Holy Holiday."

Harvest Time Published 7/25/73

Harvest time is in full force with the big powerful combines going back and forth, cutting a wide swath of grain, threshing out each kernel and carrying it to a hopper. When full, the operator pulls a switch and it pours its contents into a waiting truck.

It is whisked away and an elevator is placed in the truck and the grain is placed in the truck and the grain is carried to the granary bin. It is fanned, to clean it and then made ready for market.

Great changes in harvesting and in raising crops have come to pass in the last 80 years.

How many remember seeing a cradle used to cut grain?

A cradle had a long crooked handle with two hand holds on it. There was a blade about four feet long then a rack above the blade, made of light weight wood, consisting of three fingers. As the blade cut the grain, the cradle held it up right. As the cradler swung the cradle, to and fro, he would give it a slight jerk where he wanted the windrow. A good cradler would place the grain very evenly and in a straight line, with every straw lying perfectly.

It was great fun to watch several men in a contest or a bet, to see who could cradle the most grain and make the most perfect windrows.

Then grain was raked up in small piles by a wooden hand rake, usually by the women or girls of the family.

A wooden rake, three feet in width, had about seven wooden teeth about six or seven inches in length. There was a wire from one end of the rake to the handle and then on to the other end.

Wire was used in the later rake as the earlier rakes were braced by a couple of strips of wood.

Then the binding had to be done. The binder would reach down, pick up a whisk of straws, give it a particular twist wrap it around a bunch of grain in such a manner that the cut end of straw was pushed in to hold it in place.

Then came the setting up of the bundles into shocks, with the heads up so the grain could dry out.

After a few days, the team of horses drew a wagon, with a hayrake, and a ladder-like guard on each end of the rake into the field. The farmer, dodging all the stumps would bring the horses to a halt. Usually the farmer's wife would start pitching bundles of grain on to the wagon, where the farmer would load it.

When loaded, he would drive up near the barn, handy to where he would need grain and straw for winter use. He would stack the grain, placing it in such a manner that the water would drain off the straw.

Depending on how many loads he had, he would then plan the size of the stack or stacks. If there were more than one stack, they would be spaced so the grain separator could be placed between them.

Stacks of grain were usually round, tapering gradually up and topped off with a few bundles standing upright. When the separator was placed and the machine thrown in gear, there would be two men on each stack, pitching the bundles onto a table, where two men stood, with their jack knives, honed razor sharp. As each bundle hit the table a man slashed the binder and pushed the bundle into the separator.

As the grain kernels were threshed off, the heads of grain ran down a chute, where a man, called the bagtender, held a bag over the end of the chute. As each bag was filled, he lifted it aside and placed another bag over the end to catch the threshed grain.

As each bag was filled, it was tied and hoisted upon the shoulder of the grain carrier, who took it to a bin where it was dumped.

It took two or more men to carry the grain to the bin, depending on the distance it had to be carried.

After the kernels of grain were threshed from the straw, the straw was carried on through the separator and out on a carrier. The carrier was made of canvas with wooden slats fasted crosswise. It was on a raised ramp that revolved.

Those days everything had to be saved to keep livestock alive during the cold winters so there would be two or more men stacking straw. With a limited supply of feed, consisting of marsh hay and corn stalks, young cattle would only have straw to eat all winter. Many times, by the time spring came, animals had to be helped to get on their feet.

The dust was so bad and the workers bodies poured out so much sweat, that by night only little slits were visible where eyes and mouths should be.

Berry and Leek Picking — Published 8/15/73

Do you remember the smell of leeks, on someone's breath or on the breath of a cow?

It is leek time now. These tender delicious onion tasting greens grow in nearly all beech and maple woods. The

early settlers always anxiously awaited the first warm rains so they could go after the leek greens.

After several months of never tasting a vegetable, they were a great treat. Nearly every household had a tall three-legged black iron kettle full after the annual trip each spring.

Strange as it seems, after being cooked they don't smell badly. If eaten raw no one could stay in a room, if they had not eaten leeks.

It was almost impossible to follow two or three cows home if they had eaten leeks. I'll defy anyone to drink a glass of milk or eat a slice of bread and butter made while the cows were eating leeks.

As they were one of the first green things that grew in the woods, the cows as well as people loved the flavor of leeks. Many a lad has been sent home by the school teacher for eating leeks on the way to school. The leek breath is between an onion and garlic breath, but much more pungent than either.

The settlers also looked forward to the first new potatoes and the first fresh green peas, creamed together. How hard it was to hoe and hill up those potatoes, with all the roots and fiber in the newly broken soil.

How many ever had to pick potato bugs? They were not so bad on the early potatoes, but they had hatched by the thousands on the late potato vines and would clean all the leaves from a plant overnight.

How many ever had to smudge out the house of mosquitoes before you could go to bed? No one had screens and after a wet spring, one had to keep his or her mouth shut or there would be mosquitoes inside it.

After you got into bed, with the terrible smell of rotten wood covered with green leaves, to produce just smoke for the smudge, you would lie there and hear the little high tone of a mosquito buzzing around. You would swat this way and that at the pesky insect, so you wouldn't be covered with welts in the morning.

How many have ever tasted a short cake made of sour cream with thick homemade fresh butter and wild strawberries? It is one of life's greatest treats but such a job to get the berries.

If the berries have grown in a shaded area, they are larger and juicier, but it takes alot of tramping to fill a four quart pail. It takes a long time to hull the berries and wash them but it is worth all the effort.

How many spent a day on the plains of northern Michigan, picking huckleberries, now called blueberries?

In southern Michigan there are the huckleberry swamps of the high bush. It is hot in there but you can stand erect and in the shade. They are larger and your pail will fill faster, but not so on the plains, picking low bush huckleberries.

There is no shade and you are stooping all the time. The ground is drying and the heat is intense. There are plenty of berries if your ambition and strength holds out, or you do not run into a yellow jacket nest and get stung badly.

Starting out before daybreak and picking until 5 p.m., you can fill a bushel basket. They didn't sell for 59 cents a quart, but a $1.00 a bushel.

Steam Machines

Published 8/73

Let's reach a little deeper into the closet of memories and see how many can recall when the threshing machine engine

had to be pulled from place to place by a team of horses. Not only men and women worked harder to eke out a living, but also animals.

The engine had a smaller fire box and boiler, the later traction engine was the first which could propel itself. The wheels were smaller, with narrower tires, or rims, as they were called.

Roads were of just two tracks, over the country dirt, and when they encountered a long stretch of sandy soil or a hill, a team of horses would just lay into their collars, many times falling to their knees. On very hot days, the white lather of sweat would stand out everywhere the strap of the harness touched them.

There were always two teams, one to pull the engine and one the separator. The water wagon was hooked to the back of the separator.

When he came to a steep, sandy hill, the farmer would unhitch the team from the separator and hook it onto the front end of the tongue of the engine and one man would drive both teams, with the other men pushing on each wheel of the engine.

When the engine was over the hill, the teams rested. They would unhook both teams from the engine, go back down the hill, hook on the separator and pull it with the tank wagon up the hill.

The thresher who owned the outfit usually hired three men or two men and a boy. The boy's job was to care for the horses harness and unharness, water, feed, curry and brush. He also had to keep plenty of water going to the engine to make steam.

The owner usually ran the engine. One man cared for the

bags of grain and the other man adjusted the straw carrier and oiled the machinery.

As each threshing job was finished, the steam would go down or the fire might go out if it was a long move. Each farmer expecting the threshing crew always made sure he had a large pile of wood cut for the engineer.

The wife, with the help of neighbors, baked over a hot stove for days. Threshing day, early, the chickens were killed, dressed and cooked along with large kettles of potatoes, baked beans, homemade bread and milk gravy.

If the crew pulled in during the afternoon the men would be served supper and breakfast and then a big meal at noon.

Early in the morning the kids would be up taking the wooden buckets, carrying water from the spring or nearby stream, pouring water into wooden tubs. Many times in the heat of summer, there would be a leak between each stave until the wood swelled enough to hold the water. By noon the two tubs of water would be warm when the men would all rush to splash water over their faces, head and arms. They used towels made from feed bags to dry themselves.

Did you ever try to wash bag towels on a wash board, after threshers had wiped on them?

Plus the previously mentioned preparations, the wife and daughters had been patching feed bags to hold the grain. Mice loved to gnaw holes through the bags to get a kernel of grain. Many of the bags had to be washed.

No home had room to sleep the threshing crews and long before dark they each found a place in the log barn or granary. Exhausted from hard work, long hours, they were soon fast

asleep. By dawn they would hear the engineer kindling the fire in the boiler and the shake and rattle of the harness as the horses were brought to straddle the tongue of the tank wagon.

The driver might have to go many miles to fill the tank with water. He would carry the wooden buckets back and forth from the stream to the tank.

By then, one could hear the lids of the wood stove being replaced and all hands were called out for a hard day's work.

Heating

Published 11/14/73

Perhaps with the fuel shortage, the style of dressing may have to return to the way people dressed to warm their bodies.

At the turn of the century, there were very few central heating systems, no storm doors and windows. Insulation was unheard of.

Every house had a woodpile, a buck horse and a buck saw, and everyone in the family knew how to use them. There were usually two or more stoves in a home to keep filled.

Poles were hauled or snagged up from a swamp. If a man was a baker, doctor or merchant, he might hire them hauled and unloaded, but the boys and girls and many times mother, took a turn on the bucksaw.

They used the axe to split or break up pieces of wood to a size small enough to go into a stove. Then it had to be carried by armfulls and placed in a woodbox or piled on the floor. On a very cold night or during a bad storm, that woodbox would become empty very quickly. To a youth, it seemed to evaporate.

Some people hired a man to cut wood at fifty cents a cord Stove wood is cut a given length to fit the stove, but a cord of stove wood was eight feet long and four feet high.

The man might earn a dollar a cord for cutting, if he slabbed or split it. The farmer would haul a load of two or three cords and throw it into a pile and the children had to stack it. Some city homes, as well as some farm homes, had a woodshed attached to the kitchen.

The more thrifty people usually kept a good supply of wood ahead. It was kept piled in the woodshed or neatly piled in the yard.

Well-managed farmers would take the hired man or one of his sons and work in the wood lot all during the slack season of farming and cut many cords of green wood.

Most people like to have some green wood on hand to fill the stoves at bedtime. As green wood burned slower, it might make a bed of coals for morning, or at least keep the chill out of the room until morning.

All kinds of wood were cut for cord wood but the preferred kinds were beech and maple. One could take a block of maple, eighteen or twenty inches across, hit it with an axe just right, usually a glancing blow, and split it squarely in the middle. Also there was need for the softer woods, like cedar and pine to use for shavings.

Each night a straight-grained piece of extra dry wood was picked to whittle shavings to use to start the kitchen fire. Many who lived where the pine had been cut, would go out and chop out the tops of old pine tree stumps that were soaked with a pine pitch and would burn as quickly as oil.

By understanding a little of the history of the heating equipment and the condition of houses, one can understand the difference in dressing.

Everybody wore long legged and long sleeved fleeced or wool underwear, long stockings, high top shoes, and high necks. Men wore tightlegged pants. Women wore shawls or capes. Men wore mackinaws, felt boots and rubbers, caps with ear muffs. Children as well as women wore bonnets.

For dress women wore fascinators and men wore derby hats, along with celluloid collars. Children wore waists to button their pants to. They tied strings around their legs above their knees to hold up their stockings, as elastic was unheard of. Underwear was a shirt and drawers. No one had ever heard of a union suit and when they did become available, many refused to buy them. They were sure they would freeze as they would have to take off all their clothes at once to put on a union suit.

Men wore mufflers; home knitted, about five feet long. They would bring the end of the muffler around their necks, cross it and swing it back and tie it in the back.

Even with a muffler, felts and rubbers on, a man would be nearly frozen after walking several miles through deep snow in zero weather, carrying a bag of groceries.

In those days it was grain bags, not the easy to handle grocery bag we carry home today.

Women wore corsets and a corset cover and two or more petticoats. When overalls could be bought, men would wear a pair over their wool pants as a windbreaker. Overalls were of the best quality those days and people always wanted to buy the union made ones. They were the best, a far cry from the

union made article you buy today. One is lucky to get it home before it is ripped.

The old union made overalls never ripped. The cloth wore out but no rips.

Although our houses are better insulated so the wind, snow and rain cannot come through, it can become very cold to sit with very little heat. We can't even warm ourselves by getting out to the woodpile and chopping wood to keep warm.

Early Autos

Published 12/12/73

Do you remember the first automobile you ever saw? I do. It was a one-seat Oldsmobile, with a handle that came up into a man's lap, which he turned right and left to steer. There were no fenders but there was a buggy step on the side as it was two steps up to get into the seat. The car had no top.

The second car I remember was a two-seated two cylinder Reo, with a back door, the first door I ever saw on a car. There were no doors on the sides, but this little door opened and a person sat sideways on either side of the door behind the front seat.

Then came the Olds Limited, all trimmed in brass, with great high wheels. There were only a few in Lansing. One was owned by E. F. Cooley and one by J. H. Moores.

The big brass levers were on the outside. There were great wide running boards, sixteen or eighteen inch solid brass headlights and the motor was so quiet.

Mr. Moores had a chauffeur and, when not driving, he was always polishing brass.

Then came the one-seated, red painted Maxwell, which was used by several doctors in this area.

Then came the Stanley Steamer and could it steam if it got too hot. There was the air-cooled Franklin with a slanting hood. The Haynes had a top that could be folded down and put up. The Packard had a cover just over the back seat.

In those days a chauffeur was a hired man and anyone hired was thought not to need any conveniences or luxuries. He was exposed to the weather.

Next was the Oldsmobile that ran faster than a steam locomotive and Barney Oldfield drove across the continent. At the Indianapolis race in 1909, Oldfield drove at the great speed of 64½ miles an hour.

There was the wonderful Pierce Arrow, the car for the rich. Other automobile names: the Peerless, Columbia, Locomobile, Mitchell, Packard, Haynes, Elgin, Buick, Chevrolet, Durant, Star, White, Studebaker and many, many others.

Not lauded too highly was the little magneto Ford. It never competed to outstyle any other make, never raised its price, and by 1920 out sold other makes two to one. By that time many of the makers had consolidated with other companies or ceased making their cars.

Up to the early 1920's the cars were always stored in the winter months. One reason was there was no antifreeze for radiators. Also cars were open. Oh, they had side curtains but in cold weather a lot of cold can enter through 14 to 16 inch cracks, with no heater inside and no electric starter.

One was afraid to get into a deep rut or a mud hole as the motor might stop and you had to get out and crank, while someone kept adjusting the spark and gas levers on the steering wheel.

When the first warm days of spring came, people would venture out and usually before they returned home, they would become stuck in a mud hole. Some kind farmer would just happen to have his team harnessed and he would pull the stuck automobile on to solid ground.

Of course the grateful driver would tip the farmer at least a dollar bill. There might be several who were adventurous that Sunday and the farmer would collect a little cold cash by staying at home.

The preparations the people made who owned automobiles when they wanted to go touring. All ladies wore large hats (no lady was ever seen bareheaded). She would purchase a couple of yards of tulle, spend hours putting in a rolled hem and have a dressmaker make a long duster. With the long duster to cover her good dress, that came to her ankles, she tied this long scarf over her head with a big double bow below her chin.

She was ready, but Mr. also had his outfit. The long duster, a cap with a long visor, goggles and a pair of driving gauntlets. Gauntlets were a pair of gloves with a long flaring piece, about six inches wide, that came up over the sleeves so no dust could get onto his clothes.

Perhaps today one says where was the dust? It was everywhere! There was not a paved road in Michigan, other than the main streets of large cities. There were just two tracks on any road. They might be from one inch to six inches deep. When two cars met, both started to get out of the ruts. The first one to succeed drove out on the grass and waited until the other passed.

Each time a car passed, the dust rose higher and on a late Sunday afternoon, dust would just hang over every road

until one could hardly see or breathe. After a trip to Detroit, your eyes, hair and everything you wore was covered with dust. You had to take a bath before getting into bed.

Oh, what a blessing when sedans were built and good gravel roads began to appear. Within a few months the roads were so pitted one could hardly keep the car on the road. Then came the pavements although the speed limit was still 25 miles per hour.

Railroads and Mail Service Published 9/4/74

One of the first mail carriers in this area was Samuel Haley. He lived just south and across the road from the Grovenburg Church on Grovenburg Road. There was a post office there called West Holt. It was in his home and he had the mail route. He had to own a team, feed it and care for it. He probably drew a salary of between $50 and $75 a month.

Birt Wilson carried the mail from Holt to West Holt, making the trip daily, except Sundays.

By old newspaper records, this was about the turn of the century as in 1902 there were two routes out of the Holt Post Office and the West Holt Post Office was discontinued by the government.

The first two carriers out of Holt were Edward Switzgable and William Douglas. Mr. Switzgable worked until retirement, but when motor vehicles were invented, the two routes were joined into one and Mr. Douglas was laid off.

Grovenburg has maintained its name, which is more than some other places have done.

For instance, who remembers Packard, Alverson, Klink or

Jefferson? Packard was the first stop south of Lansing on the Lake Shore Railroad. It was just south of the corner of Jolly Road on Waverly Road.

Klink and Alverson were found on a map of Michigan of 1898. Klink was south of Aurelius and Alverson was just inside the Ingham County line north of Williamston. Jefferson was about two and one half miles north of Mason on Hagadorn Road at Mud Creek.

By old historic records, Jefferson was a thriving community by the early 1840's, having a saw mill, hotel, store, post office and several dwellings.

Early settlers coming up through Stockbridge and Dexter, north, always made their headquarters at Jefferson long before Mason or Holt was on the map.

So far no record is available for either Klink or Alverson. On the map of 1898, Holt had a population of 400 people.

The map was a railroad map, under the authority of the railroad state commissioner, giving the names of all railroads and all railroad stations; printed January 1, 1898, by the Wolverine Printing Company of Detroit, Michigan.

The Michigan Central Railroad ran through Holt but there were seven ways to leave Lansing. Northeast to Laingsburg, Owosso to Bay City; east to Perry, Morrice, Durand to Port Huron; northwest to Grand Ledge, Ionia to Grand Rapids, southeast to Okemos, Meridian, Williamston to Detroit; southwest to Packard, Eaton Rapids, Homer to Adrian; south to Holt, Mason to Jackson.

This was the Michigan Central Railroad running northeast and south; the Grand Truck and Western running east and south-

west; the Detroit R & W running northeast and southeast and the Lake Shore starting in Lansing going southwest then south, and swinging back east to Adrian.

As that was the only means of travel for any distance or of any comfort, it was delightful.

The companies were obliging, putting on both local and fast trains. Anyone wishing to go to Bay City, Detroit or Grand Rapids would take a fast train, but for small places like Holt they would take a local and the railroad men were very accommodating.

If they saw someone running or whipping up a horse to get to the station on time, they would always wait...anything to please people and collect extra fare.

Then after the turn of the century, a road was laid from Lansing to St. Johns and for a while it used a steam engine. After it was electrified, the first Interurban ran only to Mason. Mason wanted the train to go through the main street, which meant building a bridge over Sycamore Creek and two high bridges over the Michigan Central Railroad.

The line was built from Jackson to Mason so one Saturday night at midnight a work crew from Lansing and another from Jackson started laying tie and rails. As fast as length was laid they had a car over it. By Monday morning electric cars were running through Mason just south of the Michigan Central track, not through town.

One could get on an Interurban at St. Johns, go to Jackson, change to Battle Creek, Kalamazoo and Grand Rapids, or they could go to Ann Arbor, Detroit, or to Toledo or Owosso.

Holt had limited car service every even hour to Lansing and Jackson only stopping at stations, then on the odd hours

there were local cars. They were very long, comfortable cars with plenty of seating room and the return fare to Lansing was 20¢, or a commuter book for 30 rides at $4.85.

There was a station at Holt for both the Michigan Central and Interurban. Both had a ticket agent who sold tickets, made out weigh bills, took orders and placed the order board arm out.

The Michigan Central also had a telegraph operator. He knew Morse code, took and sent messages, built his own fires, cleaned his own station. The Interurban agent did the same, only all messages were sent by telephone.

The order book arm was a piece of wood about three feet long and was painted red. When this arm was extended no car or train should pass until it received orders or talked to the train dispatcher.

What a wonderful thing if we had an Interurban running again, with thoughtful crews.

Saturday Night to Town, Peddlers and Early Radio

Published 5/8/74

How many older people who were raised near a small village can remember going to town on Saturday night? Oh, what a thrill!

Mother always said to "be sure and wash behind your ears." Everyone climbed into the wagon box, Mother and Dad on the seat and Mother with a pail of eggs in her lap. She didn't want them to get broken jostling along over the rough road in a wagon with no springs.

When you opened the store door you could hear the bell ring. All small stores had a bell with a string tied to it

so the owner could tell when someone opened the door. You could see the hanging lamp lit, hanging down from the ceiling. Remember the smell of coffee when the big two-wheeled coffee mill was grinding coffee that cost eight cents a pound? Oh, how the glands would pour out saliva when you saw a big barrel of pickles wide open or a big round cheese sitting on the counter.

To see all the neighbors and their children come in... you didn't dare to say a word, but my how your heart pounded as your eyes saw all of these wonders.

Eggs were nine cents a dozen. Mother would buy a package of yeast for five cents to bake bread; a gallon of kerosene for eight cents; a package of chips chewing tobacco for father, for eight cents; a postage stamp for two cents so she could write grandma, and the trading was all done.

Maybe the merchant might give you a stick of horehound candy, which was broken into four pieces so each child could have a taste on the long ride home.

Do you remember when the pack peddlers used to come and show so many beautiful things? Oh, if you could only have all those lovely things but where would you use them in a tar-paper shanty or a one room log house? Then you would wonder if someday you might have some place to use such beautiful things.

Do you remember the grocery wagon? The man carried everything he could fasten to his wagon. In fact, grocery stores used to carry everything because there were no other stores to carry the many needed articles used by both men and women and in the house and on the farm.

He carried curry combs and brushes to groom the horses. He had the ringers to ring pigs noses so they could not root out their pens, glass nest eggs to put in the nest to fool broody hens.

The men carried hame straps, cow bells, tin dishes, brooms, dust pans, water pails, calico cloth, thread, needles, shears, sugar, flour, tea or anything he could load on. He traded for butter and eggs and live chickens. Oh yes, he had a chicken crate on top of the wagon.

Then there was the old man. He bought rags and old iron or copper. A whole bag of rags and an old spring tooth of an old drag or harrow would probably bring you a dime.

Most people didn't sell too many old rags, as clothes were patched and patched until they couldn't hold a patch and then there were mop rags needed, rags to use for dish rags and wiping towels. Many had to use all rags for hand towels.

Old rags were used to make paper years ago before the use of trees.

How many remember the first time that milk was delivered? A man carried a three gallon pail with a top. He pulled the top out and measured a pint of milk. Housewives set out dishes with a plate for a cover, placing a nickle on top of the plate. The man would pick up the nickle, put it in his pocket, set the plate on the step, measure out two pints of milk, pick up the plate, place it on the milk.

In about 1905 or 1906 milk routes were enlarged and teams of horses on a wagon were used. The milkmen still measured out milk and put it into a pan until about 1911 or 1912, when they began to use milk bottles. It was many years

before milk was pasteurized and still later before paper and plastic cartons and bags were used.

Do you remember the first street sprinkler wagon driven by a pair of horses? It would go up and down Michigan Avenue in Lansing about four times a day but the dust would blow from all the side streets as the horses' hooves pounded up and down in the soft sand.

How many remember hearing the first talking machine?

It was a disc recorder with a big morning glory horn, hung from a long piece of wire attached to the back of the machine. The speaker hung from a chain.

It was such a novelty that people who owned one would call up the telephone operators and play music for them.

Do you remember the first crystal set? What a thrill to just hear the call letters of KDKA.

The first President to be heard over the radio while taking his oath of office was Calvin Coolidge. People listened to every word about a young man named Collins who was trapped in a cave in Kentucky. Oh, what a day it was when Ty Tyson began to announce the Tiger baseball games from Detroit.

Remember how family groups got together? In a farm yard there would be several wagons that had come loaded with the entire family to Grandmother's or Aunt Louisa's. Horses were tied beside the wagon box, eating hay, which had been placed there for them to enjoy while the family visited with cousins, aunts, uncles and grandparents.

Either a big strawberry or peach shortcake or a good old juicy apple pie or apple dumplings for dessert after a good meal of stewed chicken with dumplings, mashed potatoes, grated horseradish or cooked sauerkraut.

Everyone would walk together down the lane to the woodlot to pick spring flowers or gather leeks or cowslip or dandelions. They might gather sassafras for tea.

Can you remember, there was a picket fence in front of most every house and there were wooden sidewalks.

In a village the picket fences were so beautiful all painted white. Overhanging the fence were great towering elm trees and beautiful shade maples. It was always so refreshing to go down a shady street as well as feeling close to nature.

As your leather heels kicked along down the board sidewalk, people always knew when company was coming or anyone was passing by.

Stringers were laid evenly along the ground and the boards were nailed to the stringers. This gave a hollow sound to your footsteps. Many an umbrella was broken on wooden sidewalks.

When the umbrella was not in use to keep off the rain, it was used as a cane. The umbrellas were much longer handled than ones used today. One would put the umbrella down and it became caught in a crack. Before you could catch yourself the end was broken off.

How many remember the front gate? Some laughed and said, "Where lovers spooned over the gate." The writer could never envision that, especially if the gate had a log chain hooked on to it with an old pail or box full of stones to keep it shut.

Every gate had a catch or hook on it so the stock wouldn't get out and to try and keep the dog in.

Can you remember how he would run down the fence and try every hole to see if it was big enough for him to crawl through so as to get out and run along the side of a team and wagon.

News Excerpts Published 7/5/73

More news items from the late 1800's and the early 1900's:

"Mrs. Joshua North, over 80 years old, died Friday evening at her home, three miles north of this place, of paralysis. Funeral was held Monday at 2 p.m."

"The Christian Endeavor entertainment to have been given last Friday evening was postponed one week on account of inclement weather."

"Mrs. William Wise died Thursday evening of consumption, aged 33 years. Funeral was held Sunday, conducted by Rev. F. A. Perry of Lansing and remains laid to rest in the north cemetery. She leaves a husband and two small children."

"The Ladies of the ME and Presbyterian Churches netted over $25 at the election dinner and supper. Mrs. S. E. Bliss lost a tablecloth at the election dinner at Mayers Hall."

"John Kieppe, Sr., an old and respected pioneer died last Friday of dropsy. The funeral was held at the German Methodist Church, Sunday at 11 o'clock, conducted by Rev. F. A. Schumann."

"The A. J. Black family is moving into the Tillie Watson house. Mrs. Anna Gunn and Mrs. Ellen Chaddock will give an ice cream social at the home of the former Friday evening, May 10th, for the benefit of the LSC."

"Guy North and Lena Froedert were united in marriage at the home of the bride last Thursday."

"Gertie Driver was pleasantly surprised by a number of her young friends last Saturday afternoon."

"Homer McDowell shipped two carloads of sheep to Buffalo, New York, last Saturday."

"Frank and Fern Lamoreaux have gone to Ohio to live."

"J. M. Ables, a former resident of this place, died at Essexville last week Tuesday. The remains were brought here Thursday for burial. Mrs. George Maulk, Mrs. Frank Colbath, Mrs. Joseph Feier are daughters of the deceased."

"Nelson Hillard was born in the Township of Pharsailia, Chenango County, New York, November 6, 1824. He died at his home in Delhi, May 9, 1902, being 77 years old, six months and three days."

In 1846, at the age of 22, he came a pioneer into Michigan wilderness and settled in the Township of Delhi, Ingham County, where he has since resided with the exception of six months spent in the City of Lansing.

He was a blacksmith by trade, an occupation which he followed more or less until he was about 50 years old, since which time he has devoted himself exclusively to farming.

He took great interest in public affairs having held several important Township offices and he never failed to cast his ballot at all elections. On March 31, 1852, he was joined in marriage to Elizabeth Bray who survives him. He was the father of five children, four of whom are now living.

M. D. Hillard, the oldest son, lives on a farm in Windsor Township, Eaton County. Eugene, the next, is on a farm in Sandstone, Jackson County. Frank, the youngest son, resides in Holt, at present an employee of the MCRR Co.

Mrs. Emma Bickett, the only daughter, has always resided with her parents and has been a great help to them in their declining years.

He was a kind and indulgent father, an affectionate husband and was respected and honored by all who knew him. He was a great sufferer for sometime before his death and he leaves behind a host of friends to mourn his loss."

His old house has recently been demolished, just east of Cedar Street on the north side of Willoughby Road. Bulldozers have plowed down a beautiful hill where the house stood to make room for a trailer camp. An old log house stood on that hill before people were able to build a frame house.

