

History Explorer

A publication of the Historical Society of Greater Lansing

September 2004

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Goodbye to an old Lansing Business

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How to contact us...

Historical Society
of Greater Lansing
P.O. Box 12095
Lansing, MI 48901
Tel: 517.394.4443
Fax: 517.394.0579
E-mail:
cawhitford@aol.com

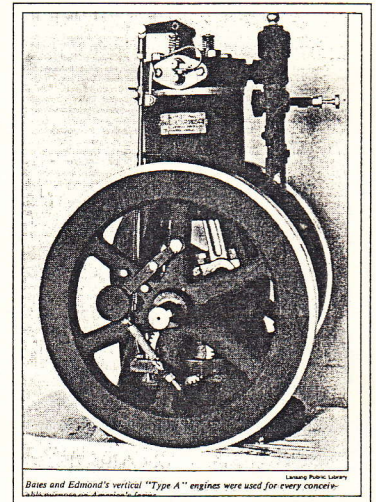
Historic Explorer is published during the months of September to May by the HSGL. Articles and news of historical interest are always welcome.

A Farewell to Wohlert

By David Pfaff

Wohlert Corporation of Lansing went out of existence by way of a bankruptcy auction on March 25, 2004. This is a big loss to the Lansing industrial base and Lansing heritage.

Wohlert Corporation directly traced its roots back to 1899 when Madison Bates and James Edmonds founded the Bates & Edmonds Motor Company of Lansing to produce stationary gasoline engines. Madison Bates had worked for P.F. Olds and Son where he and R.E. Olds developed the famous Olds gasoline fueled internal combustion engine in 1895. Bates and Olds held joint patents on engine features. Madison Bates joined James Edmonds who provided the financial side of the business to form the Bates & Edmonds Motor Company in 1899 with a new factory on Mill Street, now Museum Drive. The conference room of the R.E. Olds Transportation Museum is the surviving portion of the factory. Bates & Edmonds manufactured thousands of engines under the "Bull Dog" and "Bull Pup" trade names. Many of their engines were marketed for years by the Fairbanks Company of New York (Note that the Fairbanks Company was not affiliated with the Fairbanks-Morse Company that was also in the engine business).



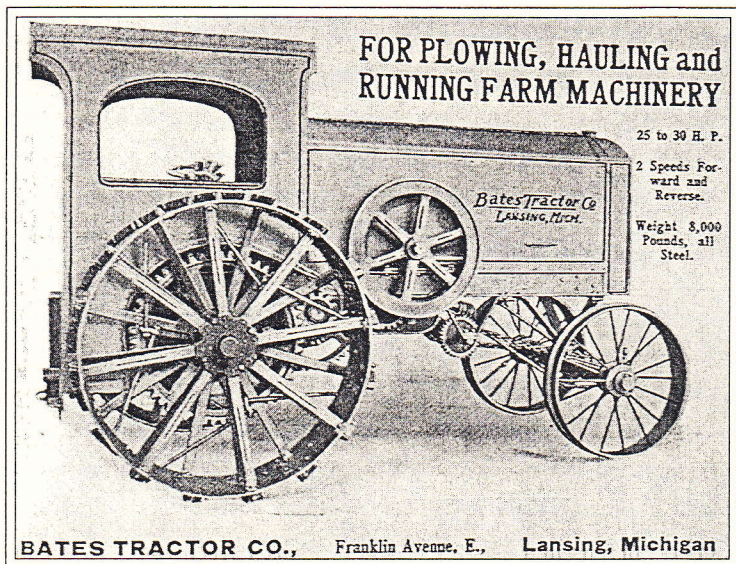
Bates and Edmond's vertical "Type A" engines were used for every conceivable purpose.

The Bates Automobile Company, a separate company setup by Madison Bates, produced the Bates automobiles from 1903 to 1905 in the former Lansing Armory. Bates made both a seven horsepower, single cylinder runabout and two 3-cylinder touring cars of 18 and 20 horsepower. The Bates slogan was "Buy a Bates and Keep Your Dates". Madison Bates had several patented features on the autos.

From 1911 to 1929 Bates Tractor Company, located at 708 East Grand River Avenue, produced the Bates farm tractor and plows. The tractor was powered by a Bates & Edmonds three-cylinder oil-burning engine. The tractor featured advanced 'styling', two forward speeds, and lightweight. The tractor factory became part of what later became Wohlert Corporation.


A Farewell to Wohlert, continued...