Life and Times of 1900 to 1910 Published 2/19/75

It's interesting how time is named and divided into eras. We all hear of the Gay Nineties, the first that young people began to have real fun, especially the young women.

It was the bicycle age when a couple or groups would pack a lunch and go ride their bicycles out into the country for a day's outing.

Then came the cocksure era from 1900 to 1910, when over 11 million were farmers. By that time the land had been cleared, drained and was tillable. The families had built new frame houses and barns and had set fire to the old log barnes and houses.

Prosperity was just around the corner because the United States treasury showed a surplus of $46,380,000.00. There had been peace for 35 years except for the small battle with

Spain in February of 1898, which was over in a few months. Eighteen people of each 1,000 had a telephone and no one thought of outdoing his friends and neighbors.

The average worker earned 22 cents an hour. People walked to work or rode the street car part way, paying a nickle a ride with a transfer on another line.

No one hurried. Everybody spoke to every one they met. No doors were ever locked; everyone was trusted. Oh, there might be a tramp or a hobo come through asking for a meal, which was always given freely.

There were only 76,094,000 people in the whole United States and there were only 45 states at that time. Parents had worries, as there were epidemics of diphtheria, typhoid fever, scarlet fever, whooping cough, malaria, tuberculosis and later polio.

There had been no serums discovered to immunize against any of these ills and a great many were fatal. During this period over one million immigrants poured into the country, forcing new ways by their sheer number.

President William McKinley had been re-elected after serving his first term and the country had regained its confidence after a long depression under President Grover Cleveland.

Some remarks from Senators: Chauncy DePue of new New York said, "there is not a man who doesn't feel 40 per cent bigger in 1900 than he did in 1896."

Mark Hanna of Ohio said, "Furnaces are glowing, spindles are singing."

These words expressed the Age of Optimism, the Age of Confidence or the cocksure age. Were they going to the

extreme? There were the moral problems; child labor, slums, corrupt politicians, and ruthless corporations.

The housewife found a good supply of all foods at very low prices, eggs were a penny a piece, sirloin steak 24 cents a pound and everyone said no reason why people couldn't get ahead.

Many new things were being made besides the telephone. There was the typewriter, the sewing machine and the self binder harvester. Even automobiles for the rich. About 8,000 were sold in the early 1900's. In the 36 years since the Civil War, the United States had crept from fourth place to first place in the list of world industrial powers.

The geographic center of population had moved 475 miles west since the 1800 census report.

Now towns and cities stood where a century before had been forest or bare prairie land.

America was changing. Were the people able to cope with the rapid changes; the influx of immigrants contributing to make more changes? Each hamlet still had its own problems of survival.

Lots of eastern villages were losing their population to large cities and the westward move, but it was not only to eastern towns but all over the country. People were going to large cities to work and leaving the farms in droves.

It was predicted that small towns would disappear but the prediction has proven false.

The closely knit rural life began to disappear and the feeling of belonging was lost. In 1905 the Rotary Club was organized to overcome that cold impersonal feeling and many a man revisited his hometown.

Someone noticed that automobiles were cleaner than a horse and buggy. If a complete change was made, the city streets would be cleaner and there would not be any traffic jams. Did all the miracle discoveries and buildings and saving devices improve the way of life? Did the building of great steel furnaces, the assembly lines, the bleating radio, the noisy television, the speeding automobile, the noisy snowmobile, the roaring airplane improve life? Maybe in physical comfort but what about mental comfort? Where can one go for peace and quiet to think and meditate?

In 1900 the nation had very recently overcome a bad depression but the whole nation was at peace. Each person had peace of mind and even if he or she didn't have much, they were satisfied. Being satisfied with your lot and your home is what brings peace of mind.

Today's era may be called the greedy era or the grabby era. Everyone is trying to outdo the other person, taking everything one can get and keeping everything for one's self.

With the great increase in population, causing food shortages and the energy crisis, no one is big enough to own up that they are partly to blame. Oh, no it's the other fellow who has caused it all.

Look at the garbage pail and see the food that's wasted. No one can walk a few blocks. See how much fuel is wasted. Now, who is to blame? We have deceived ourselves so much that we are cocksure that we are not too bad.

World Situations Published 3/12/75

March 28, 1901. After reading the following items, how much different are they than the items in tonight's paper? In those days, very few people took a weekly paper, very, very few a daily paper and there were no radio or television newscasters to emphasize and enlarge on each story.

England is on the brink of a protective tariff. It may be adopted as a revenue measure, but in effect it will be protective. The nation has reached the limit of money raising under the present system and the widespread depression of the British industries is causing a clamor among working men for some barrier against foreign competition in the British market.

Working men fight Czar's troops. St. Petersburgh (Russia dispatches say that on Saturday 500 working men from Obuchower metal works paraded on the Nevshio prospect. On the way thither they demolished the state's brandy booths. Eight hundred Cossacks, with drawn swords, met the working men and a sanguinary encounter ensued. The number killed or wounded is kept a secret. The police have discovered a plot against the life of the Czar. A group of students drew lots and the fatal choice fell to the son of a prominent general. The student told his Father and the later informed the Czar, imploring him to leave St. Petersburgh.

In the last encounter at the Narva gate, 100 working men are reported to have been killed or wounded by the Cossacks.

The political situation is so serious that Emperor Nicholas had a meeting of the ministers to consider the state of public affairs. Threatening letters have been received by Lieutenant General Kouropatkini, minister of War; Mouraulieff,

minister of justice, and Sipiagmine, minister of the interior. The Lisbon, Germany, police have closed religious establishments in obedience to the ministerial decree.

The Japanese war fleet has sailed for Korea and relations between Japan and Russia are greatly strained.

Owing to a blizzard, 500 railroad passengers are snowbound at Ogallalo, Nebraska, Sunday.

An aged couple at Akron, Ohio, have been married after a quarrel of 40 years ago.

Robbers blew the safe at Wichita, Kansas, and secured about $700,000.00.

Japan will go to war with Russia unless the later backs down in Manchuria.

The French Chamber of Deputies adopted a resolution to prosecute Jalrezot for an attempt to corner the sugar market.

The Pittsburg coal combine closed another deal for 5,000 acres of coal land in Belmont County, Ohio, and optioned 6,000 more.

Millions of dollars of oranges are rotting in California because of lack of transportation facilities to move the enormous crop.

According to private advice from Macedonia, a bank of Turks massacred three Bulgarian families in the village of Aghamahalleh near Sires.

The national Salt Company of Saginaw, which controls about three fourths of the Michigan salt output has cut the price by 30 cents a barrel.

The state assembly passed an act enabling New York to accept Andrew Carnegie's offer of $5,200,000 for branch libraries.

President McKinley plans to tour through the south and west and has arranged to take in 26 states and 2 territories.

The Central Passenger Association fixed rates for the GAR encampment at Cleveland, Ohio, at one cent a mile. Note the GAR stands for Grand Army of the Republic, men who served the north in the Civil War from 1861 to 1865.

There were 47,107 immigrants from Ireland in 1900, about 10.5 percent of the population.

The town of North Bellevern in Westmoreland County, Pennsylvania, is scourged with a peculiar disease and competent physicians of that town and neighborhood are nonplused. Several victims have died and five or six more are seriously ill. The public schools have been closed in consequence of the strange disease. The people of the town are greatly stirred up over the epidemic and great alarm is felt.

How much different are these news items than what we hear or read daily now? The only differences are more people and better communication. Humans have always been the same since they began and they all experienced the same kinds of things our ancestors have and our descendants will.

News from the Holt Press Published 10/9/75

More local news from the Holt Press of January 31, 1901: Eggs 16 cents; butter 14 cents.

Dr. E. P. North was in Lansing, Monday. Everett is not in very good health. Mrs. Alfred Ribbey is sick with the grippe. William Sibray and family visited at E. Elliott's Sunday.

Mrs. D. D. Lindser and Miss Rolf spent Sunday in Alaiedon. Andrew Ribby and Will of Williamston are visiting H.

Ribby and family. H. D. Bix and wife of Island Corners visited O. E. Driver's Sunday.

Miss Cora Surato has been confined to her home since Sunday with the grippe. William Palen and little daughter of Alaiedon visited Mrs. O. E. Driver one day last week.

The dedication of the New Presbyterian Church of Holt will take place Sunday at 2 o'clock. Mrs. C. W. Barnes of Meridian spent last week with her daughter, Mrs. O. E. Driver.

George Smith underwent a surgical operation for appendicitis Monday afternoon. Dr. North of Holt and Dr. Ramsey of Lansing performed the operation. The patient recovered from the shock and is doing nicely but very low.

Mr. and Mrs. Colonel Burgess entertained friends at their pleasant home in Alaiedon Friday evening in honor of Mrs. B's birthday.

Mrs. Mertie Welch returned from her visit at Brighton, Saturday.

The members of the Presbyterian Church, who have been using the M. E. edifice since the new Presbyterian edifice has been under construction, bid farewell to the Methodist brethren Sunday.

Rev. Dunning has accepted the call for the Presbyterian Church. Nettie M. Thorburn is attending school at Berea, Ohio. Elsie Bell went to Concord last Thursday morning.

Alaiedon News:

Revival meetings at Wilkins Chapel closed last Friday. C. Underwood and wife visited at Charley Barnes last Thursday. Some young people of this place attended the masquerade at

Dansville last Friday night. Mr. and Mrs. Sherman Wise of Lansing were guests of Angelo Snow's on Sunday.

One of the representatives of the proposed electric railway from Ann Arbor to Lansing was here last Wednesday and secured from the Township Board the right of way through the town of Alaiedon.

Gordie Francisco thawed out and hulled his clover seed Monday.

Mrs. L. Geiserbrook and daughter, Kate, visited Mr. A. Snow last Thursday.

West Holt News:

A church fair at Mrs. A. L. Frink's was a success: 100 people at supper after 4 o'clock. It is not known how much was made as yet as all has not been paid in. It is thought to be almost $20.00.

William Pratt and family have moved into W. Thorburn's house. Mr. and Mrs. Blake have returned to their home at the M.A.C. after two weeks with their daughter Mrs. F. Hillard.

William Nichols is the janitor at the Church now.

J. Williams is erecting a feed mill back of the residence of C. Pratt as water is more plentiful there. Mr. Pratt is to have a blacksmith shop there also.

Olivia Herisberg is very sick, also Mrs. Markham. Born to Mr. and Mrs. A. Morey, Saturday, a son. Mrs. A. Moses, who has been sick with the grippe, is on the gain. Edith North is not very well at this writing. Pearl Lee and wife are occupying the G. Watt house. D. Cogswell who has been attending school at Dimondale stayed home last week on account of poisoning himself.

Mrs. D. Potter is very sick at this writing. H. Carpenter delivered a very good sermon here Sunday evening. Born to Mr. and Mrs. L. Wright of Island Corners, a daughter.

The L.A.S. will meet with Mrs. Eva Felton Wednesday in the forenoon, Come Early. Quilting is on the program. Gentlemen also invited.

Home News:

Mrs. Dalas Service is ill with quinsy. Charles Zickgraf is breaking a nice span of colts for John A. Gunn. Miss Daisy Shattuck of Lansing visited with Miss Bessie Service last week. A small size blizzard accompanied by a little snow struck town Sunday. Byron Driver says he battled with the beautiful snow two hours Tuesday. Vern Keller and Mrs. John Surato helped to break the road between Holt and Mason Monday morning.

Mrs. Ella Chaddock has been suffering with an attack of membranous croup and quinsy. Dr. Roberts, Abe Black and Homer Gilbert were out training their horses. Will Bickett made a blade and put it in our jackknife and it gives better satisfaction than the one that was in the knife when we bought it. Mr. Bickett had a shop on a farm north of town where he forges the blades and fits them in the handle. There is something else in his head besides farming.

About 40 of Miss Edith Gunn's young friends surprised her last Friday night. It was a genuine surprise and a good time was had by all who were present. Even her father, J. C. Gunn, who has been in poor health for some time had a hankering to indulge in snap and catch 'em and love 'em in the dark. Refreshments and ice cream were served and the Press Office owns to being frozen up with some of the ice cream.

Business Ads - 1901 Published 10/23/74

We will continue with the Holt Press of 1901 and find out all the various businesses that Holt had in those days.

The Dowager Corset for fine figures is for anyone who requires extra strong support and durability and the greatest degree of comfort. Absolutely reduce size and mold the figure into graceful outlines without sacrifice of health or comfort. Front claps shaped to the body and has double side steels. J. C. and J. Sheathelm, Holt.

The Page, the best fence on earth. All work guaranteed. B. F. Davis agent for Lansing and Holt Townships.

A. J. Black "Special" Prices. Swamp Root 80 cents, syrup 25 cents. Jaxon soap, 9 bars for 25 cents, Star Soap, 8 bars for 25 cents, plow shoes $1.25. A. J. Black, Holt.

From 5 cents to 30 cents a roll, cheaper than last year. G. B. Welch Paint and Paper Hanger, Holt, Mich.

An odd ad by M. E. Parks starts, "Why not? Be saved while you live and saved when you die. Save when you sell and save when you buy."

"For Nervous Prostration take Lydia E. Pinkham Vegetable Compound, at all druggists. Best for the bowels."

"For Big Pains, Rhuematism, Neuralgia, St. Jacobs Oil at all druggists." Dr. Bull's cough syrup, urinopathy, dropsy, consumption cure by Pisos Frey's Vermifuge at all druggists.

Carter's Ink, Best for all school and office. It costs no more than poor ink.

Some girls go to church because they like the Hims.

Stomach, liver and bowels, all disarrangements cured by Ner-Bot-Ico Tea or money refunded. By mail 25 cents, Narcotico Medicine Company, Hornellville, N.Y.

Of interest to businessmen: Businessmen appreciate a remedy like Garfield Headache Powders. When the nerves are tired and the head aches, one powder, taken on the tongue, will bring relief.

A dyspeptic is never on good terms with himself. Something is always wrong. Get it right by chewing Beman's Pepsin Gum.

Mrs. Winslow's soothing syrup for children teething, softens the gums, reduced inflamation, allows the pain, cures wind colic, 25 cents the bottle.

The sauce that made West Point famous. McHenry's Tabasco.

"Take this my Bilious Friend, a glass of Hunyadi Janos."

Don't get wet. The original Tower's fish brand oiled clothing.

High top button and laced shoes, choice 75 cents, S. W. Mayer, Holt.

Some more of those gasoline stoves have arrived. Just think, $16.50 buys one. Remember the place, Glassbrooks's.

Fits can be cured, if you are afflicted don't wait a day. Write the Hall Chemical Company, West Philadelphia, Pennsylvania.

German M. E. Church Services every Sunday at 10:30 a.m. Sunday School at 9:15 a.m. Epworth League at 7:30 p.m. Prayer meeting every Thursday evening. Ladies Society every second Thursday in the month. F. A. Schumann, pastor.

M. E. Church preaching each alternating Sunday at 10:30 a.m. each alternating Sunday evening at 7:30 p.m. Prayer meeting services each Tuesday evening. Rev. J. H. Hoover pastor. Sunday School at 10:30 a.m. C. Manz, superintendent. (Editor's Note: The M. E. Church stood on Cedar Street just

south of the Oddfellow Hall and burned December 19, 1920, afte a practice for the Christmas program. Later their members joined the German M. E. Church. Most of the older generation, who could not understand English well had passed away.)

For rent: pasture at J. C. Gunn's at 25 cents a head per week.

John Samann the tailor. I will make you a $35 suit for $17.50, a $20 suit for $15. Spring is here and we are prepared to show you the best line of goods for the least money. Always on hand.

This is the smallest wickless blue flame oil stove. Also made in four larger sizes. Sold everywhere. If your dealer does not have them, write to the nearest agency at Atlantic Refining Company.

A livestock market report of April 27, 1901 from Pittsburg, Pa. Wheat, red, 71½ to 72½; corn, yellow ears, 51½ to 52; corn No. 2 shelled, 50½ to 52; Flour, winter wheat, 3.75 to 3.80; Butter, creamery 22 fancy country roll, 13 to 14; Eggs, cheese, Ohio New 9½; Cheese, New York, 10.

Hens, 10½ to 11, dressed 14 to 15; Eggs, 13 to 13½; Beans per bushel, 2.50; Potatoes per bushel, 42 to 45; Cabbage per barrel, 2.25 to 2.50; Onions per bushel, 1.10 to 1.25; Cattle, prime, 5.20 to 5.60, medium, 5.10 to 5.25.

Fat heifers, 5.10 to 5.25; Oxen, common fat, 3.50 to 4.25; Sheep, extra, 4.30 to 4.40, medium, 3.60 to 4.00, common, 2.00 to 3.00; Lambs, choice, 5.00 to 5.15; Spring lambs, 6.10 to 10.00; Calves, extra, 5.50 to 6.00, common, 3.00 to 4.00, heavy, 2.75 to 3.00.

Notice: We will take loose hay at siding of the Michigan Central Railroad Mondays, Tuesdays and Wednesdays each week until further notice. Driver Bros.

Money to loan. Money to let on farm property, low rates of interest. Long time, good security required. Call at this office.

This space is taken by R. Ellison, photographer, 2101 South Washington Avenue, Lansing.

Excursion: Sunday, June 23 to Lansing, Saginaw and Bay City. Fare for the round trip to Lansing, 25 cents; to Saginaw, $1.15; to Bay City, $1.15. Train leaves Holt at 8 a.m., returning 8:30 p.m.

There will be an ice cream social at Sam Beal's four miles west of Holt for benefit of Will Fiedler who cut his foot while working at Mr. Beal's farm.

Holt Press News — Published 11/13/74

There are still more enterprising people in Holt starting more businesses. An advertisement in the Press of August 8, 1901 read, "Ready we are now, moved into our new quarters and are much better prepared for business than ever before. We should be glad to see all our old customers and will always do our utmost to give satisfaction. Our lunch counter will be a prominent feature and will be given the best of attention. I. B. Chandler, Jeweler, Holt.

The American Home Guardian, a fraternal society, is now prepared to offer a protection far superior to that of any of the present fraternal orders. This may seem to be a strong statement but you can easily be convinced by investigating.

Some of its advantages: age limit; the Reserve Fund!; rigid medical assessment never to be increased. For young people only. American Home Guardian, Call at Press office.

Bromonia for headaches at your druggist.

Even a small barber can be called a strapping fellow.

Karpen Leather chairs. Rock bottom prices, M. J. & B. M. Buick.

Buckingham's dye for the whiskers. Want your mustache or beard a beautiful brown or a rich black? 60 cents at your druggist.

Some men can never find anything around the house but fault. Putnam Fadeless dyes do not stain the hands or spot the kettles. Sold by all druggists.

It's a wonder some people don't get indigestion from chewing the rag.

A. J. Black has received carloads of coal and still there is more on the road. Abe says he will be able to furnish coal to all who use it. Either hard or soft coal at prices that defy competition; Give your order before prices advance.

Thrashing has already begun and a word of caution to the "timid" driver or "timid" horses will be quite in order.

Salt, Salt, Salt. 85 cents per bushel at A. J. Blacks.

The German Sunday School will hold its annual picnic at Pine Lake, August 14.

The coal trust is playing havoc with the coal business. It is quite likely that coal will be advanced from month to month so that it would be advisable to put in a winter supply as soon as possible.

Has your paper a blue cross on it this week? This is

the means we have of letting you know that your subscription has expired.

The PGUSS and the LUC are to hold their picnic at Leadleys Park today.

The University of Notre Dame, Notre Dame, Indiana; classics, letters, economics and history, journalism, arts, sciences, pharmacy, law, civil, mechanical and electrical engineering, architecture, through preparatory and commercial courses, ecclesiastical students at special rates. Rooms free. Junior or senior year collegiate courses. Rooms to rent, moderate charge, St. Edwards Hall for boys under 13. The 58th year will open September 10, 1901. Catalogues free. Address: R.V.A. Morrissey, C.S.C. President.

Stark trees, best by test. 77 years, largest nursery. We pay cash weekly, want more salesmen. Stark Bros., Lousiana, Mo.

The Presbyterian Sunday School will hold a picnic on Wednesday, August 21, 1901, at Ahren Grove. The Methodist Sunday School is also invited. (Note: Ahren Grove is now filled with cabins on North Cedar Street, Holt.)

Miss Vera Rice and Marion Lee have engaged to teach the next term of school at this place with John Ahren principal. (Note: John Ahren was raised on the farm that encompasses the Ahren Woods and now is covered by Fox Run Apartments. He later became a dentist.)

Yarn sale. Shetland floss at 7 cents a skein. Colors, black, pink, light blue and cream white. The entire lot goes on sale on Saturday, August 17, Holmes, Dancer and Co., Mason.

Shaving Set Free! To each purchaser of one of our "S.M." Razors we will give a complete set (with case) absolutely

free. A guaranteed razor, as good as there is made, for $1.50 and the set is thrown in. Opportunity! Opportunity! Will you grasp it? Come and see us today. Bement Retail Store, 118 Washington Avenue, North Lansing.

Have you got any beans to pull? If so come and see our new American Cultivator with bean puller attached. Also see our ball heaving disc harrows. The best you can buy. F. Nickel, Holt.

Michigan Central Excursion! Sunday, August 25 to Jackson and return, 50 cents. Train leaves Holt 9:54 a.m., leaves Jackson at 8:30 p.m.

Holt Press Published 11/27/74

News items copies from the Holt Press printed February 14, 1901: Frank Lott who was sick is better. Miss Marie Rehm is home from Lansing. Lewis Price had his little finger smashed in the roller of his feed mill. Miss Bateman of Mason spent Sunday at Mr. and Mrs. Barney Switzgable.

P. H. Ecker and John Aseltine of Ingham Township visited at Mr. and Mrs. William Chandler's Wednesday. Nolt K.O.T. was royally entertained last Wednesday night at Lansing by the Sir Knight's there.

Marion and Charles Wilkins are contemplating going to Indiana soon to paint oil tanks, derricks and maybe old maid photos.

Don't forget the auction at the Presbyterian Church Saturday of this week at two o'clock, of lumber, lamps and other materials. The sixth annual round up of the Michigan Farmer's Institute will be held at the Agriculture College Tuesday, Wednesday and Thursday, Feb. 26, 27 and 28.

William Maquire, Subcontractor for the D. M. Ferry seed company of Detroit will be at the Press office Saturday, Feb. 23, in the afternoon, to make contracts with all farmers who wish to raise seed beans this year for Ferry and Co. He will also place a few sweet corn contracts. The price of beans ranges from $1.20 to $1.50 per bushel. Corn prices range from 75 cents to 80 cents for 50 pounds. Twenty different varieties, no risk, seed loaned.

Leslie Surato is ill, J. C. Gunn is sick again, Alton Chandler is quite sick.

An eighth grade examination will be held in Holt Feb. 23.

Republican caucus at town hall on Saturday 23 at 7:30 p.m.

The new members joined the K.O.T.M. Saturday night. The Zack Chandler banquet will be held in Lansing next Wednesday. A. D. Aldrich uses his snow plow to good advantage when a snow storm arrives.

Judge Nichols has appointed D. J. Gillian guardian for Harold Crane, a Delhi minor. The safety valve to the Fry and Price engine burst and escaping steam burned Alvan Ribby's arm quite badly.

A. L. Hewitt has hired out to L. W. Baker for a year to take the place of Milo Smith who is now on Mr. Baker's farm east of town.

On another page can be found an ad for the Lansing Sugar Beet Company who are desirous of interesting farmers in this vicinity in the raising of sugar beets for the factory being built in Lansing.

Judge West sentenced James Rogers to spend two and a half years in the Ionia reformatory for horse stealing. The young

man would probably receive a lighter sentence if he had stolen $50,000 from the State.

Mrs. Rogers has been on the sick list for the past week, consequently the editor has not had her help in getting the paper out until today. We have been working faithfully night and day but somehow the paper is behind hand as usual.

John and Marie Chaddock, son and widow of the late Dr. Leverett R. Chaddock of Delhi have been cited by Judge of Probate Nichols on the petition of H. J. Bond, administrator of the estate, to appear before the Probate Judge, and disclose what personal property of the deceased they have in possession.

When Judge Wiest was asked for an opinion regarding the European trip of ex-governor Pingree while contempt proceedings were progressing, he merely smiled and looked pleasant.

In the House at Lansing, Rep. McFarland of Detroit noticed a bill "to prohibit the opening of clothing stores, gent's furnishings, shoe stores, furniture stores, hat and cap stores on Sunday." The act does not apply to those who do not believe the seventh day as the Sabbath day. A fine of $10 or 30 days is provided as a penalty.

Alaiedon News: Jacob Spraag met with a serious accident a few days ago and is in a serious condition.

Cordia Francisco and Miss Ina Guile were married last Wednesday evening. Mr. and Mrs. Francisco are among the best young people and have many friends who congratulate them.

Miss Elda Wilkins leaves this week to visit friends in Jackson, Calhoun and Lenawee counties. There was a Valentine Party at the Wilkins Memorial Hall Thursday evening, Feb. 14.

Mr. and Mrs. Gaus spent the latter part of the week near Leadley Park visiting their children.

W. O. Foote, an old and respected citizen, died last week. The funeral was held at the residence on Friday at one o'clock. Internment in Okemos.

A. Rathbun received word last week that his son Albert who is attending Cleary's Business College at Ypsilanti was exposed to Scarlet fever and is under quarantine.

Windmills, Early Conveyances and Adsin Holt Press

Published 12/4/74

How many young people remember the old wooden frame windmill? Many were in use at the turn of the century but after long years of exposure to rain and sleet and cyclones, many were blown down and then replaced with metal ones.

There were four long, six by six timbers, tapering toward the top, where a three by three platform was erected. The wooden wheels could be reached from the platform to keep them greased.

A wooden two by six ran up through the center of the windmill, connected to the wheel at the top. A hole was bored in the bottom of the big plank to connect it to the top of the pump. As the wheel turned, driven by the wind, a cam on the plank made it go up and down and water was pumped for the stock and family.

When not needed, there was a lever with a piece of wire that one could pull and turn the vane so the wheel could not catch the wind. The wheel was covered with curved leaves called "Sallys."

How proud a farm family was when it could afford a windmill.

About this same era there were many national newspapers being printed and there may be a few yet. Calumet had a Finnish Republican called "Valvoja", also a Slovene weekly that advertised it covered the whole northwest. It was called the "Slovenske Novice."

Ispheming had two swedish weeklys called the "Superior Posten" and the "Calumet Posten." Detroit had a Hungarian newspaper called "Magyar Hirlap."

About this same time they began to advertise bathtubs, especially at bathhouses and sulphur mineral baths for all kinds of ailments. There was a thriving mineral springs bath house in Lansing. It stood on River Street just south of where the Red Cedar River entered the Grand River.

The tub was made of canvas and later rubber. One end had a brace or legs but the other end had to be held by a chair.

It was after the Civil War that New York State passed a law that no baths were to be taken from November to April. It was too unhealthy. When you think of only wood in the stoves in the living room and the kitchen one can imagine how uncomfortable a bath could be.

This was also the time for the omnibus. The omnibus was a wagon with a wooden frame with five windows on each side and in front. There was a door in the back and two metal steps to climb on. Our first style "bus."

There was the R. R. handcar that the section man used to go up and down on the track to see that no rails were broken, no loose spikes, no washouts. Also, the section crew replaced worn out ties and cracked rails, kept the track bed level and

kept the right away free from tall grass or brush to prevent fires.

The handcar was operated by hand by a pumping motion. There was a cross bar with a wide handle on both ends and two men on a side would pump up and down. A section covered eight to ten miles of track. Each morning the crew pumped the entire distance to see if there were any dangerous spots that needed care.

In those days, the fast trains would carry from ten to twenty pullman or sleeping cars. A little later the velocipede was invented and then only the section foreman covered the entire area. The velocipede had three wheels and had a seat for just one man.

There was an old saying, "No place was colder in winter nor no place hotter in summer than working on the railroad right of way."

Tailors advertised King Edward dress coats tailored from black broadcloth made in England and France, along with red silk hats. One of the best advertisements is for the "sectional and extensible clothes drier." It said "you don't have to use your warm house." It is a double line on a pulley and as you hang up a garment you move the line. Many are used today in the tenament house, from upper story windows.

Another advertisement was for freight cars, box stock, platform and coal cars. The Detroit, Lansing and Northern advertised, "Pleasure resorts of Michigan. Elegant sleeping coaches on all night trains to all points north without changing cars."

Even building movers had ads showing a large brick

building being rolled along over the logs as men kept moving the logs ahead.

Couches were advertised plain or tuffed, covered with floral design green or red plush or velvet. A few older styles left with backs.

In the Holt Press of January 16, 1902, loaned by Johnnie Fay, Jimmie Mackie advertised a first class livery stable and feed barn at 104 East Washtenaw Street in Lansing.

This little poem was found in the paper.

"The constant drop of water wears away the hardest stone.
The constant knaw of Touser masticates the toughest bone.
The constant cooing lover carries off the blushing maid.
And the constant advertiser is the one who gets the trade."

News and Ads - Holt Press - 1902 Published 1/8/75

In the March 27, 1902, Holt Press, M. E. Park of Holt ran the following advertisement, "Better than a grab sale sure to win everytime, you buy of us. Let us prove it. New things just in.

Whole coffee, the best package coffee, 12 cents a pound. A Brazilian solid silver spoon with each pound.

New herring at 15 cents a box. Don't stay with us long.

Challenge Parlor Matches, every one sure to go. 200 count, 10 cents a dozen boxes. Pearl Tapioca in pound boxes, 10 cents. Cherry Brand pure Cane New Orleans molasses, in quart cans, 10 cents. Our best quality dairy pails at 25 cents. You will have to grab quick, our tables of $1.50 and $2.00 shoes for 75 cents will soon be empty."

Here is proof that Holt once had a millinery store, an advertisement in the same issue of the Holt Press reads,

"Ladies you are invited to be present at my opening display of millinery, Thursday, April 10, 1902. At the S. W. Mayer's Store, Holt. May B. Squires."

Then the Press had its own advertisement:

"An opportunity for a limited time only. We will break all previous records by making this great offer. We have made arrangements whereby we can give a year's subscription to the American Farmer, an up-to-date farm paper, the Winner, a monthly household paper which is well deserving of its name, and the Press all for 75 cents. Remember this offer is for a short time. You surely can't afford to miss the chance of three papers for the price of one."

The Robinson Drug Store, 102 North Washington Avenue, a clever ad, "What can a man do when the people are talking about him and he knows it? Should he go and die or act indifferent?"

"A chance for the ladies. All things come to those who wait. Sometimes! To all of those who have waited because they did not feel able to afford a high priced bicycle, we offer the best inducement that ever happened on our elegant ladies bicycles, only $13.75. Only at Bements, 118 North Washington Avenue, Lansing."

At the New York Racket store in Mason was the following advertisement,"Great value in laces, 2 to 10 cents. Splendid values in 100-piece English semi-porcelain dinner set only $9.45. Toilet sets, $1.35 to $4.19. Chambers 20, 40 and 50 cents. Cuspidors 9, 20, 23 and 50 cents. Flower pots, 2 cents and up. 100 yards of silk, 69 cents. Cobblers outfit, complete, 39 cents, 1/2 pound of copper rivets, 8 cents. A

present of a chain with each Iroquois watch sold. Whips 10, 23 and 90 cents. Shoe nails 3 cents, rasps and staples, each 3 cents."

A train schedule of May 1, 1902, for Holt on the Michigan Central railroad, known as the Niagara Falls route; northbound, train number 71, Bay City and Mackinac express 5:45 p.m., number 75 Bay City and Gladwin, accommodations, 12:13 p.m.; southbound train number 72, Chicago express 9:54 a.m.; number 74, Chicago express, 9:50 p.m.; number 76, Jackson, accommodations, at 1:24 p.m.; with Mr. H. M. Garrison freight and ticket agent and telegraph operator.

People could go to Lansing at 8 in the morning and return at 9:50 in the evening or they could go to Mason at 9:54 in the morning and return from shopping at 5:45 in the afternoon. Otherwise they had to drive a horse and buggy, a team, or walk.

Hya-Hya is a new ad to me, but it reads. "The powder cures headaches, Hya-Hya Elixir cures the most stubborn coughs, and the Hya-Hya stomach and liver pills have no equal. 25 cents at all druggists."

An advertisement run by Delhi Township reads, "Notice, All lots contracted and not paid for in Maple Ridge Cemetery must be paid at once to the Township Clerk or lots will be resold."

Here is another enterprise in Holt that was advertised, "Just arrived, a fine line of latest up-to-date styles at a price below competition. Come and look them over before you buy and you will be convinced. Suits from $2.00 up to $25.00 in ready and made to order. The newest styles of furnishing goods with a fine line in hats. A full line of children's

clothing always on hand. Everything that leaves my store is positively guaranteed. Satisfaction or money refunded. John Samaan, Holt."

Ads in the Holt Press — Published 1/15/75

From the Holt Press, March 27, 1902: A post office bulletin: Office House 7:30 a.m. to 8:30 p.m. Mail for the north, east and west closes at 7:40 a.m. South, east and west, 1 p.m. North, east and west, 5:20 p.m. So in 1902 there were two mails going north and one going south out of Holt daily.

An ad from Alan Alberts' maternal Grandfather, Fred Nickels, "A free exhibition took place on Main Street in front of F. Nickels implement store last Tuesday afternoon. A hay loader was the main feature of the exhibition which, taking everything into consideration, did very unique work. Fred has a complete line of farm implements on hand and we assure you he can save you money on anything in his line."

"Oh, Say! Have you seen the new Milwaukee Mowers and Binders? They run and are handled easier than any other machine on the market. We also carry a full line of Rakes, Tedders, Loaders, Harrows, Plows and all kind of farm tools. Call in and see us. F. Nickel, Holt, Mich."

From the Holt Press, January 17, 1901:

"Doctor D. W. Roberts, Homeopathic Physician and Surgeon, Holt, Mich."

D. Roberts bought the house on Holt Road directly across from the Junior High School from Dr. Ohlinger in the 1890's. About 1906 he moved to Okemos where he was well known.

"Peerless Carpet warp is the best. Do not spoil your carpet by buying a cheaper grade. White, black, brown and red in stock. S. W. Mayer, Holt, Mich."

"Andrew Higelmire, general auctioneer, post office address, Holt, Mich."

"Advertising rates: One column per year $52.00. One half column per year $26.00. One quarter column per year $13.00. Local advertising five cents per line or fraction of a line each issue. Church and lodge notices where fee is charged 5 cents per line. The Holt Press."

"Presbyterian Church. Regular preaching every Sabbath morning at 10:45, every alternate Sabbath at 8 o'clock p.m. Sabbath school at 12 noon. Christian Endeavor at 7 p.m. All persons are cordially invited."

"Holt Press, One year's subscription 50 cents, six months 25 cents."

"If you want Fine Valentines at prices ranging from five cents to $1.00, call and see me. I have no trash on hand. My Valentines are up-to-date and very beautiful. Nice presents to give your friends. I will give the prettiest lady or girl who calls at my store during the week of February 4th to 9th, a very fine Valentine.

"Gifts will be strictly confidential and will not be advertised. An extra feather in the hat will not cut much figure in the contest, as it is for nature's beauty only and not artificial. Don't forget the date. I. B. Chandler, Jeweler."

"Writing School, I invite all persons that are interested in learning to write to come to the schoolhouse, Monday evening,

February 4 at Holt, Mich. at 7 o'clock p.m. sharp. John F. Wilkins."

"The two pacing horses owned by Abe Black and Dr. Roberts were speeded on the street yesterday and Dr. Roberts horse won."

"A two-cent stamp is required on a drop letter that is intended to be delivered by a carrier on the rural route here or any other route."

"Sugar Beets, There will be a sugar beet meeting held at the Townhall in Holt, Thursday, February 2, 1901, for the purpose of explaining the sugar industry and the growing of sugar beets. W. H. Gilbert a practical farmer of Ray County will talk upon this subject from a farmer's standpoint. P. G. Tower, agriculturalist, will address the meeting. Everyone who is interested in the prosperity of the farmer is requested to attend. Lansing Sugar Beet Company."

(Editor's Note: The Lansing Sugar Beet factory was a thriving enterprise for many years. It stood north of Grand River on what is known today as the southwest corner of North Grand River Avenue and North Street.)

"Try the New Home Sewing Machine. Write for circular to Orange, Mass., It was with the box on top to cover the machine."

"Trimming, paper hanging, painting and eaves troughing lowest prices and satisfaction guaranteed. We will take your job and furnish material at lowest prices. Shop located second house west of feedmill. Call and see me, E. F. Helmiker, Holt, Mich."

"Lion coffee, a luxury within reach of all. We are keeping up the grade of Lion coffee to a high point. Watch our next advertisement. Woolson Spice Company, Toledo, Ohio."

The Holt Press, published every Thursday by Robert D. Coger, at Holt, Michigan.

News Items

Published 1/23/74

More news written by M. E. Parks: Dated 1902: Edward Switzgable had obtained the job of mail carrier on the new rural delivery route. The week began Saturday and the West Holt post office will be discontinued.

Announcements were out for Miss Nettie Thorburn and Cecil Pollock. (Mr. and Mrs. Pollock will be remembered by friends; after he retired from the ministry, they lived on North Cedar Street til their deaths.)

December 24: Judson Collins married Edith Rolfe. Don't forget the Colored Jubilee Singers will be at the M. E. Church this evening, Thursday. Admission 15 and 25 cents.

The pupils of the high school will give an entertainment at the Township Hall Saturday night. The orchestra will furnish the music. Admission 10 cents.

The Christian Endeavor Society will hold its graduating exercise at the Presbyterian Church next Sunday evening.

The Junior Christian Endeavor Society will hold an ice cream social on Dr. D. W. Roberts' lawn next Saturday eve, June 29.

The Township Sunday School convention will be held at the Island School house next Sunday afternoon and evening. An ice cream social will be held at the house of Samuel Beal, Saturday night for the benefit of William Fielder.

July 19, 1902: The last services were held in the old Presbyterian Church, Sunday. The carpenters began work Monday

morning. The laying of the cornerstone for the Presbyterian Church was held Tuesday afternoon. A large crowd attended.

A large crowd attended the Fourth here. A fine time was enjoyed by all. No accidents were reported.

Holt expects to squeeze the eagle hard this year. Honorable A. M. Cummins will be the orator. Music furnished by the Holt Cornett band. Come to the Blue Rock and Rifle shoot, the catch the greased pig, climb the greased pole and enjoy the baseball contest and other sports.

Mrs. Emmett of Howell, deputy commander of the LOTM spent last weekend with Mrs. O. Driver. Sire Knight Deputy Withero of Muskegon visited Sir Knight Wilson last week.

The Ideal Entertainment Company will give an entertainment at the Townhall Saturday, April 13, for the benefit of the KOTM. They have been here several times and are sure to please. Admission 20 cents. Children under 12, 10 cents.

Members of the orchestra and their wives were pleasantly entertained by Mrs. Joseph Feier last week Wednesday eve. An oyster supper was served.

The home of Mr. and Mrs. Louis McCready of Dimondale was the scene of the gathering of the Black family. Those present were Abraham Black, Sr., Mr. and Mrs. Abraham Black, Jr., and two daughters and Miss Lottie Black. (Many will remember the younger daughter as Mrs. Marjorie Gladden who passed away about three years ago.)

Holt High School will give a box social at the Townhall Saturday evening, November 5, 1901, proceeds to help erect the Lafayette memorial in Paris.

Honorable Frank E. Dean of Lansing, ex-United States consul at Naples will lecture at the Presbyterian Church Friday evening, January 28. Subject: "Across Land and Sea."

The next lecture at the Presbyterian Church will be January 21 by Professor C. B. Collingwood of Lansing. Subject: "The Romance of Gold and Silver Mining." Professor Collingwood has put in many years in the mining states of the west.

A warm sugar social was given by the Maccabees last Saturday night. It was a great success.

An ediscope and phonograph entertainment will be held at the Presbyterian Church Monday evening, 27th. This belongs to the school lecture course.

The LOTM of Harmony Center Hive will give an entertainment in Holt Saturday evening the 29th at the Townhall. Admission 10 cents. Everybody come and see Old Maids transformed into blooming young maidens.

The opposum recently captured by Ray Wilcox is now in the possession of the zoological department at the MAC. It will be preserved as a museum specimen.

Mrs. Hattie Parker entertained a quilting bee last week. The 9th lecture was given by Henry R. Pattengill of Lansing at the M. E. Church on Tuesday, February 23. Subject: "Down in Dixie."

Dated 1903: Sandford Waite, a pioneer, died in the Lansing hospital. He was taken there a month ago and operated on for stricture of the bowels. Deceased was supervisor of the Township for two terms and oldest man of the KOTM.

Reverend Tatsuyii Masada of Albion gave an able address on the religion of Japan at the M. E. Church last Sunday morning.

The Eisenbarth Vernale, Uncle Tom's Cabin Company, who travels by rails in their own car, will exhibit here under canvas, Saturday, September 10.

The Holt Reading Circle has received a box of books from the Michigan State Library and will meet Tuesday evening April 12th with Mrs. Lewis Price to discuss the subjects of the books and who will give reports of various books.

Furniture of Early Days — Published 1/22/75

What a craze there is today to buy an old round table! At the turn of the century or a little later, a beautiful fumed oak table or a golden oak table could be bought for less than $10. Like so many things, they were thrown away in order to buy something new, not nearly as well built or as durable.

Like an old iron wood cookstove where coal or corn cobs would be used. It cooked and baked and heated water as well as gave heat to warm the house. The old stoves were thrown away to buy nicer looking, oil, gas and electric stoves, which have long rusted out. The old iron stove that was not broken up is as good as new today, once it is given a good blacking.

The same with electric irons. How many has the ordinary housewife owned and what do they cost? The old sand irons and the earlier three corner solid irons that had their weight stamped on each iron (like five and seven pounds) made by the

Illinois Iron and Bolt Company. They were heated on the old iron stove and are as good today as when they were made over 100 years ago.

Another article people search for is the old spice mill or the home used coffee mill.

This was a little square box with a drawer in the bottom to catch the ground spice or coffee. A hollow in the top was where the seeds of the spices or the coffee beans were placed. A handle on the top turned, with a grinder inside. The box was placed between the knees of the person who was to do the grinding. The coffee mill was a little larger than the spice mill.

Then there was the cherry pitter and the apple parer. Cherries were poured into a cup like top, a handle was turned, the cherries came out one place and the pits another. Sometimes they got mixed up, but it was still a lot faster than pitting many quarts of cherries by hand.

The apple parer looked something like the cherry pitter. It had four sharp promps hung on the front, on which an apple was pushed. Then the crank was turned round and round, passing by a sharp edge which took off the peeling.

Long before movies or television there was the stereoscope. It had two lenses set into a frame, mounted on a stick with another stick that slid back and forth and had a wire at both ends which held a double picture.

Some way, the double lens and the double picture became one enlarged picture as you looked through the lens. It brought out a living image.

No home was complete if it was not furnished with a beautiful glass bordeau lamp. They were of many designs and colors

and are of great value today along with the old pump or bellows organ.

The earlier organ was called the cottage or Church organ. It was plain on the top but of a good tone. There was a place to set the music and a place to hang an iron rack to hold an oil lamp with a mirror reflector.

Then came the decorated organ with the high top, a mirror and shelves for pictures. A good organ could be ordered from Sears, Roebuck and Company for $27.50.

Then came the talking machine by Thomas Edison, with the big morning glory horn and round calendar recorders, which cost $45. It didn't take long until Victor, Pathe, RCA and others were making victrolas. Most homes had one for young people to dance by.

The early settlers first had the day bed..a head and foot piece of spoon design with the side pieces like the night bed with slats and a straw tick. Then came the velvet couch with a back, tassels around the bottom then a plainer one, but they all had the head built up. The popular stuffed leather couch just preceded the davenport. There were also love seats.

The love seat was one of many designs, high back with high arms; high back with low arms; medium back with no arms. They were beautiful carved backs of roses, birds, grapes and nuts. Coverings were from velvet, tapestry, and hair cloth.

No one was without a rocking chair. The first rockers pictured were of a straight board, rounded on one side for a rocker. The names were numerous, Boston, leather, Salem, cane, sewing and base rockers.

City folks began to leave an opening between rooms, which were called archways. They were very high and the upper part

was filled in with bric-a-brac or gingerbread fancy wood design or rope portieres.

There would be 14 or more ropes evenly divided in a door opening with a tassle on each end and many more ropes draped across the top of the opening. The material was called chenille. It was wooly like a caterpillar and was a fine dust catcher.

No home was without a commode and a washbowl and pitcher set. On the commode also sat a tooth mug, a covered soap dish and a two-quart pitcher for drinking water and a drinking mug. Beside the commode sat a slop jar into which to empty the dirty wash water from the bowl. The commode had a wooden rod across the back to hang towels and wash clothes on.

No lady's dresser was complete without a hat pin cushion, a bone hair pin dish and a hair receiver.

The floors were usually bare and if carpeted it was with a rag rug that the woman had made from old cloth torn into strips. After the strips were sewn end to end they would wind them into large balls and put the balls into a bag until there was enough to make a rug of a given size.

Many rags had to be dyed. Nuts, weeds, barks and berries were used to dye fabrics.

Depending in the width of the rags, and the weight amount determined how many yards could be made from a bag of sewed carpet rags.

After the proper amount was sewed, the warp had to be bought. It took a long time to save enough money for the warp.

The warp and the rags were taken to a woman with a carpet loom who made extra money by weaving carpet.

She charged not more than 25 cents a yard for weaving, which was at least a two week job.

Catalogue Ordering — Published 2/12/75

Not until we check the records can we realize the changes that have taken place since the turn of the century. Even if you have lived it, many things have escaped one's memory.

For instance, the shower that is taken daily by so many and thought of as a necessity, was unheard of 50 years ago. About 1900, the state of New York passed a law that no one could take a bath from November until April, as a health measure.

Bathtubs have taken many shapes and sizes. Previous to this time, a tin bathtub had been advertised. People had taken baths many ways...supposedly in the creeks and rivers in the earlier days.

Then came the old wooden wash tub, then the galvanized tubs. A tub long enough to lie down and relax in was real slow in coming.

Bathtubs were built of wood, lined with zinc. They were about six feet long, but the room was so cold it was only in the warmest weather that one could relax. Water had to be heated on the kitchen range and carried by pail to the tub.

In 1902, Sears and Roebuck advertised the steel 20 gauge with enamel inside, which added no pleasure to taking a bath in cold weather.

About this time a few homes had furnaces and a built-in bathroom, but either in 1905 or 1906 someone invented the instantaneous gas heater with copper coils. About 15 minutes

before bathtime, one would light the heater and as the coils got real hot, it heated the water as it flowed through the coils. Very few people had running water.

In the same issue of the catalogue with the enamel bathtub, Sears advertised a folding bathtub with gasoline or natural gas heater.

Likewise there were few electric things advertised in 1902. There was a gasoline lamp as well as a vapor gasoline lamp that had a mantel. There were all kinds of kerosene lamps, hand lamps, store lamps, Bordeau, banquet chandeliers, hall lamps, store lamps, and handpainted lamps with many glass pendants.

There was one electric bulb advertised in the catalogue. It was an incandescent bulb, listed as 8-10 or 12 candlepower and priced at 30 cents.

There was a good assortment of pumps. There was a cistern or pitcher pump, used to pump rain water from the cistern. There was the force pump used to pump rain water from the cistern that was out of doors to a leadlined water tank in the attic, so as to have running soft water. There were lift windmill pumps. This pump had an extension on the plunger or handle pipe that attached to the pipe on the windmill. The sails of the windmill would catch the wind and make the wheel turn. As the wheel turned the rod on a lever went round and round, causing the shaft to go up and down, working the pump.

Not many things were assembled ready for use, so anyone could purchase parts.

If a farmer wanted a sleigh, he could buy the gear. The

runners and the body, each one separately. Likewise he could assemble his own buggy. He could buy the chassis, then the box, the seat; button on back upholstered or plain shafts for one horse, or pole to drive two horses.

How many have ever seen a wooden peck measure? It cost the whole sum of 17 cents with no tax. The same with a wooden desk churn, capacity of six gallons. Made of white cedar, it cost 84 cents. Wooden water pails were 19 cents or $2.26 per dozen. Wooden sugar buckets with wooden hoops were 40 cents and would hold 50 pounds. Well buckets made of oak, with four hoops and a swivel on a bail were 45 cents.

Bread raiser pan, 21 quarts cost 78 cents.

A solid iron tea kettle, large size with 11 pounds cost 38 cents.

Quarter sawed oak ice boxes with a capacity of from 25 to 650 pounds of ice were priced from $5.94 to $53.90. The sad part of the old ice box was the drip pan. The drip pan caught the water that dripped from the melting ice and had to be emptied regularly, sometimes in extremely hot weather, there would be water all over the kitchen floor because no one emptied the drip pan.

Pot cleaners of the iron dish cloth were used as we use scouring pads today. They were made of many small iron rings fastened together. They never wore out and cost four cents each.

Washing machines were hand powered. The first one was sort of a rocker type. The tub part sat on four legs and was rounded at the bottom, covered with strips of hard wood.

The hot water, soap and clothes were put in the tub. A

half-round piece with wooden ribs and a handle was pushed down into the clothes. The operator rocked the upper piece back and forth to clean the clothes.

Then came the agitator with four legs that moved the clothes back and forth in the water. The operator worked the handle on the top that caused the wheel to turn.

Then came water power. The force of the water moved the agitator back and forth.

Fires in Delhi — Published 5/23/73

There are many notices of the great losses by fire prior to 1924 when the first volunteer fire department was organized and a very crude two-wheeled cart equipped with two 30-gallon tanks of chemicals was purchased.

The following are taken from clippings of the writings of M. E. Parks from the late 1890's and the early 1900's.

The barn on the John Higelmire farm burned with its contents last Wednesday night. Cause unknown.

On a cold February night, the village was visited by a destructive fire. Last Saturday night, about ten o'clock p.m. flames were seen issuing from the east window of the building owned by M. E. Parks and occupied as a meat market by Miller Brothers.

Fire soon reached the adjoining buildings in which Irving Chandler had some watches, clocks and jewelry. Most of these were scorched, but scarcely anything could be removed from the meat market. Only by heroic effort was the fire kept from the brick store.

Buildings were a total loss, mostly not covered by

insurance. Miller Brothers loss is partly covered while Mr. Chandler carried no insurance. His loss is about $50.

Cause of the fire is supposed to be the explosion of a stove. Lightning struck Henry North's house last Sunday night doing considerable damage but no one was seriously injured.

Two stores and a residence were destroyed Friday night in a fire which originated about 10:30 p.m. in the general store of J. C. & J. Sheathelm and spread to the general store of M. E. Park and the dwelling of O. E. Driver. The loss is estimated at $8,000.00.

An alarm was immediately spread among the villagers and a bucket brigade was formed, but all attempts to gain control of the flames were fruitless however, on account of a quantity of oil in the room where the fires started.

Nearly all the contents of Mr. Driver's house were saved, also a quantity of goods were secured from Mr. Park's store. The Maccabee lodge rooms were situated over the Park's store but none of the lodge paraphernalia could be saved.

The Sheathelm store was owned by Mr. Driver whose residence was burned. It is stated that he will not rebuild the store, but will begin work on a new residence as soon as possible.

The ice house owned by William Eckert was partially burned and other buildings endangered were saved only by hard fighting.

Later in 1914 more stores burned. The two-story brick school house burned as later the homes of David Potter and

Brice Spencer burned to the ground and the large barn of Jacob Sheathelm.

The school and Church janitors would run to the Churches or the schools and start clanging the bells and the telephones. Each person would grab a pail and start running but the building would be engulfed in flames by the time the first pail of water could be pumped and thrown on it. That meant every building was a total loss.

The Holt Fire Department has made a steady growth and will have an excellent record to report when it celebrates its golden birthday in February, 1974.

Only one man of the original department is living today and that is Mr. Dan Brillhart. Mr. Brillhart signed up when the call was made for volunteers. There was no pay for anyone, but in those days the men wished to help their friends.

Trains - The Trowbridge Interlocker Published 2/6/74

Another decision has been made. The new passenger trains, Amtrack, will load and unload their weary travelers out at Trowbridge.

"Trowbridge"; my, in the early part of the century, that was a remote place. What was Trowbridge? Well, it was the interlocker of the crossing of the two railroads, the Pere Marquette and the Grand Trunk.

An interlocker was manned by hand. An approaching train would blow a certain number of blasts on the whistle and the interlocker operator would pull various levers and when the track was clear a green light would show the engineer it was safe to proceed.

In case the switch was not made correctly it would derail the oncoming engine. In this manner, one railroad train was sure that the other train would not ram into any of its cars.

An interlocker man worked a 12 hour day shift and seven days a week. He had to be an alert and trustworthy employee of one of the railroads for many years.

Today it may serve a larger area than the Grand Trunk depot just off Washington Avenue and South Street or the Union depot just off East Michigan Avenue in Lansing.

But will the youth of today ever know the thrill of meeting the train, waiting for some important person to come in or to meet a relative or friend or to stand around and visit with them before their departure?

See them line up to purchase tickets, wait for a dray to deliver the trunk to the baggage master and check the trunk, watch it loaded onto the baggage cart, then kissing each one goodbye as the bell on the engine was ringing as the train was approaching the station slowly.

The conductor would step off the lower step of the car and set a sturdy stool on the platform and people would begin to come down the steps from the day coaches. The porters would do likewise from the sleeper cars. When the last one had alighted, you would hear the conductor sing out, "All aboard!"

In the meantime the many trunks, valises, and cartons had been unloaded from the express car or cars and mail pouches were stacked high in the mail carts.

Now it was time for the loading of the recently checked

baggage and an anxious traveler might hold back from entering the coach until he was sure his own trunk had been placed in the baggage car.

There were no knit wash and wear in those days. A typical woman would take three dresses, six petticoats and an extra change of underwear, a couple of nightgowns for a week's travel.

You can say, "this isn't much." But the underwear, slips and nightgowns were all ruffled with lace and the underwear and slips were starched and it took a lot of room to carry them and many long hours of ironing too. Nobody had electric irons.

You may ask why so many trunks? Well, each passenger had a trunk and so did salesmen. In those days they were called drummers.

A drummer might have from two to ten trunks with samples of his goods he was to sell. He had a standing reservation with a certain hotel and the hotel would have a dray gather up and deliver all of their client's trunks.

Hotels had small show rooms where the drummer displayed his line of goods, then the merchants came and selected what they wanted to buy.

After dealing with the local merchants, the drummer would hire a delivery rig, maybe take one or two trunks and call on merchants in ten various small towns in the surrounding country.

If anyone was anxious for mail to be delivered, then he or she would go to the station and after the mail had been loaded, you could give the letter directly to the mail clerk

before he closed and locked the doors and one could always tell if the letter had been mailed that way as from Lansing it would be stamped Port Huron, Chicago or Jackson-Bay City.

As to express, a train might carry from one to a dozen express cars with an express messenger in each car. During the fruit season whole cars would be loaded for a given place as there were no trucks. The express car was the first to have ice placed into containers to preserve the shipment of perishable food.

Then there were whole trains of express cars. They were given the right-of-way, even sidetracking passenger trains in order for the express train to reach the destination as quickly as possible.

First there was the old bell-shaped smoke stack and the two-wheel drive engine and they ran thirty miles an hour. People marveled at the speed. But with improvements and the shorter smoke stack, they added and added more drive wheels till most any engine with a heavy load of freight cars could hit sixty miles an hour with ease.

And now with two and three unit diesels they can make 100 m.p.h. but not with the current condition of the track.

It takes good section men who understand the spreading of the rails. A broken rail can cause an awful wreck. Although all this work can be done by machine now, it will take a lot of work to bring the track to a safe condition before fast passenger trains can safely proceed.

Let's hope it doesn't take another investigation to decide if track should be made safe and waste another year's time and several more thousand dollars of the taxpayer's money.

Years ago they acted and then investigated. By so doing, our country got ahead and people were happy. Today everything from a sewer to the President must be investigated and what is accomplished other than a waste of time and the waste of money and many hard feelings?

Railroad Comparison — Published 6/20/73

Railroading of yesterday as compared with today, is as outmoded as skimming cream from a milk pan and churning butter with a dasher churn.

Someone stood by the cow with a brush waving it continually to keep the flies and mosquitoes from biting her, so she would stand still long enough for father or mother to milk her. It took so long and then the cow would be hand stripped to get the last drop. Now human hands never touch the milk.

The machine is attached to the cow's udder, the milk flows through pipes into a cooler with a circulator to keep the milk moving all the time, to cool it. A big tank car backs up to the milkhouse, a hose is attached to the bottom of the tank. The milk is pumped into a cooled glass-lined truck.

Railroading has changed almost as much. When railroads were first built, with the wood burning engines and the short cars, the steel rails were only 40 pounds to the foot.

A train running 30 miles an hour was high speed and a passenger train had five or six coaches. It was rare to see a freight train with more than 30 cars.