By the 1920's Bates & Edmonds had developed and was producing Diesel engines for trucks along with their line of gasoline and oil engines. R.E. Olds purchased James Edmonds stock in Bates & Edmonds Motor Company in 1924 and in 1929 formed Hill Diesel Engine Company to continue development and production of Diesel engines. Hill Diesel was in business in Lansing until 1953 building Diesel engines primarily used in marine and generator service. In 1929 Bates Tractor Company was renamed Bates-Wohlert Company, and in 1933 was renamed Wohlert Corporation by Fred Wohlert who had purchased the Company stock. Wohlert produced a



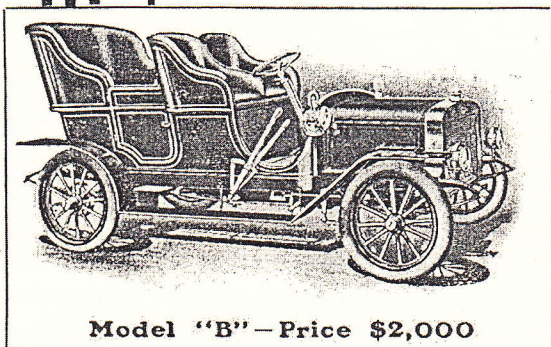
wide variety of service parts for motor vehicles including water pumps, oil pumps, muffler clamps, suspension parts and valve push rods. In later years Wohlert concentrated exclusively on ring gears and flexplate assemblies, becoming one of the largest producers in the world. The ring gears and flexplates are the parts attached to the rear of the engine crankshaft with the gear that engages the starter to crank the engine. The flexplate also attaches to the automatic transmission torque converter to the engine. The ring gears were manufactured from rectangular steel stock that was cut to length, rolled into a ring and the ends welded together. The teeth were then cut by hobbing (a special tooth cutting process using special milling cutters and "hobbing" machines). The ring

gears were then welded to the flexplates (stamped circular steel discs) and were heat treated to produce the proper hardness and strength. Wohlert also had quality control operations and an in-house facility to test the durability of the assembly under actual engine loads.

The R.E. Olds Transportation Museum was fortunate to obtain a variety of signage and other Wohlert identified items for future display in the Museum to honor and remember the long and proud history of a Lansing automotive and industrial pioneer. 

BUY A "BATES" AND KEEP YOUR DATES

The "Bates" is always ready and always goes—going and coming. Strictly High Class and thoroughly Reliable



Model "B"—Price \$2,000

18-20 H. P. three water cooled vertical cylinders motor.

Bevel drive direct connected on high speed. Three speed forward, one reverse. Positive clutch change speeds in dust proof transmission case.

Engine base and transmission case in one piece, forming three point suspension.

Chassis, pressed steel frame. 30-inch x 4-inch Artillery pattern wheels. Wheel base 92-inch. Tread, standard 56-inch. Springs half elliptic.

A "Bates" Car is the car you want if you want the Best. Write for Catalogue.

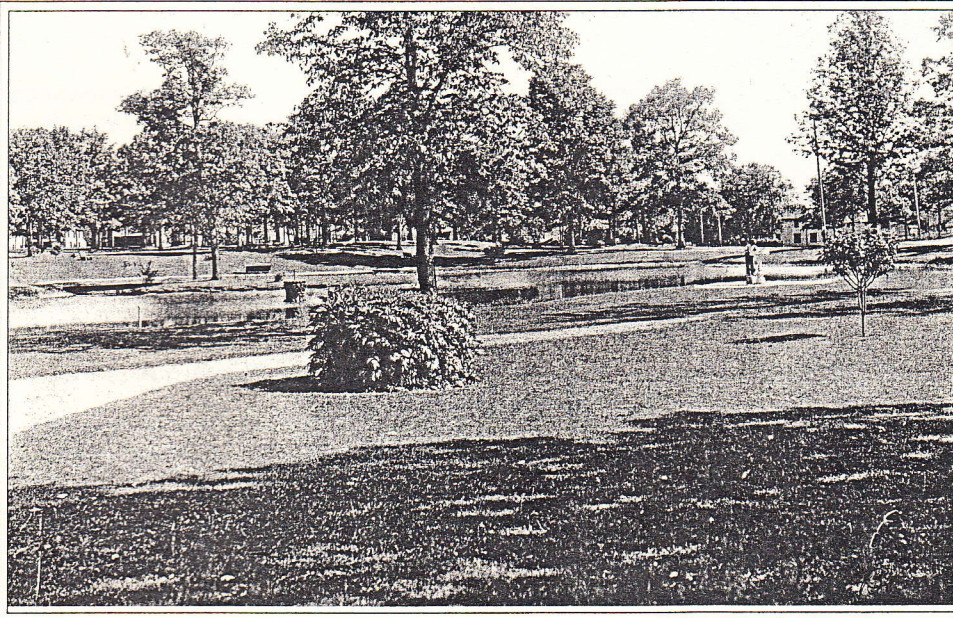
BATES AUTOMOBILE CO., LANSING, MICH.