Then came the first coal burners with two-wheel drive

and the bell-shaped smoke stack and speeds of over 40 miles an hour. The construction gang and the section crew replaced all the rails with 90 pounds to a foot of steel. I am told that today the rails weigh 127 pounds to a foot of steel.

The coal burners would use a tender of coal each eight hours to heat the water to make steam. Along came the six-wheel drive with a speed of 60 m.p.h. It was not uncommon to see a passenger train carrying 20 or more coaches, including several sleepers, a baggage car, a mail car and one or more express cars.

During the huckleberry and celery seasons, there would be four or five express cars on a train going south. Rail express was the quickest and fastest way that fruit or vegetables could be shipped.

Then came the refrigerator cars, with containers of ice which were refilled on long runs. Latest are the mechanically refrigerator cars, where fruit and vegetables may be kept fresh for several days. The mail cars were equipped with racks to hang sacks of mail as one or more men sorted mail, receiving more mail sacks at each station and unloading at each station.

Many can remember some of the experiences at Holt with fast trains that did not stop. The carrier from the post-office to the depot would hang the mail sack on what was called an "arm". As the mail car passed, a mailman leaning out a half door would catch the sack in his arm, while at the same time another mailman with a mail sack to unload would have it attached to a kicker.

The kicker would kick the sack quite a distance from the track so that when the carrier took the mail to the depot

from the local train he would pick up the early mail, but many times, due to a current of air or the lay of the ground or the extreme length of the early train carrying so many sleepers, it would suck the mail sack back onto the tracks and all the mail would be cut to shreds.

The baggage man cared for all the baggage and there was a lot more than there is today. When a train pulled into a station there were several handfilled trucks standing beside the tracks, loaded and empty. The baggage car, the mail car, and the express car had to unload first, then be reloaded.

Each station had a station agent. Some had a telegraph operator, a baggage man and an express man. At small stations, the agent did all things. He sold tickets, cared for express, tagged and untagged baggage and also acted as freight agent. He gave the rates, saw that things were properly crated, made out weight bills, checked incoming freight, determining the damage, making claims and collecting for freight bills.

The agent worked in cooperation with the train dispatcher, putting up the order board, seeing all crews came into report before the order board was cleared, taking orders from the dispatcher for train crews to verify, sweeping out, keeping fires, washing windows, making a daily report of number of tickets sold, amount of freight collected, checking freight with customers and making out a balance sheet at the end of each month.

Today the diesel engines with two or more units produce power to 3000 horsepower, while the steam engines only produce from 1,300 to 1,500 horsepower. They carry a load of

from 1,000 to 1,200 gallons of oil and the oil will last 72 hours. Instead of 40 foot cars, there are now 89 feet cars and it is not uncommon to see a train with 150 cars on it.

There is no fireman but the head brakeman rides in the engine to help the engineer see everything possible. As the old saying goes, "Four eyes can see more than two eyes."

Most of the switches are being taken up as the trains are too long to take a siding. Today they run several sections and one way on certain days. Each section carries flags warning oncoming trains there is another section following.

The Interurban — Published 9/25/68

However hard and disappointing it was to invent an electric motor good enough to haul heavy loads and with high speed, no other child patent ever grew faster than the electric motor driven streetcar.

It routed the horse car, most all of the cable cars and at one time carried six times as many passengers as all steam railroads combined.

One trolley car nearly killed the President of the United States. On a very dusty road near Pittsfield, Massachusetts, President Teddy Roosevelt was being driven along in a coach pulled by four white horses. The coach was hit on a rear hind wheel throwing the occupants out on the ground and a secret service man who threw himself in front of the President was killed. The President had a bruised cheek, a cut lip and a banged knee.

By the turn of the century there were 15,000 miles of

electric tracks spread out over the United States and was known as the interurban. One reason for its great success and growth was that the public had become adjusted to taking the trolley.

The second reason was that in the last 3 decades of the century, the country had doubled its growth in population. The third reason was that older cities were bursting at their seams and suburban areas were emerging. Fourth reason; younger people with children were hoping to move out of the cities, where they could raise a garden and children would have large areas in which to play. Fifth reason; the interurban changed the home habits of people by getting them a few miles out and even changed the courtship pattern. Another reason was the cities and electric railway companies opened up amusement parks, where the whole family could go for an evening or Sunday for a picnic, an outing, a ride or see the midways or attend a baseball game, besides having a nice ride to and from.

Lansing had 2 such places, the favorite during the week was Waverly Park, located on the north bank of the Grand River on Waverly Road. There was a 10 minute car service and by buying a return ticket for 10 cents, one could ride there and back, about 3 miles each way, and have an entrance ticket, which permitted you to go through the turnstile into the park.

There was a baseball park, dance hall, roller coaster, hall of mirrors, house of horror, merry-go-round, ice cream parlor, lunch counter, boats for rent, paths along the river, picnic areas and beautiful shade.

The other amusement park was at Pine Lake or Lake Lansing. Car service was every 20 minutes and a return fare was 25 cents. There was swimming, fishing, boating, dance hall with ice cream parlor on its veranda, the midway, roller coaster and a balloon ascension every Sunday.

Lansing had 3 interurban lines. One to St. Johns with a freight service that delivered bread at the stations and picked up the farmers' milk cans, delivered them to Borden Milk Factory on Shiawassee Street, then delivered the empty cans back to the farmer in late afternoon.

One line ran from Lansing to Owosso, stopping at the stations of Haslett, Perry and Morrice. The third line ran from Lansing to Jackson with the stations of Holt, Mason, Leslie, Eden and Rives Junction.

The St. Johns line had originally been operated by steam, before the coming of electric motors. The Jackson line opened in the fall of 1908 to Mason, but due to the citizens of Mason who wanted the line to run down their main street, it was not put through until the late fall of 1910, when the company had finished their line from the south to the city limits, which was across the street from the Ingham County garage. Then one Saturday night at midnight the company showed up with a work train and extra work crews both at the south side and the north side of Mason, and ties and rails were speedily laid and the car run as near to the end as possible, and by 12 o'clock midnight Sunday night a track had been laid through Mason. The people there enjoyed from 1910 to 1929 the service both north and south every hour from 6 a.m. until 11:30 p.m. daily.

The interurban first put Holt in contact with surrounding cities and gave its citizens an outlet to obtain good jobs and in 1915 people began to move to Holt. The conductors and motormen were so accommodating to carry and assist in loading or unloading and help women with small children. If they saw a person running near a station or on a road they would stop the car and wait for them. Many times if they didn't see them in time and would go past the crossing they would stop and back up to take on an extra passenger.

The cars were large, roomy and comfortable, lighted and heated. There were 3 cars leaving the Holt station every morning before 6 a.m. to take the factory men to work. One was a local that stopped at every road and at many houses between Holt and Lansing. The other two cars left shortly after 7 a.m. to take in the office men and store clerks.

Holt service was every hour, the odd hour was the local service and the even hour was the limited service going both ways, as all trains met at Holt. The freight service south was before noon and about 11 p.m., north around 2 p.m. and 2 a.m., many times bringing in carload lots, switching the extra car on the siding for unloading or loading as the need might be.

Presidential Visit by Theodore Roosevelt Published 5/29/74

The day I first saw a Prsident of the United States was on May 31, 1907, when President Teddy Roosevelt spoke for graduation at Michigan Agriculture College, now Michigan State University.

The day before, May 30th, being Decoration Day, there

was a big celebration with a long parade down Washington Avenue in Lansing.

The Industrial School band led, followed by over 700 young boys from 10 to 18 all in perfect formation and in step. Then came the Fife and Drum Corps of the Grand Army of the Republic. Many old men in their late sixties and seventies were marching with the music as proudly as they had 45 years before.

Then came the Spanish American army men, followed by Knights Templar, the Lodges of the Maccabees, Knights and Ladies of Security, the Rebekah and the Oddfellows, the Woodmen and the Elks, the Knights of Pythias, followed by the marching band of the Michigan Agriculture College.

People had come in on special trains from all over the state early that morning and continued on through the day in order to be there to hear the President speak.

The Michigan Electric ran street cars those days and by ten in the morning all cars were out on the tracks, going to and from the college.

Trying to get on a car at the corner of Michigan and Washington was utterly impossible because before the car halted, it would be filled by the large waiting crowd.

The street car company would join two cars together so one conductor could collect fares on both cars. The trolley turned at the corner of Michigan and Washington. The other end of the loop was at the north end of Abbott Road.

So, two friends and I walked east to Cedar Street to where the conductor had to get off the car and throw a switch. While it was stopped, we got on.

After loading the trolley, the car started on towards the college and someone hollered out. "We can ride free as there is no conductor to collect the fares."

The fare was only five cents, but in those days, five cents was a lot to a young person. Well, about half way out, someone stepped on the back of the seat with a foot over my left shoulder, which pushed against a new hat I had.

I had work all winter to make an eyelet embroidery hat of linen. As linen wrinkles easily, I was concerned about my hat and made a comment to my girlfriend.

Just then the foot was lifted and went on the next seat. I had never seen such a handsome young man before in my life. His eyes were just beautiful. A little farther on, the two cars we were on had to take a siding to let others pass. Due to the several cars on the siding and its length, we hit the car behind us. After excitement passed, the conductor went over across to the other track and placed his right foot on the rail. He pushed his cap back on his head, with a curl hanging down on his forehead, and his right hand in his pocket. In a few minutes the other cars came and passed and we proceeded to the college.

A large platform had been erected at the west end of the circle drive where President Teddy was to speak. The crowd kept growing as there were no buildings north of Circle Drive and it afforded a very large area for people to congregate.

When he mounted the platform, a roar went up and lasted so long. He tried to quiet the people, but it was almost impossible. With my two friends, one a student at the college, we hurried down the west drive staying right near the drive, where students could get a picture.

As cameras were a rarity in those days, we were only a few feet from the President. He was accompanied by Ransom E. Olds in a two seated new REO automobile. Then we began to think about getting back to Lansing. When we did get on a car, we stood in the rear of a box car.

The Michigan Electric Company had borrowed every flat car and box car that was available in Lansing and had connected them all to their motor driven cars to accommodate the crowd. Many were not reaching Lansing until after midnight.

About noon the superintendent of the street car company realized they could never get the whole crowd out to the college on time. They send a trainload of several coaches. These unloaded at the Harrison Road crossing and people walked in.

The National Guard was called in from all over the State and people slept in halls on the floor, as all the beds were filled in Lansing. All the churches and lodges served meals to accommodate people.

That evening there was a Presidential Ball at the college and J. H. Moores, who gave Moores Park and Francis Park to the city, loaned his Olds limited car to his chauffeur. I had a chance to have my first automobile ride out to the dance at the ball and back.

At that time I lived at the corner of Allegan and Townsend across from the Capitol, where the Lansing Postoffice now stands.

During the excitment of hearing the President, riding in an automobile, and going to the President's ball, the handsome young conductor was forgotten.

Two weeks later I was introduced to him. Yes, you have guessed right. Fifteen months later he became my husband and we had sixty and one half years of a very happy life together.

How time has flown. It seems such a short time ago, but it is sixty seven years ago the thirty first of the month and so many of those friends have answered their last roll call.

...but they left happy memories for me to enjoy.

An Early Holt Teacher - Floyd Fogle Published 5/3/73

A picture of the old Holt school building published in the News recently, built in 1872 and burned in 1914, unlocked a closetful of memories for former teacher Floyd Fogle.

Mr. Fogle, who now lives on Okemos Road, Mason, taught there in 1908.

He was raised on a farm in Eaton County and was graduated from the first twelfth grade class of Sunfield.

Besides helping his parents on the farm, Mr. Fogle was a carpenter. He rode his bicycle back and forth between Sunfield and Lansing and also East Lansing, while working on People's Church there.

After teaching one year Mr. Fogle, wanting to finish his education, enrolled at Michigan Agricultural College, where he studied for a year. During this time the college was looking for a man as an instructor of farm building, for one year.

At the end of the year, he enrolled in college again, but hard luck came along. His young wife who had been ailing was taken by death. He had married Ella Hunter of Eaton County the same year he came to Holt to teach the high school and she had taught the intermediate room.

Mr. Fogle also did extension work at the University of Illinois in Champaign.

After many years of hard work, he re-entered Michigan Agricultural College, graduating with the class of 1918.

He accepted a position in the Agricultural Engineering Department and in 1922 he married Josephine Hart, a member of the staff and the first director of the student teachers in the home economics program.

In 1928 they decided to make a career of farming and in 1929 bought the farm at 2611 Okemos Road.

To this union was born a son, George, who has recently purchased the farm from his father, and a daughter, Jean Fogle Leonard. She and her husband own and operate a hardware store in Laingsburg.

Following the death of Josephine Hart Fogle, Mr. Fogle married Josie Watrous in December 1953. A teacher in Holt schools, Mrs. Watrous finished the school year and the couple moved into a new home that Mr. Fogle had built that spring.

Of the 19 winters they have been together, 17 have been spent in Florida.

Mr. Fogle worked as a contractor, building many homes in East Lansing and many barns throughout Ingham County.

He laid out the plans for MSU's Kellogg farm south of Hickory Corners in Barry County, near Gull Lake and during the depression he built several buildings for Harold Gray, a Detroit millionaire.

Mr. Fogle served in the loan department of the Federal Land Bank at St. Paul, Minnesota.

Mr. Fogle remembers that teaching at Holt with him and

his wife was Miss Lora Hyde from Prairieville. Her father was the village doctor.

There were around 100 pupils enrolled that year. Fogle would be interested in hearing from any pupils who remember attending school in Holt in 1908. His address is RD 4, Mason.

World War I Published 8/7/68

Most of the early immigration came from the British Isles and they got along fine. Then came the Irish. They were so poor that they remained clanish. Then the potato famine of 1843 sent them to the United States by the thousands.

The Cornish settled in the Upper Peninsula, where there was plenty of work in the mines. Germans were the next to come in great numbers, but they were either artisans or excellent farmers. The year 1846 brought great numbers of Dutch from the Netherlands. They were very poor, but were forced to leave due to religious persecution.

From the first settlers to this day, has been a rapid rate of improvement, from the stick fireplace and the crude stoves, from wood and coal ranges to gas and electric, furnaces from coal to natural gas and automatic electric heat.

Schools from shanty log cabin to great sprawling beautiful buildings and lawns, homes from dug outs in the side of hills, brush covered shelters to log houses then frame house till today we see these beautiful tri-level, colonial, and ranch homes setting in lovely landscaped yards, along with swimming pools. Running water in several places in each house is a far cry from carrying it from a spring, creek or river at the bottom of a steep hill or by a water yoke.

Transportation has changed from walking to canoe, row boat, sidewheeler, rear wheeler, sailboats. From the ox cart, horse back, buckboard, wagon, buggy to the one lunger automobile to the V-8 stream line cars of today, changing the speed from 4 miles an hour to 80 miles an hour. Now the jet airplane makes a trip to Europe in 6 hours.

Following the great influx of immigrants in the 1840's came the Norwegians, Swedes, Danes, Finns, Russians, Poles, Italians, Hungarians and Bohemians.

The outbreak of World War I in August, 1914, surprised the United States and before that time they paid little attention to European affairs. Early in 1915 Germany sank a United States Merchant ship with loss of life. Then, in May, a submarine sank the Lusitania with 1,198 passengers of which 128 were Americans.

Relations became tense and Germany promised to see that all American passengers were safe, but in March of 1917 other ships were sunk and German submarines came in sight of New York harbor. On April 2 President Woodrow Wilson asked Congress to declare war against Germany and Congress declared War on April 6, 1917.

The whole country responded with goods, money and their lives. The Michigan legislature voted a War loan of $5,000,000 The money was used to organize Michigan State troops to replace the National guards which were on the Mexican border, to assist returning veterans, and to help farmers produce larger crops of foodstuff. Because of the fear of the lawless element and pro-German sabotage, the Michigan State Police were organized.

The 32nd division consisted of Michigan and Wisconsin men. They went overseas in January, 1918, and fought at Oisne,

Oisne-Argonne. A total of 2,898 were killed and 10,986 wounded. That Division was awarded 134 distinguished service crosses. They also served in the Army of Occupation at Koblenz, Germany, till April, 1919. All men 21 to 30, had to register for the draft at Battle Creek. Camp Custer was built in 1917, and by the first day of September, men were being trained there. The 85th Division also was trained at Camp Custer, and they sailed for Europe in July, 1918.

The 1st Battalion of 310 Engineers and the 337th hospital ambulance company were sent to Archangel Russia, where they fought the forces of Soviet Russia. The 339th Company was nicknamed the "Polar Bears," due to the severe and rigid weather they encountered. They were also known as the "Forgotten Men." By 1918 all men registered for the draft from 18 to 45. Liberty engines, tanks, trucks, and shells were manufactured in Michigan.

Slackers and pro-Germans were threatened and some very roughly handled. People refusing to buy Liberty Bonds had their houses dabbed with yellow paint, and the German language was taken completely out of the schools.

Michigan exceeded its quota by 140 percent.

The National Guard quickly assembled and went by train and ship to France, reaching there June 26, 1918. Eighteen months later more than 300,000 men were there.

Young men home on their last furlough were greeted with high school bands and they walked proudly along the street. As the troop train passed through, young men in Michigan would call out. "Don't cry Lady! We are coming back!"

Women knit day in and day out, making socks, sweaters,

mittens, scarves and helmets. Helmets were sent to Archangel Russia to keep the boys' faces from freezing.

World War I and the Armistice — Published 8/14/68

Henry A. Cook of 921 Dart Road, Mason, contributed a portion of this article. His portion is as follows:

On March 4, 1917, Woodrow Wilson took the oath of office as President of the United States. He was re-elected on the slogan, "He has kept us out of War." While Europe had been fighting since 1914, on April 6, 1917, Congress voted for War 373 to 50, the Senate approved at 82 to 6 and the President proclaimed war.

The large army camp of Michigan was Camp Custer between Battle Creek and Kalamazoo.

Slogans and Posters were tacked up all over, "Join the Army," "Uncle Sam Needs You!"

On September 12, 1917, a registration for the draft was used and every man from 18 to 45 registered. A year and a half later approximately 77,118 had been killed, 221,050 wounded, and 4,432 were prisoners. Schools let out, so the pupils could go to the railroad station as troop trains went through, long passenger trains only loaded with the best young men of our country. Bands played at every stop.

Saturday nights, soldiers, proud of their United States uniform, promenaded the streets. Then the Navy sent the Annapolis Band on a travel tour to urge young men to enlist and arouse patriotism in the rank and file of people.

A group was trained at Michigan Agriculture College to be truck drivers and mechanics. When sent to France they were

given a rifle and told they were in the infantry. When a private failed to salute a sergeant correctly he was publicly bawled out, as well as older men who did not remove their hats when the National Anthem was sung or the flag passed by.

It was a great time for new (zipp) songs; "Tipperary," "Wind up the Watch," "Frenchy," "Pack up your troubles," "Smiles," and "I Didn't Raise my Boy to be a Soldier."

Draft horses were used for military transportation. The 119th Field Artillery, used 3 inch field pieces and claimed they could reach German ground when fired. There was talk of spy activities, of spies burning wheat fields, poisoning food, and germ warfare, when thousands of citizens died of the Asian Flu. People wore gauze masks over their mouth and nose in all public places.

The food was scarce and very poor. All bread was made from corn flour, no butter, no lard, no sugar. Although there were no coupons as in World War II, the commodities were just not available.

Doctors were scarce. All young doctors were drafted and the older doctors were worked to complete exhaustion during the two years of the flu. There were no college deferments, and doctors were passing every man they examined. I know of one, who had poor teeth, who was ordered to have them all pulled out and report immediately.

Communications were not as they are today. There was no television and no radios, only word of mouth and telephones and telegraphs. On Monday morning, November 11, 1918, shortly after 5 a.m. the telephone bells began to ring in a panicky

sort of way. Taking down the receiving the operators were repeating, "An Armistice has been signed and fighting in Europe has stopped!!!"

People ran out of their homes, calling the good news, youngsters took dish pans, pails, washtubs and used them as drums going up and down the street. All shops and stores closed at noon. There were parades in every town that evening with dozens of bands playing.

Men in factories had been working 12 and 15 hours a day. Stores were short handed as well as low on stock. People had become so sick of eating black bread for more than a year and eight months.

Both the winters of 1917 and 1918 had been very severe, with lots of snow and extreme cold, in both the United States and Europe. The men had endured many hardships living in the trenches in sub zero weather and the citizens here at home had been unable to buy enough coal to heat their homes, so the Armistice signing would bring not only peace, and release thousands of suffering soldiers, but it would also bring better food and warmth at home.

Delhi was well represented in World War I with hundreds of men in the service, but was fortunate to lose only one man, John Buck, a hostler in the 119th Field Artillery. He gave his life only a few days before the Armistice was signed. Buck was raised in Delhi township and lived on Waverly Road just south of Holt Road. He attended school at the Grovenburg School and was a member of the 119th Field Artillery of the Michigan National Guard.

Railroad Jargon

Published 6/13/73

One of the latest hobbies is collecting articles from discarded and disbanded railroads. Cars, tracks, switches or anything pertaining to, or used for, the running of railroads are collectable.

The latest thing is a caboose. Webster's dictionary tells us that the first part of the word was an ally to cabin and "boose" means a crib or a stall. Railroads use it for many things, including a lookout.

On long delayed runs there were bunks for a man to rest in, a small stove to heat up or cook a meal, a sink with a tank of water for drinking and washing of dishes.

Besides the things the brakeman and the conductor had to use, such as extra clothing, there were three different colored lanterns, clear glass, a green glass, and a red glass globe on each.

Railroad men call a caboose a "crummy" or a "van." Each occupation has its own jargon, for example, a "high ball." A high ball is not a drink. It notifies the engineer all is clear and to go on through.

A "clearance" is an order to all extra trains to keep the main track clear by five minutes for all regular trains.

Signals by the conductor, waving arms crosswise or red lanterns mean to stop. Waving the hand high and forward or waving a green lantern means, ahead.

The engineer will usually respond with two short blasts of the whistle. Whistle blasts also mean a crossing. One long blast means a station. Many short quick blasts mean something is on the track or danger is ahead. Four long blasts are to call a flagman in.

In case a train is too long to take a siding or in case of trouble, the brakeman will go up or down the track to flag down the next due train to avoid a collision.

When all is clear, then the four blasts of the whistle tells him it is all clear and he returns to the train.

Today it is called a "drop switch," but in olden days it was called a "flying switch." The brakeman would unlock a car and the engine would give it a push into a siding.

Perhaps many will remember that in the late 40's or early 50's a train crew made a flying switch at the Holt Lumber and Coal Company with a carload of coal and the engineer hit it so hard the car hit the bumper at the end of the switch, raised up over the bumper and ran across the yard into the home of Mrs. Bertha Welch. It tore away a portion of the house and a bed post was sitting less than six inches from the sheared off part of the room. Mrs. Welch's grandson was in the bed. Only by God's hand was he saved.

In talking to Mr. Winn, the yardmaster of the old New York Central one can learn how drastically railroading has changed.

Today there are no passenger trains, no coal burning engines and no firemen. One can see why the collection of railroad tools and equipment has become a hobby.

Bill Husband is a former Holt boy, born and graduated from Holt. He is the descendant of an old pioneer family, the Colbath family, on his mother's side and the son of a British Army cornetist.

His father, Jack Husband, was director of the REO Band on the radio station, WREO, for many years.

Bill has purchased caboose number 4007 and has stored it at Holt Lumber Company. Last week it started on its move to his home at 423 Cherry Street, Mason, where he has purchased some old oak ties and place rails. The caboose will be reconditioned and repainted and the yard lanscaped.

Here Bill will display many railraod antiques.

At one time the Grand Trunk, Canadian National, Duluth-Winnepeg and Pacific and the Central Vermont railways were under one name. By some hook or crook, the caboose 4007 ended up with the Grand Trunk.

In May of 1971, Michael Rogers of East Lansing bought it from the Grand Trunk Railroad and leased it to the Cadillac and Lake City Railroad.

In December of 1972, Bill bought caboose 4007 from Rogers and when the caboose is placed on its tracks it will be the shortest railroad line in southern Michigan, family owned. After the project is finished, anyone interested in railroading will be welcome to stop by and see this display.

As a small boy, Bill was always intrigued by every train that passed daily, just a little over a block from the rear of his home. He began to collect discarded railroad articles.

Bill works at Wyeth Laboratores in Mason and is an excellent cabinet-maker. His wife, Judith, is a Registered Nurse at Mason General Hospital. They have two sons, Michael, 7; Steven, 2; and one daughter, Diane, 5 months.

Fire Department

Published 10/18/68

As Delhi Township has grown over the years, so has its Fire Department. Now it looks ahead to further expansion as the Township growth continues.

The department is 45 years old. It was organized in 1923 and playing a leading role in its organization was Harry Chapman, 4244 Delhi Avenue, who now is a member of an organization composed of former members of the department. That is a social group which meets now and then to discuss the old days.

The department was organized with 15 men. The first Chief was George Shaw. They had one truck to start, a two-wheeled affair which firemen propelled through the streets by hand power.

Today the department is fully motorized with a complement of 25 men headed by Russell Harper as Chief and George Burgess as Assistant Chief.

It is equipped with all modern devices for fighting fires and its mobile units include 5 fire trucks and two ambulances.

In the early days the firemen kept their little two-wheeled cart equipped. In 1959 the Township built a modern fire station at 2150 N. Cedar Street which houses its present equipment. Harper forsees the day in the not too distant future when Delhi will have a fulltime department on duty 24 hours a day and the expectation of two more stations being built in various parts of the Township to augment the present central station.

The department presently has on order a 4-wheel drive

unit which will be used to fight grass fires, of which Delhi has many each year.

Harper says he hopes to increase the roster of the department to 30 men next year.

The volunteer firemen are paid $5 per man for each fire run, $1 per run per man for day ambulance calls and $4 per man for each night ambulance run.

Harper, who has been a member of the department for 15 years, recalls several bad fires which have hit the area in the past.

Early Fire Department — Published 3/13/74

Fifty years ago, trees were everywhere. The intersection of Holt Road and Cedar Street looked more like a park than a little business community. There was no pavement, no police, no electric lights, no, not even a fire department.

Those days there was a bucket brigade, but by the time they reached the fire, the building was so far gone they just stood and watched it fall in.

But on February 14, 1924, the first volunteer fire department was organized. Most of the 17 men that offered their services free to save their neighbors homes, have answered their last roll call, but the fire department has continued to grow.

There are 207 fire hydrants in the Lansing-Delhi system plus five additional and more being installed. The department has 1,900 feet of high pressure hose, 3,600 feet of smaller hose, four pumper trucks, one rescue truck, two jeeps, one 5,000 gallon tanker, three ambulances and a 1973 Oldsmobile Fire Chief's car.

In 1972 the department answered 347 calls and the same number in 1973.

There were 358 people treated in 1973. In addition the ambulance stood by at fires. Delhi had 43 runs outside the Township and assisted other fire departments four times in 1973.

There are now two well-equipped fire halls in Delhi. One on North Cedar Street in Holt and one on Gilbert Road three and a half miles directly west of Holt.

Each one is fully equipped with a pumper, a jeep for grass fires and a crew of men.

The greatest loss from fire in 1972 was the medical building on West Holt Road to the amount of $47,900. Fifty years ago, that building and equipment would have been a total loss.

Today with all the up-to-date equipment the firemen are paid for their services. The early men fought with two 30 gallon tanks of chemicals and if they missed a regular meeting for business they were fined $1.

Also there are two sirens and electric equipment to call the firemen to a fire. Private automobiles are provided with a siren and a red light so others can yield the right-of-way.

Firemen can reach the fire hall much quicker than in the early days. Then the school bell and the Church bells were used. The telephone operator rang all subscribers, telling where the fire was.

Then the old courthouse bell from Mason was erected on two high posts and was hit to call the firemen. You would see men running from all ways to get to the firehall. For

many months the little cart was kept in the Fleming garage and hooked on the Fleming car. The cart was traded for an old second hand fire engine.

There being no anti-freeze, it had to be housed in a heated building. The old town hall was secured from the Township. Large doors had to be cut in the west end. The men took turns keeping a fire until they hired Orson Wright to keep fire.

With dances and suppers enough money was raised to buy a siren. Until 1933 it was blown from the telephone office.

And that is how we came to have a noon whistle (Editor's note: 11:30 a.m. in Holt) Those days electricity was not as dependable as it is today. The company would only sell the siren to be used for fires, if it was tested at least once a day, to be sure it was in working order.

At the first call the volunteers, seventeen men, answered. They were: Cecil Moore, a druggist; Daniel Brillhart; Paul Mattice; Mervin Pratt; Harley Hubbard; Frank Horst; Floyd Lott; Earl Boyd; Harry Hart; Leo Pratt; Emmett Fetrow; Don Nickels; Arthur Fleming; George Shaw, a storekeeper; Roy Welch, painter; Ralph Sheathelm, Teamster; William Brooder, bank cashier; and organizer, Harry Chapman, shopworker.

Most of these men have answered their last roll call, where there are no fines and dues. As the old saying goes, the words of a man will live long after he has gone.

And we pay tribute to the loyal American men, who go so willingly to protect their neighbors and their homes, as we celebrate the golden anniversary of the Holt Fire Department.

What better memorial can we give than passing on our good works to the generation of the wonderful world.

Peppermint

Published 6/24/70

Wooden shoes for horses and the fragrant odor of freshly picked peppermint used to be common along Gilbert Road, west of Holt.

It was the soil that made this possible. The lower half of Michigan's lower peninsula was clay loam or black loam, where the hardwoods and swamps were.

When the first pioneers came to Michigan they settled on higher land. Without commercial fertilizer or much livestock to put substance back into the soil, the land, which was washed down into the valleys and swamps.

As they had the means and time, the settlers began to drain the valleys and swamps.

Before the turn of the century, farmers made wooden shoes for their horses. The wooden shoes made it possible to plow the acres of muck land where tons and tons of peppermint, onions and celery were raised each year.

Without the wooden shoes, which looked like paddles, the horses would sink up to their knees in the muck at every step.

Men wore hip boots to plant the peppermint sprouts.

Early in August, the whole neighborhood smelled of peppermint. The farmers were hauling the loads of juicy mint to the distillery. Children would run out and grab sprigs of mint to chew, from the loads of mint.

The mint was put in large wooden vats and the hot steam was forced through the green sprigs to force the oil out. The oil was run through troughs, cooled by cold water and dripped off into barrels before being bottled.

The good clear peppermint oil was then selling for $5 a

pound. As late as the 1930's there was a peppermint distillery on Gilbert Road.

Early Delhi Published 4/15/70

We will now return to Delhi's study of the year of 1950, when Delhi changed from a completely rural community to an urban community. With the added mileage of streets and the cost of upkeep, the County Commission lacked money and asked the Township to match money on a 50-50 basis. The Township share was to be $9,613.89.

Also demands came to improve the Holt Branch of the Ingham County Library, as well as the demand to improve the Miller Road and Maple Grove branches.

At the same time demands were made on the Township Board to ask the County Supervisors to increase the school millage. Then came the recreation program, with Maple Grove, Miller Road, and Holt groups asking for $1,000.00 each to sponsor their summer programs.

Shortly before, the new townhall had been built, with offices, a community room and stage and a kitchen, but the kitchen was not equipped. The community used the hall almost nightly and they began to ask for kitchen equipment. So a charge was placed for the use of the hall and a new stove, dishes, kettles and a coffee urn were purchased.

The charge of $10 was made for outsiders. A large commercial stove was purchased, and all kitchen supplies to serve the number that could be seated. Then came the demand for a janitor. The clerk had been picking up things, but with the hall in use every night, it was not possible for him to continue this.

The Holt Fire Department had been purchased by the Holt Community Council, which was a very active group. They put on Lyciums lectures, Chautauguas, homecomings, dances and solicited from house to house to buy the first motor-drawn fire equipment, then gave it to the Township, and those days the firemen were all volunteers.

One great event was the Fireman's Ball, with a big supper followed by a dance. The money was used to purchase boots, hats, axes, fire extinquishers and any supplies that the firemen could carry.

As the Township grew the Township purchased an engine and tanker for Maple Grove area, and as time went on, the fireman was given a small fee for each call, until the two departments were becoming a financial drain on the Township funds.

Township Board Meeting - 1950 Published 4/30/75

Delhi Township has been a small rural community and is changing rapidly into an urban community. Decisions about these changes are made by officials that you and I have elected.

In August, 1950, the first resolution was made to set up a rural zoning commission under the amended act of 1943. The Township lawyer, Sam Street Hughes, later Circuit Judge Hughes attended the meeting and suggested the resolution, become a part of the record of the Township.

The Board also decided to have the Township hall floor refinished, purchase a new stove, a coffee urn, and 12 dozen place settings of dishes and silverware.

The Board hired Scarlett Gravel Company bulldozers to level off land at the south end of Maple Grove Cemetery wide enough to lay out two more rows of burial lots.

The Board members voted to chalk around the windows and where the cement blocks were cracked to put in new windows, add a new bulletin board and to repair the ceiling at the Maple Grove Community and Fire Hall.

The Masonic Association requested the privilege of suspending a large banner across Cedar Street between Delhi and Greenwood to advertise homecoming. They asked that Cedar Street be cleared for a parade on September 25.

Traffic is to be detoured east on Keller Road to Park Lane to Delhi east on Delhi to Summit south to Watson west back to Cedar. This was granted, subject to the approval of the Ingham County Road Commission and the State highway department.

In October of that year there were difficulties between the Board and a delegation from Maple Grove. The group from Maple Grove complained of unfulfilled promises from the Board. They claimed the Board had not built the addition on their hall to house the tank truck nor the room to be used for the library. After a lengthy discussion the delegation said it was not going to be shoved around and left.

The first Planning Committee with the Township Board was held on October 10, 1950. It was the first time the Township was aware of the need for such an organization. Then the Planning Committee met with the Township attorney a couple of days later to draw up legal papers.

After several turbulent and debating meetings the November meeting was very calm. Only the question of the

repair of the lawnmowers for the cemeteries was on the agenda.

It was voted to have the Township parking lot blacktopped.

The first Christmas decorations to ever be used were used that year. The big evergreen tree just north of the Township Hall was lighted that year by the senior scouts. Although there were few lights on the tree, the youth of the community provided a cheery atmosphere for the holidays.

A communication was read from Michigan Bell Telephone Company. A telephone in a market on M-99 placed there for the fire department use only, was being used so much for personal calls that people could not call in to report fires. The board ordered this phone to be left clear and used only for reporting fires and notifying firemen of fire locations.

Fire Chiefs Quenby and E. Zemke from Holt and Maple Grove requested flood lights of 2500 watts and a generator. Permission was given to Quenby to order one for each department at a cost of $731.15.

The Board of Trustees also voted to pay its share of street and road upkeep for 1951, in the amount of $916.40.

Township Board Business — Published 5/14/75

Reviewing the minutes of the Delhi Township Board of Trustees:

In 1951 the Landell Metropolitan District asked for pay from the Township for the fire hydrants on Jolly Road. Mr. Slack, chairman, was to be invited to the next meeting.

Two resolutions were presented, one that Judge of Probate, McClelland, appoint the following men to the zoning board: Marshall Hartig, Neil Carpenter, Clair Runyan and Ural Meissner.

The second resolution placed on the ballot at the April 2, 1951, election, the question to determine if the voters wished to build an addition to the Maple Grove community and fire hall, not to exceed $20,000. At the March meeting both the fire chiefs, Quenby and Zemke, appeared asking for boots, coats and helmets, also white helmets and coats for the chiefs. Zemke asked for 500 feet of fire hose and nozzle. Quenby was authorized to place the order for both companies. Mr. Davis and Mr. Slack were present from the Landell water district and explained their plan. It would tax residents within 1000 feet of each hydrant on Jolly Road or tax the Township at large $50 for each hydrant.

Mr. Zemke was asked to contact the residents of adjoining properties for their reaction. At the annual meeting of the Township, April 2, 1951, it was voted to change the size of the Township Board from five members to seven members, in accordance with state statute.

The Township Clerk's salary was raised to $200 per year and the Supervisor's salary to $300. Also, it was voted to raise the fee for attending a Township Board meeting from $2.50 to $5.00.

At the election April 4, 1951, the following officers were elected: Supervisor, John Fay; Clerk, Edith Adcock, Treasurer, Harry Chapman; Highway Commissioner, George Nelson; Justice of the Peace, Richard James and J. J. Richards;

Justice to fill vacancy, Robert Remar; Board of Review, Carl Miller. There were 1,288 votes cast. It was also voted to pay the election boards $1 per hour instead of the regular 75 cents. Three of the boards worked 21 hours and two boards worked 20 hours.

At the regular monthly township board meeting, a petition was presented by property owners in Fay Subdivision for sidewalks on Spahr Avenue and Phillips Street. A Public Meeting was set for April 23 at 2:30 p.m.

It was voted to charge $3 for afternoon and $5 for evening use of the community hall. At this meeting the seven man board acted for the first time.

At the April meeting a resolution was adopted to advertise for bids for the addition on the Maple Grove fire hall.

At the April meeting a letter pertaining to Mr. A. B. Pulver leasing the land northwesterly and adjoining the Township hall property, asking if Mr. Pulver could use the pump and draw water from the Township hall. The agreement with the Township was that Mr. Pulver buy a new pump and install it.

One of the first recorded reports from the building inspector was to contact an owner of the condemned house on Connecticut Road and warn the owner to either board up all openings or demolish the house.

The Township was asked to rent the Township house to the school superintendent, Mr. Yates. (The house stood where the blacktop parking for the Township hall is now.)

On April 19, 1951, the Zoning Board handed in a 13 page report of its work.

Special meetings were called May 4 and 7 to open and discuss bids for the Maple Grove addition. The lowest bid was $22,000. The proposal on the ballot had read that the work should not exceed $20,000.

A resolution was made that adjustments be made by the architect and contractor to hold the price at not more than $20,000.

Board Meetings - 1951 Published 5/21/75

The May, 1951, meeting of the Township Board of Trustees, representatives of the recreation group were in attendance, asking for financial aid.

It was voted to give $500 each to Maple Grove, Miller Road and Holt communities, if they would match the amount by popular subscription. It was raised and the recreation programs began to help the youth of the Township.

Two men from each fire department were delegated to attend the firemen's school at Ann Arbor in July and be allowed $20 a day for expenses. Also bids were to be advertised for a new fire truck.

The board voted to pay Ingham County Road Commission $10,916.40 for its share of building and repairing streets and roads in the Township for the year. A resolution was adopted for the rates of building permits under the new ordinance, $1 for garages, $1 per room for houses up to $5 and $1 per room for additions.

A petition was presented asking for curb and gutter on Bond Avenue. Petition was granted with the property owners paying 75 percent and the Township at large the remaining 25 percent.

It was voted at that date to hire Alvin Hartig to patrol the main highways the busiest hours, six days a week, at the price of $2.50 per hour including car care and mileage.

This was the first meeting of the Board of Trustees with seven members attending.

At the June meeting, it was voted to improve the Maple Grove community fire hall at a cost of $1,287.

The Supervisor and Clerk were authorized to sign an agreement for Mr. Pulver to use the water from the Township hall and also lease the north half of the first Miller Road hall to the men's club.

At the June meeting, a letter from the Michigan State Highway Department asking for a traffic light at Miller Road and Cedar or US 127 by the Township Board was read.

An opinion from the Ingham County Prosecuting Attorney was accepted and the two newly elected justices of the peace should be qualified to take their oaths and assume their duties on July 4. At the July meeting, bids were opened for the fire truck, Reo Motor Company's bid was $3,455.65 for cab and chassis and a bid from the Niles Steel Company was for $4,453.30 for a fire tanker. The bids were accepted.

Bids were opened for Bond Street curb and gutter and awarded to E. E. Lockwood. Ray Miller and Harry Chapman were appointed to the recreation board to represent the Township.

Also at this meeting a discussion was held on traffic problems. It was voted to contact Al Balyeat as Inspector of traffic problems.

Sheriff Williard Barns met with the Board and discussed police and traffic work. He promised cooperation in any

undertaking that the Township desired. The Battenfield Subdivision No. 1 was approved and three lots belonging to the Township in Marywood Subdivision were deeded to the county road commission for road purposes.

A special meeting was called November 2, 10 a.m. to 4 p.m., for a hearing on the creation of a special assessment for defraying the expenses of lighting highways and streets. This assessment covered the area of Holt Farms No. 1 and No. 2, under the act of 1917 as amended.

At the November meeting a resolution was adopted that the lighting of Holt Farms No. 1 and 2 be defrayed in the following manner, 25 percent be paid from the Township's contingent funds and 75 percent by special assessment on adjoining property owners. Battenfield plat No. 1 was accepted.

J. J. Richards gave a report on a talk with Ingham County Sheriff. After a lengthy discussion the Board voted to hire a traffic officer at a cost not to exceed $3,300 per year, to include salary and car. It was suggested that the Township also place traffic signs.

Published May/??

Alvin Hartig was hired as Delhi Township police officer in December 1951. He had been working for the Township part time as a patrolman.

The resolution passed by the Township Board on December 1, 1951, read, in part, "The Police officer shall bring law and order throughout; to assist, when so instructed by the Board, each school patrol officer; to take advantage of certain training courses if and when available and to obey the orders

and commands of the Board; shall pay for insurance protection to cover in way of standard workmen's compensation and shall also cover other police work, in direct contact with the sheriff's department.

"The officer shall furnish and retain in full force and effect during employment. There shall be no overtime pay except requested by the Board for special duties. The officer may do some work, when necessary, with the Sheriff's Department, but this agreement may be changed or altered at the will of the Board."

At the January, 1952, meeting a letter of thanks was read from the INGHAM COUNTY NEWS for the assistance of the Holt Fire Department to the Mason Fire Department at the fire of the News office.

A letter from the Ingham County Road Commission giving Delhi its quota for the year of 1952, which was $10,812.62. It also invited the Board to attend a meeting on January 25.

Fire Chief Quenby requested a siren for his car and Maple Grove requested more hose. A siren and 1,000 feet of hose, 500 for each department, was approved.

February, 1952, a petition was presented to the Board to call a special election to vote on renewing a franchise with Consumer's Power Company and the cost was paid by the said Company. The above franchise was a renewal for 30 years.

It was also voted to make an agreement with the Landel Water commission to fill the tanker trucks for Maple Grove and Holt fire departments. A discussion was held on purchasing additional ground adjoining North cemetery and on having an auditor audit all the books. The Board voted to buy handcuffs.

The annual Township meeting was held April 7, 1952. There were seven people present. A motion carried that the Township set aside $1,000 for recreation for all districts, Maple Grove, Miller Road and Holt. If the funds were short, a proper step to be taken would be to put the question to the people at election time.

At the regular April meeting a resolution was adopted to accept Township Ordinance No. 3, Building Regulations.

At the last meeting in April a resolution was adopted to accept the State highway department recommendation to install traffic lights at South Cedar and Aurelius and at South Logan and Jolly Road.

A petition was presented by residents of Watson Avenue for street lights. The Board agreed to contact the Ingham County Road Commission to lay out a truck route for heavy trucks making deliveries to Holt Products.

The Board was honored by a visit from the Mayor of the City of Lansing and two members of City Council. They were interested in a request to rezone a parcel of land in Section Two just west of Aurelius Road and north of Jolly Road.

A special election was held August 5, 1952, for providing maintenance of Township parks and places of recreation. It lost by 271 votes.

At the August meeting the Board voted that all minors be out of the taverns by 8 p.m.

Township Board Meeting - 1953 Published 6/4/75

At the regular March, 1953, meeting of the Delhi Township Board of Trustees it was voted to pay the Township's share

of road maintenance, $10,812.62 and $5,000 for the road betterment program.

At the second meeting in March, the Board voted to have seven instead of five working on the election board.

At the special meeting of April 8, to canvass the votes, it was declared the entire Republican ticket was elected except Supervisor John Fay. Those elected were Edith Adcock, Clerk; Harry Chapman, Treasurer; Joseph Foster, highway commissioner; Ray Miller, justice of peace; Hugh Ellsworth, Board of Review. The trustees to be elected were: Charles Coy, Franklin Troosy, Cassius Shaft and Edwin Place.

A petition was approved for a new sidewalk to be built on the east side of Elm Street from West Delhi to Sycamore Street.

At the June meeting a petition was presented, requesting a speed limit from Cedar Street to Eifert Road on West Delhi Avenue. The Board accepted and forwarded it to the Ingham County Road Commission.

A motion carried to hire a CPA to audit all Township books. At the June meeting a letter was received from the state highway traffic control engineer, authorizing no parking signs on Cedar Street on both sides from Greenwood Avenue to Keller Road.

Fire Chief Quenby was requesting two oxygen masks and a fog nozzle. It was voted to purchase two masks and one nozzle for each department. At nearly every meeting, requests were coming in for additional street lights, one at East Delhi and Northeast Delhi and one at Schoolcraft and Hall streets.

At the August meeting a petition came in for sidewalks on the west side of Elm Street. A special meeting was called to

sell the house that was on the property purchased adjoining the North Cemetery. The Township has purchased the 21 acres for $23,500 and sold the house with approximately one half acre of land for $8,500.

On September 1953 the Township Board accepted a tract of land given them by Holt Products for the purpose of making a park in Holt with the understanding that Maple Street be extended to make an entrance into the park.

At the October meeting the Board voted to hire Miller Bailey CPA to audit Township books. The November meeting, the building inspector explained difficulties with non-conforming builders and people living in trailers.

Mr. Milhiser was asked to give a written report at the next meeting on all violations.

At the December meeting, the Board approved giving Ingham County Road Commission $30,724.40 for the maintenance of all roads through 1954 and widening west Delhi from the alley by the barber shop to Walnut Street.

The price of opening graves was raised to $25. $22 will go to the sexton and $3 to the Township.

At the December meeting, the Board voted to terminate the services of Alvin Hartig as police officer due to illness. The members voted to hire Andrew Harton on a three month probation at $2400 and $1400 car expenses. If satisfactory, his salary shall be equal to the Ingham County Sheriff's Department, from the date of hiring.

The Maple Grove Hall committee was present with requests for more needed repairs. Protests were made by several people who were living in trailers around the Township, in violation of the building code.

The Board voted that it must abide by the State statutes and people must move within the alloted time.

At the February meeting it was allowed to pay the first recorded dues to the Michigan Township Association for the year of 1954. At the February 22 meeting, Charley Coy was elected as a delegate to the association meeting to be held in Lansing at Hotel Olds.

At the same meeting the board voted to widen and improve the entrance drive at North Cemetery.

A new tanker truck with a front pump is to be purchased for Maple Grove fire department at $2,050. Cole Plat 1 and the Lamoreaux Plat were approved after referring them to the Zoning Board.

Township Board Meeting - 1954 Published 6/7/75

At the March 22, 1954 meeting of the Delhi Township Board of Trustees the first township budget was presented by Trustee Dr. F. L. Troost.

It was accepted and adopted.

The Township policemen's salary was increased $3,500 with $1,400 for car expenses, beginning April 1, 1954.

One Hundred dollars was offered as a reward for the arrest of any vandals in any of the cemeteries.

Engineer Abbott and a representative of the Landel Metropolitan Water System were present and explained the possibilities of furnishing the Holt area with water.

At the April 5 annual meeting, the Park Commission presented its budget for $6,385. This upset the Township

budget, which had only allowed $3,000 for this item. Motion carried that the Township budget be amended.

At the April meeting, two complaints were received of untidy yards. These were turned over to the Township Attorney Edgar Church.

Also the board voted to secure liability insurance and a committee appointed to obtain another police officer.

At the April 26 meeting the Board instructed the police committee to take up the matter to equipe the police car with a radio and to purchase another uniform for officers.

Maple Grove asked for a new well at their park and a 35 mile speed limit on M-99 and Bishop Road. This was referred to the Ingham County Road Commission.

That week the Board members drove around the Township to look and see where it could be improved. It was found necessary that Maple Ridge Cemetery needed an extension on its road. The budget was again amended and $25,000 was voted for new roads.

It was also voted to contact the Ingham County Road Commission and the New York Central railroad to see if a signal could be secured for the railroad crossing on E. Delhi Avenue or East Holt Road.

Six new plats were presented, Kessler No. 5, Spahr No. 1, Norwood No. 1, Cole No. 1 and Thornton. They were approved subject to the approval of the Health Department and the County Road Commission.

The motion was carried that the Township purchase four sets of turning lights and have them installed on the fire

trucks. Two men from each fire department were to be sent to attend the fire college in Ann Arbor.

On June 14 a petition was presented, signed by over 300 people that the speed limit on U.S. 127 through Holt extend to Justamere Road. It was approved and turned over to the Road Commission. Petitions were also presented for sidewalks on Walnut and Chestnut Streets and curb and gutter on Armstrong As no protests were made, all petitions were approved.

Motion was carried to hire Mr. Currin for police work and to purchase a new Oldsmobile. At a special meeting on August 7 a motion carried that the Township car be painted the same as the Ingham County Sheriff Department cars and the Delhi police officers be under the supervision and jurisdiction of the county sheriff.

The committee to draw up the agreement was Sheriff Barns, Paul Unger and Edgar Church.

At the September 27 meeting a motion carried that a committee investigate the equipping of police cars with first aid kits, blankets and fire extinguishers, if they are not supplied by the sheriff. The agreement was read between the sheriff and the Township Board committee. After some discussion the contract was referred back to the committee for further consideration.

At the November meeting the sheriff was present and notified the Township Board he was taking the badge from the township deputy for insubordination but at the insistence of the Board, changed his mind.

At the November meeting a motion carried that the township revoke their police agreement with the Ingham County

Sheriff's Department and create a Delhi Township Police force and the clerk write the sheriff of its termination to be effective December 24, 1954.

A motion carried that the Township Attorney draw up a resolution establishing a Delhi Township Police force.

Township Board Meetings - 1954-1955 Published 6/17/75

A continuing look backwards through the minutes of Delhi Township Board of Trustees:

A resolution by Dr. Frank L. Troost, supported by Dr. Edwin H. Place that under act 181 of 1951 that Delhi Township establish a police department to maintain safety and law enforcement and appropriate five thousand four hundred dollars to purchase vehicle and equipment, pay officers and defray all other expenses.

A resolution by Dr. Edwin H. Place supported by Cassius Shaft, that all officers take the following oath, "I do solemnly swear that I will support the duties of the office of Delhi Township police officer according to the best of my ability."

A motion by Dr. Troost and supported by Shaft that the clerk be authorized to sign an application for a band on the sheriff's transmitter.

At the December 13, 1954 meeting it was voted to hire Miller Bailey Company to audit the Township books, also to purchase four number fire extinguishers, one for each kitchen, Holt, Miller Road and Maple Grove and one in the police car. Fire Chief Clayton Quemby was given authority to purchase three tarps.

Ingham County Road Commissioner Tex Evans was present. He and the Board reviewed the road work of the Township for 1954 and the Township voted to give the County $30,000 for 1955 roads and street repairs and voted $1,323.60 for the deficit of 1954.

Edgar Church, Delhi Township Attorney, read the lease for the Miller Road hall to the coordinating Council of Miller Road. Motion by Harry Chapman supported by Dr. Troost. Motion carried to reimburse the Township Treasurer Harry Chapman for curb and gutter on the tax roll against Wesley Methodist Church on Armstrong Road.

Maple Grove fire department requested flasher lights for the fire truck. Motion carried. The Township Attorney brought up the matter of Social Security for all township officers.

Clerk and Supervisor were authorized to contact the State Employees retirement system and pay the cost from the Township funds. Also voted to place seven members on each of the election boards for the April 4, 1955 election.

Only seven persons attended the annual board meeting that afternoon. The annual meeting is the time that any citizen has a voice in making plans as to how the Township shall be operated by the elected officers for the next year.

The board met on April 6 to canvass the votes cast at the election held April 4. Results were John Fay, Supervisor; Edith Adcock, Clerk; Harry Chapman, Treasurer; Jesse Parks, justice of the peace; John Millhisler, Board of Review; Claude Smith, highway commissioner; Dr. F. L. Troost, Harry Chaffee, Myron Hancock and Milton Foster, Trustees; John Bell and Herman Remar, constables; William Barnhard and Raymond Totte, park commissioners.

Petitions were presented to the Board asking for the establishment of sewer and water districts. There were complaints of litter strewn along Aurelius and Jolly roads, by rubbish trucks hauling rubbish to the Lansing dump on Aurelius Road. A letter was written to the city about the complaints.

The Board agreed to hire an assistant for the Supervisor.

Township Expenses - 1957 Published 4/23/75

The 1975 budget for Delhi Township is over $823,000. Already this year, $6,000 has been spent on utilities for the Township Hall.

With this in mind, it is interesting to look at a list of bills paid at a meeting of the Delhi Township Board of Trustees in January 1957.

Lansing Fire Department, oxygen refill, $4.50; Consumers Power Company, utilities, $199.29; Maurer Insurance Company, renewal bond, $25.00; Ingham County News, letterheads and envelopes, $40.05.

Socony Oil Company, fuel oil for the Fire Department, $22.59; Ellis Sunoco, gas for the fire department, $6.22; McCarn Oldsmobile, patrol car, $29.19; Holt Home equipment hose nozzle, $1.50.

Harry Chapman for making out tax statements, $678; Ben's Service, gas for fire department $2.30; Ben's Service, gas for police car, $3.41. Bert's Garage, spark plugs, fire department, $7.20; Holt Fire Department, payroll account, October, November, December $450.

Delhi Zoning Board expenses, 11-15-56 to 1-10-57, $155; Hasselbring Company, repairing a [illegible] $3.

Friendly Service, gas police car, $3.40. Tony Beachnau, cleaning and garbage, $9; J. Revel Hopkins, District Two, share from tailers, $133; LeRoy Carpenter, District One, share from trailers $90.

Lawrence Parker, county treasurer, share from trailers $74.50; Ellis Sunoco, gas police car, $162.78; director internal revenue, withholding tax $204.40; Andrew Horton, police salary, less withholding and social security, $160.20; Andrew Horton same as above, $160.20; Don Moffitt, police salary less withholding and social security $145.05; Don Moffitt, same as above $145.05; John Fay, Supervisor, salary less withholding and social security $286.86; Earl Christian, inspector salary less withholding and social security, $150.37; Earl Christian same as above $143.30.

Gladys Heath, assistant supervisor, salary less withholding and social security $160.40; Edith Adcock, Clerk salary less withholding and social security $250.

Betty Rice, operating siren for December $35; John Fay, board meetings for all of 1956, $165. Harry Chapman, balance of board meeting of 1956, $45; Edith Adcock, board meetings 1956, $150.

Dr. F. L. Troost, board meetings 1956, $155; Milton Foster board meetings 1956, $120; Elmer Smith, board meetings 1956, $5. Harry Chaffee, board meetings, $160.

William Morey, janitor service $35; Delhi Township Board of Appeals, three meetings, $45; Harry Chapman, error in tax roll, on lot one Webert Park $24.30.

Michigan Bell, account OX6-41251, $14.50; Michigan Bell, account fire department, $34.40; Andrew Farnsworth, postmaster, postage for treasurer $6; Andrew Farnsworth, postage for Township $6.

In meetings previous to this the Township Board has learned that the number two test well did not meet requirements and another site has to be found. Members voted to install a street light at Cedar and Dallas. The Township learned it must adopt its own plumbing code or turn plumbing inspections over to the State.

The board passed a resolution agreeing to ask the State of Michigan to create a fund for the purpose of assisting financially distressed Townships in the construction of sewer and water facilities.

Members also passed a resolution authorizing township engineer Ralph Petrie to file an application for federal aid for building a sewage treatment plant in Delhi Township.

ESSAY CONTEST

"WHAT AMERICA MEANS TO ME"

The following are the winning essays from the Elementary, Junior High and Senior High School levels.

This essay contest was sponsored by the Delhi Bicentennial Commission during the 1975-76 school year as part of the Bicentennial Celebration.

1st place
Elementary
Roxanne Davis

"What America Means To Me"

America means a free place to live, free religion, and we can work where we want to, and we also have freedom of speech. We also have freedom of government because people can vote for people to vote for the laws. We also have freedom of press, elections, freedom of trail by jury.

America also means a place where I was born and will cherish for the rest of my life.

We are also rich in natural resources, manufacturing, and industry.

America also means a place with good health, good housing, and good laws.

I think a country that has so many resources is a good place to live and that's our America!

1st place
Jr. High
Kelly Caruss

"What America Means To Me"

Freedom. This country has it. Freedom has tremendous power, the power of Love, and justice. A great thing this freedom is. It helps people understand each other better. It brings great courage to people who want to improve this great nation.

America is a great place to live. It is the land of opportunity. We are able to strengthen our minds by deciding things for ourselves. America feeds the needs of all the people who live there. It offers places to go and see, such as, the Grand Canyon, the Yellowstone Geysers, the Great State and National Parks, the great rivers, the tall mystical buildings, not mentioning the beautiful flower gardens and fruit orchards. It brings sunshine and happiness to all who visit or live here.

There are a lot of sports to watch. Athletes from all over America show their skills to others with sportsmanship.

Our American Heritage is something to be proud of too. There was a lot of pride in the fight for freedom. Patrick Henry demonstrated this in his famous speech "Give me liberty or give me death." Pride kept this country together.

America the beautiful land of my home. It is a beautiful country and I love it, the way it is, helping people around the world. So Please, lets all help to Keep America Beautiful so we all have happier and more beautiful lives.

1st place
Sr. High
Anita Guerrero

"What America Means To Me"

To me America is the freedom I long to find. It is the memories I will always keep, the land of the free and the home of the brave.

America is the sight my eyes open to each morning... a place where the grass is green and the sky is blue. In the New York harbor is the statue of Liberty welcoming all people from far and near.

In Phildelphia the Liberty Bell rings throughout the land. In the books are the cries our men have fought for.

America also contains the ideas Lincoln and Washington held. In Texas, stained is the ground in which the Alamo took place. We owe it all to Columbus who sailed the stormy waters in search for new land.

At night the capitol's sparkling lights shine throughout Washington. America certainly upholds its name, and in the future our flag will still be waving in the breeze.

"200 YEARS OF BELIEVING"

The slogan submitted by Amanda Bacon of 6811 Meese, Lansing was chosen by the Heritage Committee of the Delhi Bicentennial Commission as the official slogan to use during the year of our celebration.

ANECDOTES

The following are short narratives concerning interesting or amusing incidents, events or history of the Holt area.

Holt in 1917

(See redrawn map with location of houses, names of owners, churches, streets.)

Most of the residents of Holt in 1917 were retired farmers who had bought a home in the village, had a couple of thousand dollars at interest and cash or share from their farms. Most of them had a cow and chickens, some raised a pig for meat, and many had a horse or team. Several who had horses did garden plowing, worked on the roads and hauled wood and coal from Lansing or Mason.

There was then no coal yard in Holt. A. J. Black purchased a car load each year so that he would have coal to heat his large solid cement block house which stood where the new telephone exchange building is now. What he didn't need he sold to those who had enough storage space for their winter supply.

In 1918 the Holt Lumber Company was established providing a local source for both lumber and coal.

Recreation

A favorite winter sport in early Holt was sliding down hill on one of the highest places of the Hogsback ridge called "Pikes Peak." The ridge is the long esker deposited by the glacier in the glacial period. All the town's children would be there on Saturday afternoons or, perhaps, at the skating pond on the Green farm. The pond was just a little north of the intersection of Bond Avenue and Park Lane.

In summer children with their parents went to the Sycamore Creek swimming hole and picnic area just off Pine Tree Road.

The entrance was just south of the bridge on Pine Tree. A level, well shaded area on the south bank of the Sycamore west of Pine Tree Road was a favorite place for picnics, weiner roasts, and games as well as swimming and wading. In the mid 1920's a new owner charged 25 cents for use of the area.

Trains and Rail Depot

The railroad through Holt was pushed through from Jackson to Lansing in 1866. The line was soon extended to Saginaw and Bay City.

In the early days of this century a local and a fast passenger train passed through Holt in each direction each day, besides the freights. Only the locals stopped at Holt. Residents walked to the depot in the morning, took the train to Lansing, then returned on the afternoon local.

The combined passenger and freight depot, which stood just north of the tracks where they cross N.E. Delhi, was in charge of one man. He was ticket agent, shipping clerk, freight handler, dispatcher, telegrapher and janitor. He had to be able to send and receive Morse Code. A Mr. Garrison had this responsibility for a number of years.

The railroad was part of the Michigan Central lines for many years, then was taken over by the New York Central.

Now only car load freight is side tracked at Holt.

Mail Service

Mr. George Bell had a horse and wagon and for years he carried the mail from the Holt Post Office to the Michigan

Central Railroad station. There were four passenger trains that ran two, each way, daily. Two locals made stops at Holt, but there were two fast trains carrying sleepers that didn't stop. All made connection with the main line at Jackson.

Mail was thrown off by a kicker arm from these fast trains. The bags would be picked up in the morning by the mail carrier. Due to the long trains, many times the suction would draw the mail bags back onto the tracks and the mail would be badly cut up.

Holt Women's Club

The Holt Women's Club was started in 1902 by a group of men and women who were interested in world affairs. There were no radios, TV, few telephones, and transportation was slow. They made arrangements with the Michigan State Library to express a box of books once a month. They would return a box once a month. The books were assigned out. The men and women would meet and discuss the different books.

It was during this period that they raised enough money to provide a lovely stained glass window for the Methodist Church that burned December 19, 1930. This white frame church stood where the East Lansing Savings and Loan building is now.

Later the men dropped out and the women organized the group into a club. The first president was Mrs. Arabelle Thorburn, who lived on Harper Road next to the Michigan Central tracks. The club was federated in 1917 when Ingham County clubs were federated and has continued to the present day.

It was at one of the county meetings at the Presbyterian Church in Holt, that the Lansing Woman's Home was started. A house at the corner of Lenawee and Capitol, rented for fifteen dollars per month, became the home for seven ladies. A couple of years later the old Christian Breisch home with beautiful grounds was for sale. Ransom E. Olds, president of Reo Motor Car Company loaned the County Federation the money to buy the property and settle an estate. By the help of Senator Seymour Person, a lawyer, the Home was incorporated, making it independent of the Ingham County Federation of Women's Clubs. For many years all the clubs contributed to its welfare. It was one of very few Homes sponsored by any club project.

Holt Community Council and Volunteer Fire Department

For many years Holt had a lively and hard working Community Council, which accomplished many things.

One of its first projects was the Homecoming Celebration in 1919 for the soldiers of World War I. Delhi Township was fortunate to lose only one young man in that war. He was John Buck, a hostler in the 119th Field Artillery of the Michigan National Guard. He was hit by a piece of shrapnel the day before the Armistice was signed on November 11, 1918.

At this first Homecoming it was estimated that more than 4,000 people attended. There were picnics, speeches, army drills, bands, fireworks and a dance. Dr. Henry Lott from Michigan State Normal College, Ypsilanti, was the principal

speaker. He was the uncle of Casper Lott who now lives on the Lott Centennial Farm south of Holt on Aurelius Road.

The Community Council dedicated the bronze tablet bearing the names of all the Delhi men who served in World War I. John Buck's name headed the list. The tablet hung on the Holt State Bank.

Homecomings in later years included displays of farm and industrial machines, ox roasts, carnival rides, races and contests, ball games, balloon ascensions, airplane rides and dances. Several hundred dollars were often cleared.

Many uses were found for the money. A large electric Holt sign was hung over Cedar Street, south of the main corners. A fire siren was installed in the Township Hall with a switch in the Harry Chapman home at 4244 Holt Road (formerly East Delhi). The first fire department equipment was bought for the Volunteer Fire Department - boots, raincoats, hats, axes, and hand fire extinguishers. The Volunteer Department was equipped with a two wheeled cart, designed to be hauled by an automobile, on which were carried two twenty gallon chemical tanks. Two cars were provided with the necessary attachments, Arthur Fleming and Harry Chapmans. The little red cart was kept in Arthur Fleming's garage. These things were bought in the winter of 1924. Harry Chapman, President of the Community Council gave his personal note with William Brooder, cashier of Holt State Bank, as co-signer, to pay for the equipment.

After several years enough money was raised to buy a fire truck. Monies from Homecomings, Chautaugua and Lyceum courses, dances and suppers as well as gifts from residents

and companies were used to buy a new modern chassis and equipment for an up to date fire truck. This equipment was presented to the Delhi Township Board.

Michigan Bell Telephone gave $25.00, Michigan Electric Railway (Interurban) $100.00, and the New York Central Railroad $75.00.

Michigan Electric Railway - The Interurban

In October 1908 the first interurban car on the new Michigan Electric Railway went through Holt from Lansing to Mason. Later the line was finished all the way to Jackson. There one could change to the line from Jackson to Detroit.

The first interurban was manned by Francis Koeff, motorman, and Harry Chapman conductor. Harry Chapman soon moved to Holt and lived in the first house east of the Holt Junior High School where Mrs. Chapman still lives.

The building used as a station stood at the southeast corner of Cedar Street and Holt Road. The ticket and freight agents there from 1908 to May, 1929, were William Mayer, Brice Spencer, Alida Chapman and Lillie Evans.

It was the passenger service of the Interurban that started Holt to grow. Cars left Jackson and Lansing at five o'clock in the morning picking up men who worked in Lansing or Jackson and delivering freight, including bread in big wooden boxes. There was a car that went through Holt to Mason, turned around and came back through Holt at 5:50 A.M. Thus there were two early cars which would have a standing load carrying men to the factories in Lansing. The morning trip also picked up cans of milk which were delivered to the Borden Milk Company in Lansing.

A local car, which made all the road crossing stops, ran every two hours. The limiteds ran on the odd hours making no stops between Lansing and Holt. The fare from Holt to Lansing and return was 20 cents.

Harry Leadley, later part of the Estes-Leadley firm, was conductor when many boys and girls of the Delhi area were riding the Interurban to high school in Lansing.

The power source, except at road crossings, was an electrified third rail. The right of way was well fenced to keep out animals and people. When ice collected on the third rail, there would be quite a display of crackling flashes as the shoe struck the rail when leaving a crossing.

Service ended in May, 1929, after the trainmen called a strike. Business was down because of the competition from buses and more people driving their own cars. Many were sorry to lose the dependable service of the Interurban.

Pine Tree Road

When roads were being named and marked, this road was named for the large pine that grew on the northeast corner of Pine Tree and Keller Road. It had been planted some seventy years before. A little girl who later became Mrs. Solomon Owens had carried the little tree from the old Cook farm a half mile south of Holt and her father planted it for her.

Lightning struck the tree in the summer of 1921. The Holt Woman's Club got forestry men from M.S.U. to try to save it but it didn't survive. One of the early year books of Holt High School carries the dying old pine tree on its cover drawn by Russell Jessop.

A few years later the Sportsman's Club arranged to have the tree replaced, so Pine Tree Road is still rightly named. The new pine is now more than forty years old.

Holts' First Filling Station

Holt's first filling station stood beside the sidewalk that runs along the east side of the Odd Fellow Building (Sode Bennett Electric) on Cedar Street. It was a wooden box like structure about 4'x4'x6', just large enough to hold a barrel of kerosene and a barrel of gasoline side by side. A hand pump on each barrel would bring up a gallon at a time. After each gallon the pump would be turned back again and another gallon pumped. The charge was ten cents per gallon or twelve gallons for a dollar.

In early automobiles the gas tank was under the front seat, so, rain or shine, all jumped out of the front seat. The driver took the seat cushion out, unscrewed the cap, measure the gasoline with a wooden stick marked in gallons, and announced how many gallons were wanted.

Telephone Service

Telephone service in the Holt area began about 1900. Irving B. Chandler built an exchange and put up lines in the Delhi area. One could have either Lansing or Mason service in addition to local calls. The charge was $14.00 per year, $16.00 if Lansing or Mason service was added. The exchange was first housed in Mrs. Edwin Chandler's home on Cedar Street just north of Bond Avenue. Later it was in the upstairs of a building at the southeast corner of

Cedar and Delhi; in a house at the forks of Northeast Delhi and Holt Road; the first house east of the Junior High School; and in the Abraham Black home where stands the present automatic office.

It was possible to ring in all lines at once. When ever there were many repeated rings every subscriber would rush to the telephone to hear the news that men were needed to put out a fire, or perhaps some other calamity had happened. One March night a tornado struck leveling barns, unroofing houses, moving buildings, falling trees. The telephone operator roused the whole community to go to aid their neighbors.

Everyone was on a party line and could hear their neighbor's rings. News traveled fast because there were often more listeners than speakers.

Early telephones were clumsy double boxes, one above the other, hung on an outside wall of the room. The mouth-piece came out on an arm between the upper and lower boxes and the receiver hung in a metal cradle at the side. Cranking a handle on the side vigorously brought central on the line. There was a jack above the telephone that could be pulled in a thunderstorm so that lightning would not follow the line in. Sometimes it did, and two carbon rods would be shattered and the phone dead until repaired.

Mr. Irving Chandler, who was also a jeweler, sold his telephone exchange to Michigan Bell but continued as manager for Bell until 1919.

Operators were Alida Chapman 1919 to 1928 and Elizabeth Parker Connor from 1928 to Automation.

Early Roads

The earliest settlers traveled into Michigan following waterways and the existing Indian trails and portages. The Dexter trail is a good example of an Indian trail which became an established road. Due to "improvements" in recent years much of the picturesque windings and turnings of the trail have been lost.

Michigan was full of swamps and sink holes before many drains were dug. In the winter logs were cut and rolled into place to form a solid corduroy road through the bad places. Sometimes the roads simply went around the sink holes and marshy places.

In the early years of this century the roads around Holt and Delhi Township were two lane dirt roads not even well graveled. The road tax that was imposed could be worked out by the land owner by working with wagon, team and shovel for a few days. The holes filled and the road bed put in better shape each year. The highway overseer, who earlier was called the path master, was in charge and kept track of each man's time.

As automobiles increased in numbers more improvements were made but as late as the spring of 1916 many farmers kept their horses harnessed to pull out motorists who ventured out of the city on nice sunny days.

Not until the early 1920's was Cedar Street anything other than a two wheel track for horses and wagons. There were two places on Cedar Street between Holt Road and Keller Road where not only automobiles but horses and wagons got stuck. Holt Road, east of Cedar, had a sink hole right in

front of the school building.

In the early 20's Cedar Street was graded and graveled. Two or three years later it was paved with curb and gutter by prison labor from Jackson. Excess dirt and gravel was hauled to fill the side of the present Junior High School. The state of Michigan helped property owners with the cost. Cedar Street was then part of marked M 14.

A few years later Ingham County paved the part of Holt Road called Delhi Avenue just through the village. Property owners had to pay for the curb and gutter.

The earliest attempt at road maps before roads were numbered and marked were books which told the motorist in detail how to get from place A to place B. It might say, "Starting at the main corners in A go 6.4 miles south to a corner by a big oak tree; turn right 2.5 miles to corner house with red barn and windmill; turn left 3.0 miles to large boulder by the road; turn right ..... etc."

Such a volume bought about 1915 was approximately 7"x10"x2" in size and still didn't cover much territory.

Water was Free?

Streams and springs provided water for pioneers pushing into new territory, but when each family settled on land and built a cabin, a well was first consideration.

The inner walls of dug wells were usually stoned up as soon as they were dug deep enough to insure year round water. Water was brought up from the well with a pail or wooden bucket at the end of a rope. The bucket was let down by turning the crank of the round wooden drum above

the well on which the rope was wound. When full the bucket was raised to the top by turning the crank in the opposite direction thus winding up the rope.

Open wells were an improvement over hauling water in barrels from a river or spring on a stoneboat pulled by a horse or team but such wells were soon polluted. In our century most wells were drilled. A pipe with a point on the end was driven down to solid rock. The vein of pure water might be anywhere from 80 to 140 feet below the surface. These were commonly called rock wells.

It was hard work to pump water enough for household use and all the animals and took a lot of time. The windmill was the answer. Before electricity was available every farm had one. When the great wheel with its curved vanes went around the pump rod went up and down bringing water through pipes to a tank in the house and through more pipes to a stock tank near the barn. Of course, village people didn't put up windmills. Until electric pumps were available they continued to pump water by arm power at their own back yard wells.

Nice soft rainwater was collected in a basement cistern from the rain that fell on the roof and ran from the eaves-troughs through a downspout into the cistern. A squat, wide mouthed cistern pump was mounted beside an iron sink in the kitchen. Cistern water was heated for washing in the reservoir which was an essential part of every wood or coal burning kitchen stove or range.

Bath water was often heated in larger quantities on top of the stove in a copper boiler. All white clothes were

boiled with soap in the copper boiler before being scrubbed on a wash board. Wash day was a steamy, back breaking, knuckle bruising day.

Butchering Day

Early in the morning of butchering day a fire was built under a huge iron kettle full of water which hung from a pole supported by two stout tripods. Sometimes neighbors came to help if there were not enough grown sons.

Some killed the hogs by sticking the animal with a very sharp knife so that the jugular vein was severed. Others used a 22 rifle to shoot each one. Since the meat was for home use, not more than two or three were killed.

Near the fire was a platform of planks on saw horses with a wooden barrel tilted against the platform. The barrel was partly filled with boiling water from the kettle. The carcass was lifted to the platform where two men holding the back legs would douse the hog up and down in the hot water to which wood ashes had sometimes been added. On the platform the hogs bristles were scraped off with round, wooden handled, metal scrapers.

The hog was hoisted by the back legs to a beam or pole and carefully slit open to remove the entrails in a large dishpan

The heart, liver and intestines were carried to the house where the women of the household stripped the fat from the intestines.

The heavy layer of fat near the back bone of the hog call leaf lard was peeled out and dried out in kettles on the stove along with all other fat. A lard press was used

to separate the fiber from the leaf lard. The lard was stored in crocks in a cool place for use throughout the year.

The meat from the head of the hog was ground, cooked and made into a seasoned sausage called head cheese. Sometimes the intestines were thoroughly cleaned and used as casings for sausage which was also made from other parts of the meat. Most housewives owned or could borrow a sausage stuffer for this operation.

The hams, shoulders and side pork could be prepared for storage in several ways. The hams were often salted, then smoked to preserve them. A salt brine strong enough to float an egg was made in large crocks and the meat placed in it for the required time. Most farms had a smoke house or sealed off corner in another building where the hams were hung over a smoldering fire for several days.

The very best sausage called "brat wurst" was made from the lean meat along the back bone. It was ground, seasoned, made into patties and fried until well done. These fried patties were packed in crocks and sealed with smoking hot lard. No other sausage can compare.

The shoulders were sliced fresh, salted and fried in skillets. The fried strips were packed in crocks and well covered with hot fat. Months later this meat could be dug out of the fat and returned to the skillet. No modern day pork tastes as good as the old time "crock meat" prepared on butchering day.

Accident on the Interurban Line

In this Bi-Centennial Year the number of vehicles on

the roads has increased to the point that accidents causing deaths are in the news almost every day. They were few in the horse and buggy days.

One that shocked and saddened the whole community occurred on a Sunday evening in June 1911 on Aurelius Road north of Cedar Street where the interurban tracks crossed Aurelius. The interurban right of way passed just in front of the present Holt United Methodist Church.

After evening service a surrey carrying William and Sarah Lott and their guests, Mr. and Mrs. Betz and young daughter, from Grand Rapids started north along Aurelius Road from the church that still stands on the corner. It was raining and side curtains were on.

An interurban car came around a curve from the west and struck the buggy. The iron tire of the buggy wheel shorted the third rail which provided electricity and all power went off. There were no lights. Stations along the electric line couldn't communicate to find out what had happened. The interurban car's momentum carried it almost to where the Presbyterian Church once stood. The top of the buggy was carried along by the coasting car.

When lanterns were lit and searchers examined the wreck, Mr. and Mrs. Lott, Mr. and Mrs. Betz and both horses were found dead. In the top of the buggy a quarter of a mile from the crossing was the little girl with only a bruised knee.

The Betz family had come to Holt to attend the wedding of their son, Matthew, to Lillian Diehl. The wedding took place in the midst of grief and shock. The young couple took

the little sister into their home. Matthew Betz served as a Methodist minister all of his active years.

Dr. Edward P. North

Dr. Edward P. North told of the years he attended Lansing High School. He walked from the old North homestead at the southwest corner of Northup and Cedar Street to the high school building at the corner of N. Capitol Avenue and Shiawassee Street now a part of Lansing Community College.

While attending Rush Medical College in Chicago he traveled selling pharmaceutical products, taking one term at a time when he had earned enough money to continue his education.

Dr. North married Maude Ransom whose father was a former governor of Michigan. They had three children. Ray, a fine young man, died while in college. Mary married Orlo J. Rider of Lansing. She died in February 1964. Ted the youngest, we believe still lives in western Michigan.

In the many years he spent caring for the people of this community E. P. North, M. D., traveled by foot, by horse, and buggy or cutter, and by automobile. He had one of the first cars to appear in this area. It was a one cylinder car with no top and was steered by moving a handle from side to side. Coming up the sandy hills the chug chugs could be heard getting farther and farther apart until you were afraid they would stop entirely. In his life time he drove many makes of cars.

A horse he drove for many years was quite unique in appearance. His ears had been frozen so many times while

he stood outside in bitter cold weather that they looked like kitten's ears.

Family doctors like Edward P. North and his immediate successor, Franklin L. Troost, carved a place for themselves in this area's Hall of Fame. They stood by families in their times of greatest need, responding to calls for help at all hours in all weathers and never failing to call upon all of their skill and medical knowledge to help the sick. Dr North would be amazed and pleased at the resources and increased medical knowledge that have become available to doctors since his death in 1930.

Organization of Delhi Township

The area now included in Delhi Township has been a part of several governmental units. When Wayne County was first established in 1796 it included all of the lower peninsula of Michigan and parts of what are now Ohio, Indiana, Illinois, and Wisconsin.

Washtenaw County which was separated from Wayne in 1826 included a large area of which all of present Ingham County was a part. The Legislative Council of the Territory of Michigan defined the boundaries of Ingham County by an act passed October 29, 1829. Organization of the county into townships was completed on February 16, 1842 by organizing the last four townships, Delhi, Lansing, Meridian and Locke.

The first Delhi Township meeting was held at Delhi Center (now Holt) April 4, 1842. The first election of township officers was to be held the following Monday, April 7, 1842. David Wait was appointed to act as chairman.

Election inspectors appointed were Roswell Everett, Caleb Thompson, D. H. Stanton and Henry H. North.

Twenty-two men voted at this first election April 7, 1842. The following township officers were elected:

Supervisor - Henry H. North

Clerk - Caleb Thompson

Treasurer - Roswell Everett

Justices of the Peace - Samuel Dunn
Alonzo Douglas
Roswell Everett
Daniel F. Stanton

Directors of the Poor - Roswell Everett
Caleb Thompson

Highway Commissioners - John Ferguson
Hiram Tobias
John North

School Inspectors - David Wait
John Ferguson
Caleb Thompson

Constables - Hiram Tobias
Perry Rooker

On that same Monday, April 7, 1842 names were selected for Grand and Petit Jurors.

Grand Jurors - Joshua North
Caleb Thompson
William Long
D. H. Stanton
Philander Norton
Z. L. Holmes

Petit Jurors - J. Luther
Benjamin Morton
John North
Roswell Everett
Samuel Dunn
George Phillips
K. J. Norton

Two years later 47 votes were cast at the April 1844 town meeting.

Early Settlers

The earliest permanent settlements in Delhi Township were made by Frederick R. Luther and John Norris in 1838. Henry H. North came in 1838 but returned to New York State for his family and settled permanently in 1839. Land was taken up from the government by several families in the next few years. Among these were the families of Joshua North, George Phillips, A. D. Aldrich, Alonzo Douglas, David Wait, John I. Davis and Darius Abbott.

Others who came in the early years were Z. L. Holmes, Matthew King, William Cook, Caleb Thompson, William B. Watson, Price Welch, Joseph Heddon, Roswell Everett, Perry Rooker, William and Dennis Long, and D.H. Hilliard.

Roswell Everett is credited with having given the Township the name "Delhi". No one knows what suggested this name to him.

Early Names of Holt

There were two clusters of buildings in early Holt. Delhi Center was the cluster around the intersection of Cedar Street and Holt Road. Delhi Five Corners was the name given to the settlement around the intersection of Cedar Street and Aurelius and Keller Roads.

Holt was called Delhi Center until after the Jackson, Lansing and Saginaw Railroad was built through Holt in 1866 and began carring the mail. Mail intended for Delhi Center often got mixed up with mail for Delhi Mills in Washtenaw County. Sometime before 1870 the name was officially changed to Holt in honor of Postmaster General Joseph Holt. But old habits die slowly. Many years later people still spoke of

"going to the Center."

Firsts in Delhi Township

The first white child born in Delhi is believed to have been Henry Phillips born June 5, 1841.

The first school was conducted in a cabin by Lydia M. Wells.

The first school building was built of logs in 1840. Miss Wells taught in this building two years until her marriage.

The first town meeting was held April 4, 1842. The first election was held April 7, 1842, electing Henry H. North, supervisor.

The first marriage was between William R. Robbins of Alaiedon and Lydia M. Wells of Delhi on July 6, 1842.

Price Welch built the first hotel in Delhi Center in 1848. The post office, with George Phillips as first postmaster, was housed in this building. Price Welch followed Mr. Phillips as postmaster.

In 1856 Lee and Corey started the first sawmill.

The first merchant in Holt was Robert Smith who opened a mercantile establishment in 1857.

Another hotel was built on the road from Lansing to Eaton Rapids (now M-99) in 1851. The building was eight sided and was called the Octagon Hotel. It had a frame dance hall in connection with it.

The first carriage and wagon shop was operated by Addison Stone at the Five Corners. Nelson Hilliard had the first blacksmith shop there.

In 1878 Agustus Gaylord opened a shop to make wagons, carriages and wheelbarrows.

A foundary and repair shop was opened east of Holt in 1875 by Edwin Shaw. In 1879 Israel Wood became interested in the business and the shop made land rollers, plows, drags, and did a general repair business.

Bricks were once made by Henry Lott and M. T. Brown. Later Alexander Ferguson did quite a business making bed springs.

In the early 1880's Carl Wohlfart opened a harness and general leather store. He did a good business at Holt for twenty five years.

Fred Nickel operated a blacksmith shop on the east side of Cedar Street for many years. He, too, made some farm tools. When men complained at having to wait in line to have their horses shod he would say, "Why didn't you come yesterday. Yesterday there was nobody here."

The Seaman Tailer Shop did business in Holt for a number of years.

Dr. Leverett P. Chaddock came to Delhi Center in 1850 and practiced for many years. Other early day physicians were Dr. William Matthai, Dr. Joel S. Wheelock and Jefferson Ohlinger. Dr. Edward P. North was the doctor who traveled the whole community caring for everyone's ills for many years. About 1930 Dr. Franklin F. Troost took up the load. He has completely retired from active practice in 1975.

Beginnings of Holt Schools

Children were taught in a cabin at Delhi Center until

the log school was built in 1840. Lydia M. Wells was the teacher until her marriage in 1842.

The log school was replaced by a frame building in 1852. A brick, two story building went up in 1875. There were three rooms, two on the first floor and one above. Three teachers taught all ten grades. This building burned in November of 1914. The more modern building which replaced it in 1915 is now part of the present junior high school building.

This building has seen many additions and changes.

When Delhi Township was organized in April 1842 three school inspectors were elected, David Wait, Caleb Thompson, and John Ferguson. It was the business of these elected inspectors to examine any applicant for a teaching position and also to visit the school to pass judgement on the quality of the teaching. On March 2, 1843 the boundaries of District No. 1 were laid out. Soon other districts were organized each having a school board of at least three officers - director, moderator and treasurer with duties similar to the inspector of an earlier day. At one time there were 12 districts in the township including some that were called fractional districts because their territories overlapped into other townships. Many changes were made in boundaries and in numbering of the district.

These one room, eight grade, country schools operated well into the 1950's. One by one they were absorbed by larger units. Some of the buildings still stand in original condition. Others have been remodeled into homes.

Early Holt Churches

Both the Holt United Methodist Church and the Holt Presbyterian Church have their beginnings in pioneer days.

Methodist began in the area on a two fold front. There are traditions that services were held occasionally by a Rev. Bennett in the homes of very early settlers. In 1854 Albert McEwen organized a Methodist class which met in the homes and in the frame school house.

Many German families came into the area in the late 1840's and the 1850's. A lay preacher, Brother Bos, came to the area from Ann Arbor in 1853 preaching in the homes. Before the year was over a German Methodist Episcopal Church was organized at Lansing. People from the Delhi area attended this church until they organized as a separate unit of the Lansing Circuit about 1860. The Delhi congregation held services in the Brick (North) School and Lott School until 1868. In that year the twenty-three Delhi families built a frame church building with steeple and bell at the Five Corners on the spot where the Delhi Township Library and the Methodist educational unit now stand. This was the first church building in Holt.

The following year, 1869, the Presbyterians built their first building. It also was a frame structure on the east side of Cedar Street.

The English Methodist group were permitted to use the building at the Five Corners on Sunday afternoons which they continued to do for five years.

In 1873 the German M.E. Church became an independent unit with its own minister and built the first parsonage across from the church.

In 1876 the English Methodists built a white frame church on the west side of Cedar Street a few rods south of Holt Road just north of the present East Lansing Savings and Loan. This group never became an independent congregation but remained part of the Okemos Circuit with minister living at Okemos. It was usually called the Center Methodist Church.

The German congregation moved their frame building and built a new, brick sanctuary on the same site in 1894. The building is used now by the library and the church's educational unit.

The Center Church was completely destroyed by fire in December, 1930. This circumstance made the consolidation of the two Methodist Churches an easy next step. There had been no German Language services for twenty years or more. The minister of the Five Corners church, Rev. Emil Runkel, had preached for both congregations for more than a year. The two conferences were scheduled to merge soon but the Holt Churches accomplished it a couple of years early.

Now the Holt United Methodist Church builds on the foundation of two pioneer congregations.

Some of the pioneers of the Center Church were Mrs. Isabella Abbott, Mrs. George Phillips, Mrs. Alonza Douglas and Mrs. Leveritt Chaddock. Early members in the church at the Five Corners were Henry and Sarah Exner, Henry and Maria Bickert, Henry Lott, George and Anna Arend, John Kippe, Agnes Vierle, Adolph and Margaretha Helmker, George and Maria Roth, Jacob and Adelheid Menger, Jacob and Margaretha Switzgabel, Barney and Rosina Switzgabel, Henry and Margaretha Beigman, Catherine Miller, Philip, Margaretha and George

Diehl, James and Maria Wiegman, Louis and Maria Walter.

Descendents of nearly all of these families still live in Delhi Township or nearby areas.

First Liquor License

Records show the first license to sell liquor in Delhi Township was issued April 29, 1848. The license was written in long hand as follows:

"License to Tavern Keeper

Know all men by these presents that we the undersigned the Township Board of the Township of Delhi do grant unto John Furguson his heirs and assigns license to keep an inn and to sell retail wine and spiriterous and fermented liquors in the house now occupied by the said John Furguson on the east half of the north quarter of section No. Twenty Three in the Township of Delhi, County of Ingham, State of Michigan until the first Monday of Aoril A.D. 1849.

Delhi, April 29, 1849

David Wait
Henry H. North — Township Board
Hiram Tobias
Thomas Mosher

Recorded April 30th, 1848 by Thomas R. Mosher, Clerk.

Received for the above names, license, seven dollars from the said John Furguson."

Your Property Description

The United States government adopted by act of Congress May 7, 1785 the rectangular system of describing all parcels

of land. The two important lines were the meridians and a base line. The meridians are established with great accuracy by astronomical observations. The meridians run from pole to pole. Michigan's lower peninsula is almost divided equally by the 85th Meridian, and Michigan's base line runs along the south line of Ingham County. All descriptions of property start from the intersection of the base line and the meridian. Every six miles north or south along the meridian is a township line. Every six miles east and west along the base line is a township line.

Delhi is described as Range 3 North, Range 2 West. Delhi lies in the third row of townships north of the base line and is the second township west of the 85th meridian. Corrections are made in the meridian line every 24 miles north of the base line and every 30 miles south of the base-line. The meridians converge until they all meet at the north and south poles. All posts placed by United States Surveyors cannot be changed.

The Board of Health Deals with Smallpox

The following comes word for word from the old record book.....

"At a session of the Board of Health of the Township of Delhi held at the house of P. M. Welch in said township on the 21st day of August A.D. 1852. Present David Wait, Supervisor, P. I. Price, T. K. Mosher and Simion Corbett, Justice of Peace, and D. H. Hilliard township clerk. It was resolved that whereas on or about the 19th day of July last, Samuel Ferguson then residing in said township was

infected with the smallpox this Board in order to make provisions for the safety of the inhabitants, did on or about the day aforesaid, take possession of the dwelling of Lewis A. Burch, being a separate house in said township, and did keep such infected persons at said house and did also, for the purpose aforesaid, employ and provide nurses and other assistance as follows: L. R. Chaddock, physician, Alonzo Douglas, Mr. Burch and Jene Anderson as nurses, pursuant to the statutes in such case meals and provide

and whereas before it was proper to discharge such infected persons, other persons viz Sally Morton, John Morton, Caroline Morton the wife and minor children of A. B. Morton, Gerett Anderson, Racheal Anderson, children of David Anderson, Salem Lamoreaux, Angeline Lamoreauz, children of Harvey Lamoreaux, Malinda Fishell, wife of Henry Fishell, Lewis A. Burch, Mrs. Burch, and Danforth Burch, wife and child of Lewis C. Burch, also inhabitants of said township were infected with the small pox and were removed to and provided for, at said house of L. C. Burch and whereas said house was so occupied and said persons continued to be employed as aforesaid, for and during the space of thirty days pursuant to the statutes, aforesaid it is therefore resolved by the Board that the compensation fees and charges of the persons aforesaid so employed be and the same are hereby regulated, and paid as follows: to L. R. Chaddock, thirty dollars; to Alonzo Douglas, forty-three dollars and eighty cents; to L. C. Burch, thirty dollars for house rent; to Wm. Ferguson, four dollars, as messenger; to Mrs. L. C. Burch fifteen dollars; and to Jeneth Anderson, Twelve dollars."

Recorded Dec. 19 A.D. 1952 by D. H. Hilliard, Town Clerk

Civil War Soldiers Bounties

At the Township Board meeting of September 16, 1864 it was voted to pay the following soldiers their respective boundies. The following men each received $100.00: Peter Smith, George Slater, Eli Chandler, Theo Smith, George W. Brown, Frank Blatter, William C. Beal, Franklin Fuller, Nathan L. Cooley, Joel Dunn, Frank Stone, Addison Stone, David Dawson, Joseph Bush, Mr. Hillard, George Fishel.

The following each received $150.00: Henry Chaddock, Judson Cory, Samuel Willoughby, D. T. Rowler, H. E. North, Albert Fishell, Benjamin Rutter, James Tower, Conrad Hebury, Robert Fulton, John Surato, John Dolittle.

S. S. Swazy received $222.45, Leonard Murphy $88.00, James Gordon $70.00, John Hunt $105.00.

These were the men who had enlisted in the service of the United States on the call of President Lincoln for five hundred thousand men.

No Church Without A Steeple

J. N. Able, a mill owner and carpenter of Holt, was hired to build the second building for the Presbyterian Church. No steeple was planned for the brick church because of lack of funds. Mr. Able said, "I won't build a church without a steeple." But no more money could be raised, so Mr. Able salvaged the steeple from the old frame church. In desperation to complete the church, he had the old steeple hoisted and placed it on the southwest corner of the little brick Presbyterian Church that stood for almost 100 years.

Melisa Abel Feier

Mr. Abel's daughter, Melisa Able Feier, sang alto in the Presbyterian Choir until her late 70's when infirmaties kept her from church. Mrs. Feier had come to Holt with her parents as a very young girl. The family brought the first square piano into this township in 1863.

Melisa graduated from Holt School, then attended Holt Select Business University taught by Professor Holbrook. This school later became the Lansing Business College. She was a gifted musician and school teacher, teaching several terms at Holt.

Mrs. Feier and her husband, Joseph, lived on Holt Road (Delhi Avenue then) across from the junior high school.

She lived to be very old and was the last person to be buried in the Pioneer Cemetery.

Abraham Black Remembers

Abraham J. Black, known all around as Abe, told of taking his sister, Lottie, by the hand and walking from his home, a block east of Northeast Delhi and Holt Road intersection, to a house two and a half blocks south of Holt's main corner, to get the mail in the 1860's. Their father was serving in the Civil War at the time.

The post office in Holt was then in the home of W. B. Watson, the postmaster. Mr. Watson was the father of Dr. Charles Watson, of Lansing, Mrs. Ellen Green whose husband was a doctor, and Emma Watson Keller Exner. The post office later became the parlor of the home and the same house is now the American Legion Hall on Greenwood Street.

No Musical Instrument Allowed

The old Presbyterian Church had a balcony for the choir. Lyman Baker was the leader. They always had choir practice at Mr. Baker's home because there was an organ there.

On one occasion the choir planned to surprise the congregation and put on some special music. So Mr. Baker and other men of the choir carried the Baker organ a couple of blocks and lifted it up a very narrow and steep stairway to the balcony. When the service started Sunday morning the organ sounded and old Mr. John Thorburn, one of the founders of the church and senior elder, raised up and pointing his finger at the balcony, hollered, "Come down from there. No devil would play or listen to a musical instrument in God's Church."

Early Store Becomes a Home

One of the oldest stores in Holt is still standing on the northeast corner of Northeast Delhi and Depot Street. This building, which had also been used as a dance hall, was purchased in the 1870's by Harvey Ribby and converted into a home. Mr. Ribby was a hardworking, kindly carpenter. Everyone had the highest respect for Harvy Ribby. He and his wife, who was a Servis daughter, raised eight children in this home.

Gunn and Froedtert General Store

In the early decades of this century H. E. Gunn and George Froedtert operated the Gunn and Froedtert general store carrying groceries, shoes, dry good, drugs, and hard-

ware. This store was in the east half of the Odd Fellow Building now occupied by Holt Electric Supply.

The postoffice was located in the store. It was a 6'x6' space caged off under a back stairway. Post office boxes were rented at 10 cents for 3 months.

Another memory of this store is the pot bellied stove with its protruding ledge, thick with chewing tobacco spit. Anytime of day one could find from two to eight or ten men sitting around the stove telling long tales of the past, cracking jokes and broadcasting all the news and gossip.

Sleet Storn

Another sleet storm that startled Holt was on the last day of December in 1943. Traffic was heavy as most everyone was going to New Year's Eve party. They were all driving faster than was safe. A large trailer truck going south on Cedar tried to stop at the red light at the intersection of Cedar and Holt Road. It slid into the front of the Alan Albert Grocery Store which occupied the space now used by the Holt Electric Supply.

The front wheels broke through the floor and were resting only a few inches above the furnace. The rear wheels of the truck were on the front steps. All shelves and show cases were upset causing a great loss to Mr. Albert. It was several weeks before the store could open again.

This accident happened during the rationing of gasoline and tires so residents couldn't drive to Lansing or Mason for groceries. At that time the only other grocery store in town was the Red and White Grocery operated by Harry Chapman.

Mr. Chapman opened the store in the morning early enough to accommodate the "grave yard" shift at the ammunition factories in Lansing who reached Holt shortly after 6:00 A.M. thus saving the customers on their tires and gas and increasing his grocery business.

Delhi Township Library

An item from the March 7, 1935 issue of "The Holt Recorder", an early weekly newspaper, tells the beginnings of the Delhi Township Library.

"Holt is to have a library. As an R.E.R.A. project, sponsored by the Holt Child Study Club, state Library officals will install a circulating library room in the town hall, the necessary shelves to receive the books now being constructed It is planned to keep the library open three days a week. It is not now known how many books will be sent here to start the project, though 200 have been suggested."

Forty years later, in 1975, Delhi Township has a very fine library located in the former sanctuary of the Holt United Methodist Church. This pleasant setting was remodeled for library use by Holt Junior Chamber of Commerce members guided by the county library staff. The library is a part of the county and state library system. The move from the Delhi Township Hall to this location was made August 21, 1970.

The Tornado of March 1935

The following is quoted from the March 28, 1935 issue of the "Holt Recorder."

"Sweeping into Delhi Township Friday night about 9 o'clock, a 15 minute storm of cyclonic proportions leveled scores of barns, garages and small outbuildings, orchards and huge trees, and otherwise did thousands of dollars worth of damage in Holt, Mason, Dansville and the surrounding countryside.

There was little warning. After a few flashes of lightning the wind and hail and rain began their brief barrage. It was a freakish storm, apparently the tornado dipping to the ground here and there and performing most amazing feats.

Probably the most damage was caused at the farm of Guy McCue at Grovenburg, where a huge barn was demolished, killing 13 cows and one sheep, with several other animals injured. At the James Jackson farm, two cows were killed and others injured when the barn collapsed.

Reports that the catastrophe was of major porportions brought an influx of sightseers Saturday and Sunday, but much of the debris had been cleared away and there was not much for them to see. At Mason many large trees were uprooted, windows of the Dart Bank caved in and the high school chimney toppled down in the center of the building.

Only one injury was reported. Harold Darbor, son of Mr. and Mrs. Ray Darbor, was struck by flying glass and Dr. F. L. Troost had to take several stitches to close the wound on the lad's forehead."

Threshing Time

The old threshing process was a very hard task for many men and women. In early pioneer days the grain was first cut with a cradle which laid the grain into swathes,

then it was raked into bundles with heavy wooden rakes. A whisp of grain was used to tie each bundle together. Then the bundles were set up in long or round shocks with the heads of grain at the top and bundles fanned out to make a rain roof over the shock.

When the grain binder came into use much labor was saved. The grain was cut and tied automatically but the bundles still had to be picked up and shocked. Now with the modern tractor and combine all is done so quickly we almost forget the old steam threshing machine.

During the threshing season it took many farmers to exchange work hour for hour. Money was scarce and it was better to help your neighbor and he helped in return. Besides three teams and wagons with drivers, there would be two men loading in the field. With a pitchfork they pitched the bundles up to the man on the wagon who would build a solid level load. Then the grain was hauled to the table of the separator.

Some distance away from the separator stood the steam traction engine which had been fired up with coal or wood early in the morning by the engineer. Another permanent member of the threshing crew was the water boy who filled the tank wagon and hauled the water for the steam boiler from river, lake or well. The steam engine was connected to the separator by a long, broad belt which turned the gear wheels as it made its continuous round from engine to separator. Anyone who has heard the whistle of the steam engine as it came down the road to the farm or blew to notify neighbors that steam was up and time to begin, will

never forget the sound of it.

When the load pulled up by the separator each bundle was pitched onto the table of the separator where one man with a sharp knife cut the twine, another saw to it that the grain was fed evenly into the machinery.

The straw was carried away by a straw carrier which was a pipe that could be directed by the man on the stack. It was an art to build a good stack. Often there was one man in a neighborhood who could do it better than anyone else.

The grain ran out of the separator through the bagger. Here enough men were stationed with two bushel grain bags that had been carefully mended. The bag was fitted over the bagger mouth. When full it was taken away and another replaced without spilling any. The bag was tied with twine, shouldered by another man and carried to the bin in the granary.

The threshing crew might be at a farm from a few hours to a few days depending on the weather and the amount of acerage and if there were any breakdowns.

In the house a great deal of cooking was going on as there would be anywhere from the four men of the threshing crew to 16 or 18 farmer neighbors to feed. Big tubs of warm water with soap and towels were put outside for the men, for threshing was a hot dirty job.

Neighbor women often helped each other prepare the quantities of food needed, serve the hungry men and wash up the mountains of dishes. Supper would be under way before dinner was cleared away.

The threshing crew often slept in the hay mow if they

had to stay over night. The crew had an uncanny ability to arrive at the homes of the best cooks just in time for a meal.

Sleet Storm - 1922

The sleet storm of March 22 and 23, 1922, left the roads in the Holt area looking like a lumber camp's slashings. Nothing was moving. Branches and whole trees were strewn all over. Telephone poles were down resting on their cross arms. Communications were almost nil since this was in the days before radio and electricity in Holt.

A death message came to the operator over the telephone. No one could be found to deliver it, so the operator went herself, walking from Holt to Justamere Avenue which is now part of Long's Development north of Willoughby Road along Cedar Street.

When the messenger returned home her coat was so covered with ice it stood alone on the floor. The telephone operator messenger was Mrs. Alida Chapman.

Population Growth

When the 1840 census was taken Delhi Township was still part of Alaiedon Township which ten included what are now Meridian, Lansing and Delhi Townships. Population of this entire area was 221. By 1850 Delhi Township alone had 402 people. The steady stream of new settlers had been increased by the removal of the state capital from Detroit to its new location at the Town of Michigan (Lansing) in 1847.

The 1870 census showed Delhi Township with a population

of 1259. In 1880 the count was 1543, but the 1900 census showed a decrease to only 1478 in Delhi.

The Delhi tax rolls of 1895 listed 414 parcels of land in the township. Some people owned more than one parcel.

The size of Delhi Township has been greatly reduced in recent years by annexation of a large portion of it by the City of Lansing. One mile north of the center of Holt is Willoughby Road, the south limit of Lansing. The 1970 census showed 12,795 people living in what remains of Delhi Charter Township. The estimate for 1975 is 16,000 population. Now in 1975 there are 4,828 parcels of land on Delhi Tax rolls, more than eleven and one half times as many as in 1895.

Taxes! Taxes!

Ninety years of tax receipts on a 40 acre parcel of land, the S.E.¼ of the S.E.¼ of Section 17, Delhi Township show how taxes have risen in the township.

The valuation of the 40 acres was $1,400.00 in 1885; the tax was $13.66. In the next twenty years the amount of tax varied from year to year. The high was $20.59; the low was $11.84.

In the fifteen years from 1905 to 1920 the valuation was raised three times, reaching $4,600.00 in 1920.

The great depression hit in 1929. Valuations were lowered each of four successive years down to $3,100.00 in 1933.

For several years all the farm parcels were lumped together in one valuation, so it's unclear just how the 40 acre parcel was valued and taxed. In 1946 the parcel

again emerges as a separate item with a valuation of $3,400.00. From 1946 on, the climb is all uphill.

In the 1960's valuations were raised three times to $18,900.00 in 1969. In 1970 the tax was $1,006.48. The following table shows the changes more graphically.

S.E.¼ fo S.E.¼ of Section 17, Delhi Township

DATE	VALUATION	TAX
1885	$ 1,400.00	$ 13.66
1887	"	20.59
1890	"	19.13
1892	"	11.84
1895	"	13.08
1900	"	14.59
1910	"	15.01
1912	2,000.00	15.60
1916	2,600.00	37.96
1920	4,600.00	88.32
1930	4,200.00	80.86
1931	3,400.00	57.00
1932	3,300.00	51.84
1933	3,100.00	43.55
1935	"	32.24
1946	3,400.00	45.79
1951	"	103.61
1956	"	156.52
1961	"	313.24
1964	4,600.00	408.20
1966	5,600.00	488.23
1967	16,900.00	733.81

DATE	VALUATION	TAX
1969	$18,900.00	844.50
1974	"	1,024.13

Taxes have more than doubled in the past eight years. Taxes are forcing many farmers off rich farm land. If the trend continues, food will be in short supply not very far in the future. It's not a very pleasant prospect as we move on toward our Tri-Centennial.

The Mud Lake Road

To a great many older people in our township the mention of the Mud Lake Road brings up memories of a stretch of West Holt Road they are glad no longer exists. From earliest times a strip of marsh ran right across the road half way between Eifert and North Gunn Roads. To the north of the road was Mud Lake, much larger than now. The Mud Lake drain has reduced it to a big puddle, but in earlier days the water stood on both sides of the road in all except very dry times, and in the spring the road was under water.

Long ago the road builders discovered that the land was a little more firm slightly to the north of the true line of the road. Their answer to the bad situation was to lay a plank bridge starting at the solid ground, veering to the north, then laying the planks to form a straight road until the marsh was crossed, then veering back south again to connect with the true line of the road.

Vehicles could rattle over this bridge quite well at some seasons of the year, the warped planks popping up might

disturb a big turtle or some frogs, but it was passable.

A small girl was once sent to her Aunt's home east of the Mud Lake road. As she made the bend off the plank bridge at the east end a big, fat black snake lay stretched completely across the dirt road sunning himself. Neither girl nor snake gave ground for a minute or two. Then the snake glided leisurely off into the bushes.

The hitch came when the water was over the road in the spring some distance back from the bridge. Unless you crossed that way everyday and knew the condition of the bottom and the exact bend that the road made onto the bridge, you were lost. How easy it was to steer your horse and buggy or your Model T off the edge of the road. Besides that, you were never quite sure that the water wouldn't come right up to the buggy box. When deep enough it would flood out a car's motor. Then you were up the creek without a paddle!

The first man that went through after a deep snow had the same problem. Of course, the second traveler could see where the first made his mistake.

The only alternative to the gamble was to go around by way of North Gunn, Willoughby and Eifert Roads, two long miles extra. Very time and temper consuming in horse and buggy days.

Those who used the road frequently lobbied to have the area filled and a proper straight road built. The Board of Supervisors turned a deaf ear for a number of years. Some Delhi people were guilty of stating loudly, "You can never fill that. It's bottomless." Bottomless! If it were the water would have neatly drained away.

Claude Menger was Delhi Township supervisor in the 1920's. He spoke for all those who wanted the road fixed and finally won the necessary appropriation. It must have been 1926 or 1927 when the Ingham County Road Commission set to work. Every stone pile on the Menger farm plus straw and a few acres of scrub timber went into the fill. Next a small hill on the farm was leveled and dumped in truck load by truck load.

The trucks backed to the edge of the fill to dump their loads. One driver backed too far and the truck slipped into the water going completely under. The cab window was open and the driver popped to the surface like a cork. The men had to set a post and use block and tackle to get the truck out. One spring day when the project was nearing completion a farmer from the west drove boldly into the soft fill and mired his team so completely that ropes had to be attached to the horses' necks to keep them up and get them out. The fill finally became solid enough to build a good gravel road across it. Some settling required a little build up for a couple years. Today no one thinks that spot any different from any other stretch of the wide black top road hundreds of vehicles pass over each day.

The old timers know.

North Cemetery

The North Cemetery Association relives its history each year with a memorial service held at the cemetery on Miller Road, between Pennsylvania and Cedar Streets. This Association was organized in September, 1911 by Angeline North and Minor

Parks, at the home of R. B. Hilliard. Minor Parks was named President of the Association. He was a former postmaster of Holt, a merchant, and for over 25 years, a correspondent for the State Journal.

The Association was incorporated under the State law of Michigan on June 10, 1917. A water system has been installed for the convenience of those caring for their plots. The iron arch over the old entrance was a gift from C. Ross Hilliard, Ingham County Clerk for over 40 years. The Association paid for the stone pillars and cement steps. The building used to house the tools was built for a chapel. In 1916, the Association installed 20 hitching posts to tie the teams while at the cemetery. Total cost, $7.00. Today, the hitching posts are of no use and many people would not know what they were used for originally.

The first monument was placed on the grave of Mr. Packard and is dated 1825.

The cemetery had been a private burial spot until 1842 when it was purchased from Joshua North for the sum of $15.00 for the acre of ground.

Some of our soldiers buried in the cemetery are: Capt. Roswell Everett, War of 1812, (recently authenticated by Adjutant General of New York State, Capt. Everett was first appointed Ensign in 1813 of the 52nd. Infantry of New York and made Capt. in 1815. Today the army has no rank of Ensign. It is today a naval rank.) Civil War Veterans: Charles Hilliard, Dennis Hilliard, Irving Holmes, Jacob Keller, Elmer North, Benjamin Ritter, and D. D. Tompkins. Spanish War Veterans are: Mervin Pratt and William Taylor. World War I

Veterans: James Atin, Lon Bolton, Arthur Burnett, Neil Carpenter, M. Roe Denny, Joseph Grabowski, Walter Gramens, Harry Huxford, Elmer Jewell, George Kieppe, Casimer Leonard, Carl Miller, Claude Miller, John Millhisler, George Mort, Bert Newsom, Milburn Rose, David Sulkey, Frank Thompson, John Walker and James Watt. World War II Veterans: Alan Chaffee, Floyd DeWitt, Clarence Fuller, Claude Gregory, Charles Kluiber and Larrel P. Work. Vietnam Veteran: Terry Shauver.

Although the cemetery is now within the Lansing city limits, it remains an important part of our Delhi Township history. The association has been responsible for keeping up a beautiful burial grounds.

Pioneer Cemetery

Pioneer Cemetery is located on Aurelius Road at the corner of Norwood Avenue one block east of Cedar Street. At a board meeting in June, 1923, John Surato addressed the Board asking for a drive into Pioneer Cemetery. The Board was to talk to Martin Keller and find out if land could be purchased to make a drive into the cemetery. To date, nothing has ever been done. Cement steps are the only entrance to this burial ground.

The Buck Reason Post 238, American Legion, places flags on all the soldiers graves in Pioneer and Maple Ridge Cemeteries. for Decoration Day. They have built brick holders for the flags in Pioneer because many of the soldiers graves were not marked. In many cases the printing on the marble slabs is so eroded it is not decipherable.

Stories or Tall Tales??

Early Law Enforcement

A pioneer boy writes this story!

One John Douglas became involved with the law and was sentenced to jail. There being no jail in Ingham County, a deputy was dispatched to take Mr. Douglas to Jackson to the jail to serve his sentence. There were no horses available, so the deputy, a Mr. Cooper, got two yoke of oxen and a sled (in July) and drove to the Douglas cabin. There he found Mr. Douglas with his arms clasped around a couple of board bars. The deputy and his assistant, not to be denied their lawful duty, took the bars out of the posts and laid John Douglas and the bars in the sled. Between Mason and Dansville they exchanged the two yoke of oxen and the sled for an ox cart. At Bunkerhill, they exchanged for a horse and wagon. It took six oxen, two horses and two men, two days to take the prisoner to Jackson.

Much to the surprise of the deputy upon returning home, the first person he met was Mr. Douglas. John Douglas' lawyer had gone ahead and had the papers waiting, ready for his release. Mr. Douglas was out of jail and home before the officers.

Bears

An eight year old lad and his father came across a mother bear and three cubs. They managed to catch two of the cubs. The bears were great playmates for the lad for a couple of years. They were very rough but the boy was older and

stronger and had little trouble with the bears. One day he coaxed his friend to try to play with the bears. Before anyone could stop the bear, he tore all the clothes off the boy and inflicted many deep gashes in his body. The bear had to be done away with as he could no longer be trusted.

Mad Dog

One day a dog appeared at a schoolhouse, stood a few seconds looking through the door. There were pigs rooting outside the school and they caught the dog's attention, and it took out after the pigs. A little girl, with more presence of mind than the teacher, shrieked "Mad Dog," sprang over the benches and slammed the door shut. It truly was a mad dog, and was shot after biting two of the pigs.

HOLT IN 1917

1. Mr. Ahren
2. Arthur Wemple
3. Mr. Froedtert
4. Alex Ferguson
5. Pioneer Cemetry
6. Martin Keller
7. Earl Jessop
8. Ernest Langham
9. Mr. Heddin
10. Adam Dell
11. Jim Thorburn
12. E. Wickert
13. Mrs. Glanz
14. William Fiedler
15. Presbyterian Church
16. Mr. Green
17. Reverend Sly
18. Dennis DeCamp
19. George Sheathelm
20. William Douglas
21. Frank Mallory
22. Col Burguess
23. Tom Thorburn
24. Matilda Thorburn
25. Frank Wilson
26. Mrs. Chandler
27. Bill Miller
28. Brice Spencer
29. George Shaw
30. Brice Spencer Rented House
31. Buck Scarlett
32. Fred Albert
33. Paul Fiedler
34. Brice Spencer Blacksmith
35. Fred Nickle
36. Vancie Bliss
37. Moulden Hauer
38. Jack Thorburn
39. Ollen Green
40. Julius Sheathelm
41. Dr. Alexander's Hospital
42. Jacob Sheathelm
43. Adelaide Fiedler

44. Willy Sommerville
45. Phillips Farm Wm. Wilson Renter
46. Dr. E. P. North
47. Minor Parks
48. Frank Lamoreaux
49. Lew Price
50. Mr. Snow
51 Gary Snow
52.
53. Fred Schultz
54. Harry Chapman
55. H.E. Gunn
56. Roy Bliss
57. Amox Frink
58. A. J. Black Store
59. Holt School
60. Henry Pratt
61. Mrs. Price
62. Lucy Phillips & O. Wright
63. Telephone Office
64. I. B. Chandler
65. Earl Chandler
66. Sol Owen
67. Doug Cook
68. Dave Potter
69. Fred Ribby
70. Harv Ribby
71. Henry Hawkins
72. Frank Colbath
73. Bob Wilson
74. Ed Colbath
75. Mr. Thanah
76. Lottie Black
77. Mr. Mosher
78.
79. Nolly Glucky
80. Byron Wigman
81. Mr. Jones
82. Ed Henicker
83. Ice Cream Parlor
84. Joe Frier
85. Goerge Bell
86. Will Guenther
87. Mrs. Brisban

88. Interurban Station
89. A. B. Cushman
90. Fran Wrook
91. Adam Brenner
92. Rudy Fry
93. Chris Manz
94. Harry Froedtert
95. George Albert
96. Dr. Alexander
97. Oddfellow Hall
98. Wrook and Eifert
99. Gunn and Froedtert Groceries
100. Methodist Church
101. George Froedtert and Millers
102. Adam Reid
103. Vern Keller
104. William Telling
105. Jacob Higelmire
106. Mattie King
107. Clyde Rumsey
108. Frank Cooley
109. Mauk
110. John Colbath
111. Roy Welch
112. Corwin
113. German Methodist Church

L O O K I N G B A C K

Photograph Section

A Panoramic View of a Portion of Holt, Showing Our Property in the Foreground

TAKE YOUR FIRST STEP TOWARD INDEPENDENCE

THE cost of city life is heavy. It grows heavier. It enslaves the nine ty-nine where it enriches the one.

"Throw the needless burden from you shoulders. Leave your thrift, your in ustry and your ability free to work for you "ou can be independent. Make your start now

For a limited number of buyers in Holt Farms we are prepared to build homes at once. And we will build them on the Easiest of payments. Investigate this!

ce Holt Farms at once. A telephone call, "fice or a personal visit to our office will plac an automobile at your disposal any time you sa ase the property and you will want to be one (he ninety-eight fore-sighted people who will b able to buy tracts here.

Most men hesitate in the face of a decision an most men are poor all their lives. The few wh can look ahead divide the profit.

Holt Farms compare with Lansing city property ow as a home district. It compares with Lans ng city property as a sure-fire investment money maker. And it is superior to most Lansing city property as a desirable place to live. A home in the cou try and in the city too. It is yours for the asking.

Women and children will be happy here. Beauty of en vironment, comfort and healthfulness insure this. Me will be happy too: men whose work in the city is rewarded by the certainty of a return to the green, clean country every evening.

Families will be happy because the income derived from city work will be added as income from farm produce, and living costs will be lower, too.

By the old world a single acre of land often supports a entire family. And the land has been under cultivation for centuries. It is outworn. Holt Farms offer rich, fat unworn land, land that will reward the labor of your leisure hours with bountiful returns.

Nature works for you in Holt Farms 24 hours a day, seven days a week. Nature is the partner of your industry and the greatest producer in the world. And along with the material benefits she brings you a longer life, a healthier life, a fuller life.

No Man Need be Poor if He Applies Industry and Thrift to the Cultivation of Land. Holt Farms gives You Your Opportunity to Prove This Great Truth to Your Profit.

LOOK! THINK! ACT!

Standard Real Estate Company

Bell Phone 331 **118 W. Allegan St.—Ground Floor** **Citizens 3158**

Real Estate Brochure

Harry Chapman, 26 years old, and Alida Chapman, age 20. Married about 8 months. Taken at Pine Lake (now Lake Lansing) in 909. Motorman is Frank Green.

Fred and Mary Albert, Wesley and Etta Ried and Rina and Clara Lott.

Taken 1890 (lower L to R) Hubert 12 years, Susan (Bullen) Lott 23; Richard J. 50; Ward R. 10: Sarah (Markham) Bullen 43; Amy Geveranes) Bullen 15; and Adah (Raymond) Bullen 18.

Walter and Zella Gunn and daughter
Marguerite Gunn Hunter

(Taken 1900)

Walter Gunn and his horses

Family
Reunion

Corner of
West Holt
& Eifert
1912

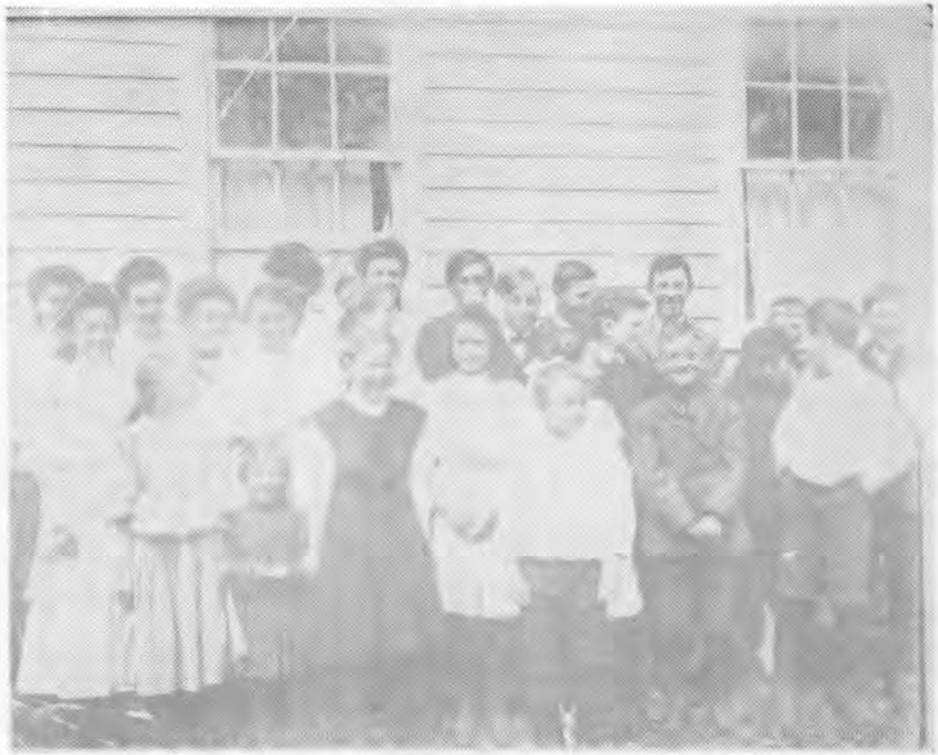
Great Aunt
Caroline
Thoni, oldest
of family
group.

She was 71
in 1912.

Arthur and Emma Flemming's residence,
2017 North Cedar Street, Holt
First House in Holt to have electricity,
coming from Charles Conor's Power Plant

Picture taken - 1939
Built in 1902
Flemming's purchased it in 1918
Flemming's sold it in 1962
Demolished in 1963

Flemming Residence in Holt - 1920
Square Building facing Holt Road housed the Post Office.

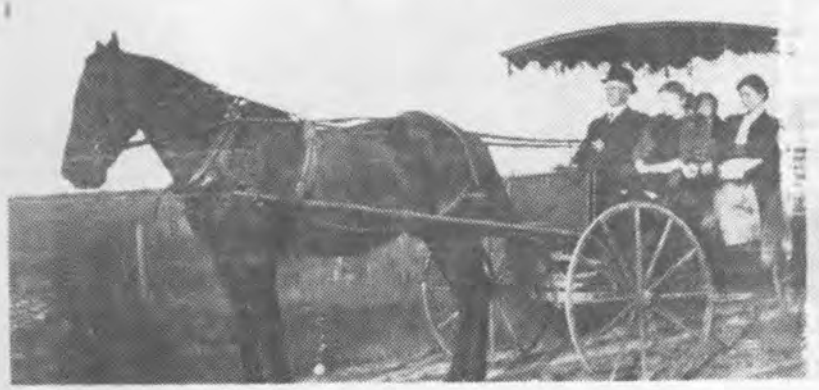


Little one is Gertrude Albert.

Bessie Ferley stands behind her.

Lott School

Children



Out for a ride

L to R - Walter Menger, Calude Menger and George Menger
Buildings Still Standing Between Gunn Road and Washington on West Holt Road.

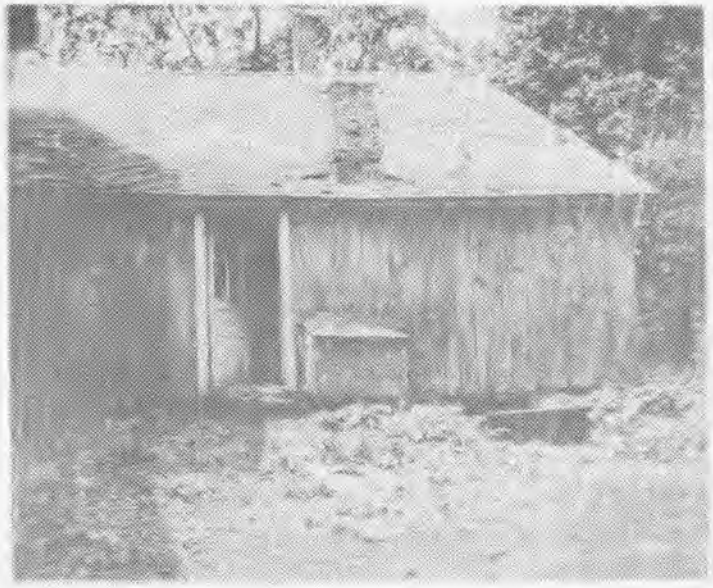
Probably taken in 1897 - Claude Menger 7; Bertha Menger 12,
Caroline Christine Menger 30; Walter Menger 1; George Menger 37

302

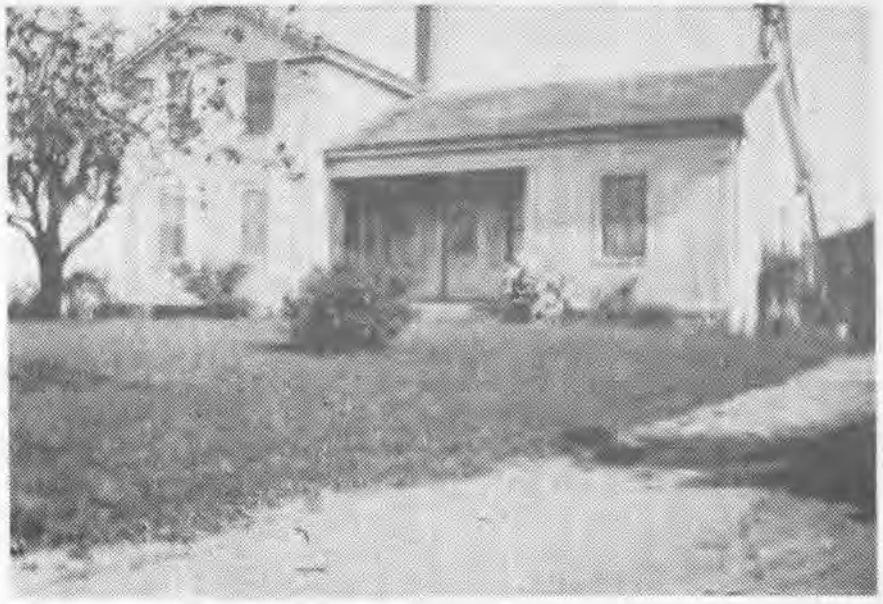
Glenn Albert Farm in 1924

303

Home where Alan Albert was born
604 S. Ainslie Road



1st home built on location of
1614 South Gunn Road - Built 1870 -
Burned 1926



Mae Clever
Sarah Butler
Emma Bickett

Dress up day for Women's
Club, held at home of
Sarah Butler.

Mary Austin King
Laura Farnsworth
Lucie Chapman
Alida Chapman
Nettie Highnelbeiger
Helen Johnson
Juanita Chapman Thomas

At dress up day,
held at the home of
Sarah Butler.

Methodist Episcopal Church

Burned 12-19-30

Also Known as

Center Methodist Church

After this fire, Center Church joined with the Methodist Episcopal Church (German Church) and corporately formed First Methodist Church of Holt in 1931.

Reverend Sly and family

Big snow storm in Holt.

Center Methodist Church

(burned down in 1930)

Holt United Methodist Chruch (taken 1900 or earlier)

The building was built in 1894 replacing the first wooden structure built in 1868. The 1868 building was the first church built in Holt. It was still called the German Methodist Episcopol Church at the time of this picture. Note Moldenhauer's farm barn and straw stack where the parking lot is now and the buggy sheds at the rear along Aurelius Road.

Sunday in Holt

Main Corners of Cedar and Holt Roads
Looking South

The old Holt SChool Building - erected in 1875, destroyed by fire November 17, 1914. Cost of building $1,800.00. Presented by Mrs. E. H. Gunn.

Gunn School - 1908
(N.W. Corner of
Washington & Holt
Roads West of Holt)
Teacher - Margaret
Spence.

Building Sill Standing

Holt School
After fire of 1914

Old High School and Intermediate when
being built.

This building replaced the school that burned in 1914. School opened here in 1915.

Holt High School Class of 1926 - Back L to R: Addison McDowell, Supt. L.G. Goodrich. Richard Thompson, Lester Chandler, Chester Jackson & Murray Sommerville. Front L to R: Merwin Pratt, Helen Lott, Mrs. Ross Thornburn, Eleanor Parker Jessop and Henry Jessop.

Gridiron Battle

1st. "Bootball" team in Holt

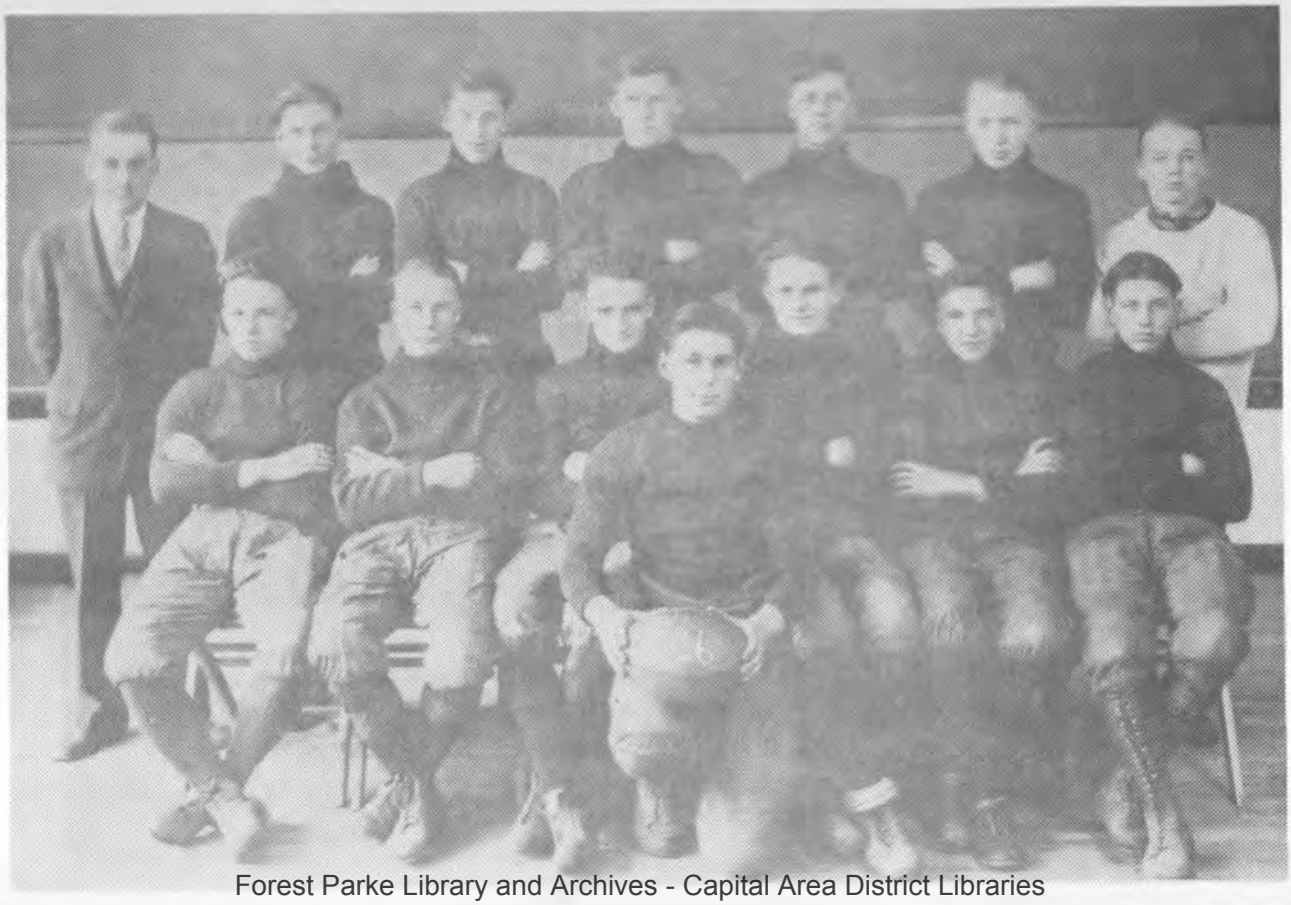
1906

(middle row center is Sam Mayer)

Holt's 1st. football team

1st row L to R: Ed Clever, Lawrence Servis, Max Hall, Robert Wright (kneeling), Gerald Clever, Harold Moore and Harold King.

2nd row L to R: Paul Straight, coach; Niles Brooks Robert Reid, Ivan Dennison, Ralph Lott, Ora Langham and Earl Nelson.



1935 Football Team

1st row: George Rader, Donny Ashley, Bill Murray, Oliver Priest, Arvid Rehkopf, and Keith DeLashmutt.

2nd row: Paul Miller, Lyle Thorburn, Earl Cloar, Oral Meisner, Leroy Grindle, Doyle Lott and Art Adcock.

3rd row: Keith Odle, Bob Baisel, Sandy Ribby, Dwight Pugh, Clarence Fry, John Fay, Stan Fors, Chan Robinson. Jesse Rich, Bill Holmes and Bob Davis.

4th row: Leonard Goodrich, Robert Knowles, Floyd Wallace, Tom Adcock, Richard Shaft, Bob Elsesser, George Rader, Bruce Jones, Luke Fay and Coach Norman Reckling.

Holt's First Championship Team in the Ingham County League won two years in a row (1935 and 1936) to keep League Trophy won again in 1937.

Holt High School Basketball Team 1939-1940

1st row: William Jr. Candy, Bert Miller, Ed Bennett, Mahlon Patton, Bud Dart, Ted Galka, Gordon Clever.

2nd row: Wes Black, Ray Walters, Ken VanNocker, Sam Adcock, Hugh Markel, Al Farnsworth, Pete Premoe, Al Johnston, and Myron Smith.

3rd row: Howard Voss, Bill Mason, Bill Griffin, Bob Grimes, Russel Holz, Dave O'Connor, Bill Marlin, Leonard Quenby, LaVerne Wilson, Jim Jennings, George Allen.

4th row: Jack Randall,Bill Peek,Ted Daft, Dale Hamlin, Bruce Moore, Franklin Horst, Wilson Frayer, Bert Marlin, Dick Voss.

5th row: Harry Dygart, Dick Brown, Cliff Eshelby, and Bud Marlin.

TOWNSHIP OF DELHI, 1892.

OFFICIAL BALLOT.

INSTRUCTIONS:—First, mark or stamp a cross (X) in the square under the name of your party at the head of the ballot. If you desire to vote a straight ticket, nothing further need be done. If you desire to vote for candidates on different tickets, also erase the name of the candidate on your ticket you do not want to vote for and make a cross in the square before the name of the candidate you desire to vote for, or write his name in the space under the name erased. A ticket marked with a cross under the party name will be deemed a vote for each of the candidates named in such party column whose name is not erased. Before leaving the booth, fold the ballot so that the initials may be seen on the outside.

NAME OF OFFICE VOTED FOR.	REPUBLICAN. ☐	DEMOCRATIC. ☐	PEOPLE'S PARTY. ☐	PROHIBITION. ☐
Supervisor.	☐ LYMAN W. BAKER.	☐ JOHN HIMELBERGER.	☐ SANFORD M. WAIT.	☐ GEORGE AREND.
Clerk.	☒ ALPHA DOUGLAS.	☐ LOUIS PRICE.	☐ HERBERT E. GUNN.	☐ MINOR E. PARK.
Treasurer.	☒ SIMON DIEHL.	☐ ALONZO THOMPSON.	☐ BYRON D. WILCOX.	☐ ASHER HARPER.
Justice of the Peace. Full Term.	☒ FRANK H. COLBATH.	☐ CLARK HILLIARD.	☐ WILLIAM A. BOLTER.	☐ JAMES WARFIELD.
School Inspector.	☒ ORSON D. WRIGHT.	☐ ROBERT H. WILSON.	☐ Reuben B. HILLIARD.	☐ WILLIAM EXNER.
Drain Commissioner.	☒ NOAH M. SNYDER.	☐ DENNIS DeCAMP.	☐ CORNELIUS DRISCOLL.	☐ DAVID EPPLEY.
Highway Commissioner.	☒ GEORGE B. WELCH.	☐ ADDISON STONE.	☐ JOSEPH SKINN.	☐ WILLIAM ELLIOTT.
Member Board of Review One Year.	☐ JEROME K. NORTH.	☐ JOHN L. HUNT.	☐ JEROME K. NORTH.	☐ PHILLIP REAL.
Member Board of Review Two Years.	☐ SAMUEL MYERS.	☐ JAMES S. THORBURN.	☐ WILLIAM B. WATSON.	☐ SAMUEL FERGUSON.
Constable.	☐ JOHN WEST.	☐ FRANK CHADDOCK.	☐ ELMER ELLIOTT.	☐ FRANK AREND.
Constable.	☒ CHARLES WITTER.	☐ George GEISENHAFER.	☐ FRED HOEHN.	☐ MILES GILLETT.
Constable.	☒ ALPHA WELCH.	☐ GEORGE SUBATO.	☐ GEORGE WAIT.	☐ ROBERT HANCOCK.
Constable.	☒ WILLIAM FRANKLIN.	☐ EDWARD KIMBALL.	☐ William F. FROEHTERT.	☐ JOHN C. HAAG.

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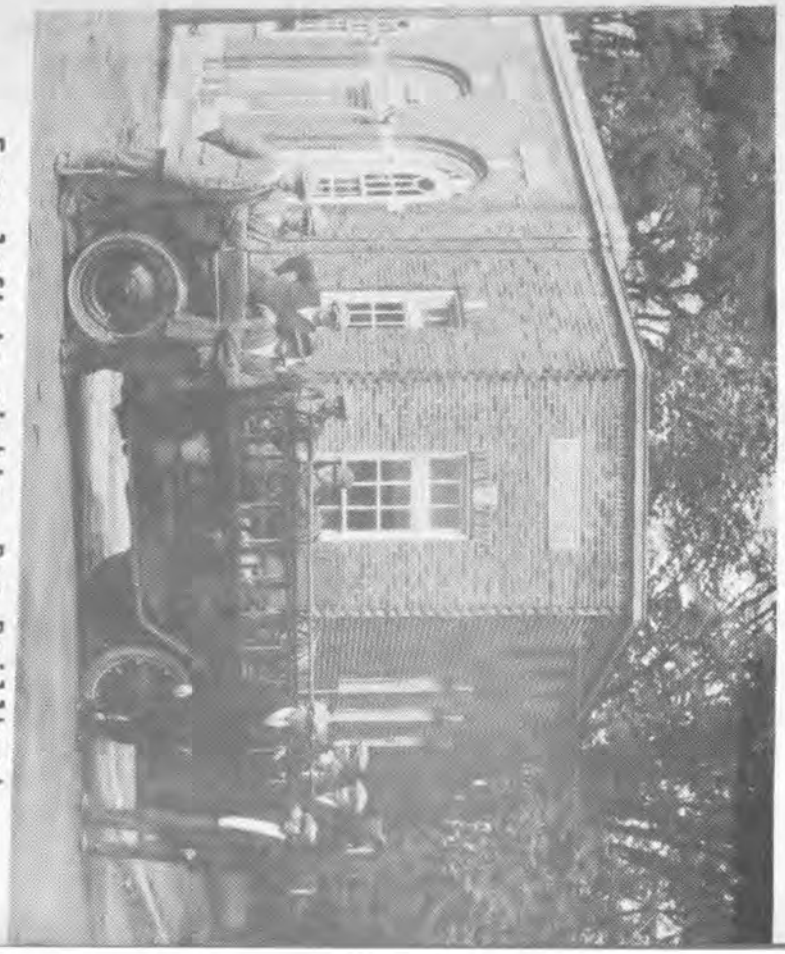
Early Ballot - Township of Delhi.



From left to right: Dan Brillhart, Emmet Fetrow, Fred Albert, George Shaw, Paul Fiedler, Harry Hart, Bill Brooder, Arthur Flemming, Floyd Lott, Roy Welch.

Harry Chapman organized this fire department in February, 1924. He was president of the Community at the time.

Southeast corner of Holt Road facing Cedar Street. Two story part was a restaurant, pool room with living quarters upstairs. The one story was the U.S. Government Post Office and Interruban ticket and frieght office until the post office was moved across the street in the Gunn and Froedtart General Store where H.E. Gunn was postmaster.

Southwest corner of Holt Road and Cedar Street taken sometime previous of 1914, as a store standing there was destroyed by fire in 1914. Roof showing on left is the roof of the Methodist Church which burned December 19, 1930.

Holt Telephone office until [illegible]
1920, moved to 4244 East Holt Ro[illegible]
Moved to house torn down to make room
for present [illegible] exchange, 9-1-33.

Shoveling snow on [illegible] right
of way.

The main corners of Holt before Bank
was built.

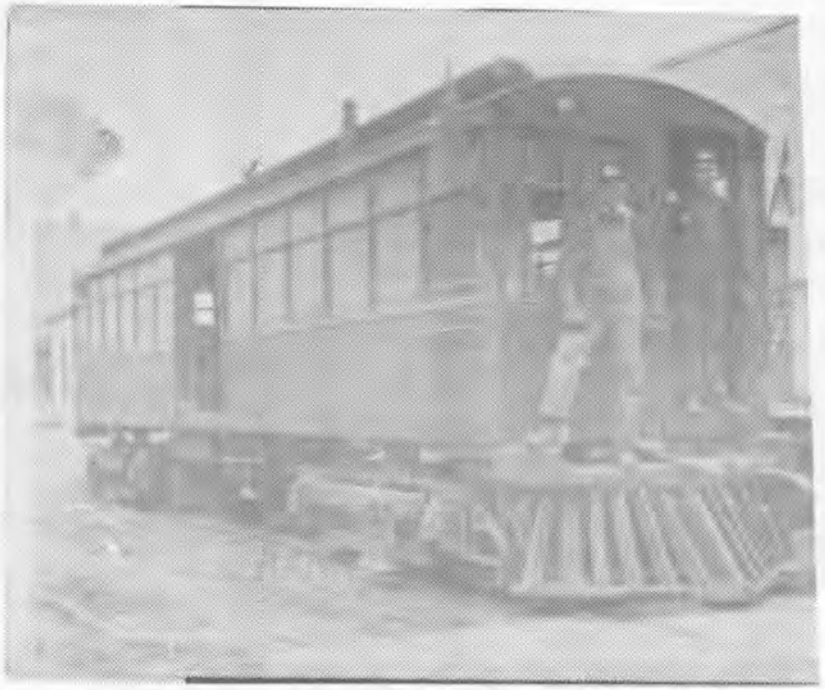
Holt State Bank, Holt - 1938

Picture taken around the turn of the century - old town hall, post office, interruban station, and restaurant.

H. D. Matthiesen, salesman for J.R. Watkins Medical Company.

Old Holt Depot
N.W. Corner of Delhi N. E. and Depot Street Depot Set Between Tracks and Depot Street.

Corner of Cedar and Holt Road - Looking East.



The first car to ever come into Holt in October 1908. Harry Chapman and Sam Brown on freight car of Michigan Electric Railway then only running between St. Johns and Lansing.

Taken at south end of alley that runs bet een Allegan and Washtenaw Streets in nsing.

"No one can remember who these were, but the picture was taken between the time of the Steam Engine 426 and the freight in fall of 1908. Interruban was running only as far as Mason. (See sign on car)."

Florence Parks

Tending cattle for Mr. Rutter, Cattle being driven across Main Corner. Sam Mayer on corner of Cedar and Delhi Avenue, early in this century.

Threshing at the Menger farm about 1915. Steam engine ran the separator.

Old German Methodist Chruch and the Gas Station.

Mr. Rolad West - July, 1938

Work crew - during depression.

1924 - First gas station in Holt.
Considered only of Little Shed. S.W.
Corner Holt Road and Cedar Street.

Getting ready to lay the [illegible] for a railroad track across East Delhi Avenue in Holt. Notice how small the trees are.

Four corners of Holt

IOOF Building and early gas station.

Drug Store in Holt

Albert's Grocery and Variety Store

Albert's Grocery and Variety Store

Flemmings Grocery Store - 1924 Left is Arthur Flemming, at right is Fred Bibby and in back is Fred Walsh

John Gayer and helper - Barber Shop in Holt - 1925

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Fred Nickel Blackmsith Shop in Holt

Bill's Restaurant - Owned and Operated by Bill and Thelma Harris.

Damage to Bill's Restuarant from big Snow fall - January 1967

"Social" gathering at four corners of Holt.

October, 1950 - Hank Shaft, Joe Foster, Harold Laycock, Bill Harris, Governor Williams and John Allen at Kiwanis Club. Held at Bill's Restaurant.

"The Womanless Wedding" Presented by:
Holt High School Athletic Association - 9-26-29
As a Fund Raiser.

Holt Kiwanis Group Meeting at Bill's Restaurant.

Clarence Ammon - Drove Suburban Lines Bus Between Holt and Lansing for over 25 years.

This is the home at 2073 Aurelius Road where Garnet Somerville was born and still lives.

This is Revered G. H. Fiedler (grandfather of Garnet Somerville). He was born in Germany and came to America as a young man. They both met and were married June 16, 1866 in Ohio.

This is Mrs. G.H. Fiedler, grandmother of Garnet Somerville, Garnet's mother's mother who was born in Germany and came to America as a young girl.

Property of Garnet Somerville - photo of her mother Fannie and her 4 sisters.

Property of Garnet Somerville - photo of her grandmother and grandfather Fiedler and her mother Fannie