Do You Remember and Home-Coming Interviews

From the *Lansing State Journal* August 8, 1913

Harmony in the city family was the main thing which marked the administration of John S. Bennett, who served two terms as mayor of the city beginning in 1908.

"During the four years I was mayor Lansing was in a prosperous condition," said Mr. Bennett in his homecoming interview. "There were many new industries added to the city and a substantial growth in population was enjoyed. Many new ideas were brought forward by the common council, and being adopted, laid the foundation for the future betterment of our city. At no time during the history of Lansing were the several departments of the city, the council and the different boards working together in more harmony than during our four years' administration.



"The gentlemen constituting our boards were chosen from among the business citizens. They all worked for the best interest of their department. Few cities can show a more rapid and even development in its departments than can Lansing during those four years. For the proficiency attained due credit must be given to the chiefs and superintendents of the several departments. They were all efficient men and worked in har-

mony with each other.

"Among the improvements made during that time I want to mention the establishment of the interurban lines to Lansing and Owosso. Both of these feeding veins to our city have been a great benefit to the business interests of the city as well as in a large measure promoting its growth.

"Much interest was taken in the improvement of the parks. The east side was greatly improved by cleaning out the pond and in every way making it look as beautiful as possible. The work was carried out under the plan laid out by a former superintendent of public works. It has been my wish for years to make the East Side park a popular place for recreation. Moores park was also added to the list of our city parks while I was in office. It was the magnificent gift of J.H. Moores to the city of Lansing. Work was also begun in one of the state blocks in the fourth ward, laying it out for a park. In the future when the shrubbery and trees have a start this will make another addition to the city's recreation places. Block No. 54 would also make an ideal spot for a park.

"Property was purchased for market purposes and Lansing soon ought to have available space for an up-to-date market. A site for a city yard was also obtained. Suitable buildings have been erected and when the repair work for the public works department is done there will be a place suitable for the storing and caring of the city property at a great saving.

"The new system of street lighting was also ushered in when I was mayor. The system of lighting the business section of the city is as perfect as could be wished for and is unsurpassed by any city in the country. This is one of the many things that Lansing can be truly proud of—her municipal lighting plant. Then again there are few cities of this size throughout the country which have made such long strides in the matter of obtaining efficient fire protection. Lansing was among the first cities of the state or country for that matter to introduce the auto fire engine. It seemed like an enormous expenditure at the time but the soundness of the city's judgment in installing the modern engines has been shown in the decrease in loss by fire. Many cities have since followed our initiative along this line. These auto fire

Continued on page 5.

Forest Parke Memorial Library and Archives Needs YOUR Help:

This year the Capital Area District Library (CADL) made a strong commitment to local history by hiring David Votta to be its Local History Reference Librarian. David has been very busy organizing parts of the collection and training members of the Greater Lansing Historical Society to assist him in this mammoth project. He has also trained several dedicated volunteers to assist patrons in finding local history materials during the new open hours for the Forest Parke Memorial Library and Archives (10 am-2 pm) on the 1st and 3rd Saturdays of each month.

With the increased usage of local history materials and of the research room, the Historical Society Of Greater Lansing would like to have functional tables and comfortable chairs, as well as improved lighting for patrons and researchers. Many of the recent improvements at the Main Library were accomplished through gifts and bequests from the public and from the Friends of the Lansing Libraries. The Historical Society's Board is inviting its members and the general public to assist them in refurbishing the formal room of the Forest Parke Memorial Library and Archives. The Historical Society of Greater Lansing intentions are to replace old and damaged tables and chairs, which have been used in use since 1964, with new tables and chairs, examples of which can be seen on the enclosed donation form. Donor/Memorial Plaques could be added to this furniture.

In order to allow you to take advantage of the State of Michigan Income tax credit, if you wish to contribute to this project, your checks should be made out to the Capital Area District Library. * They will use this money to purchase these items for the Local History.

Tax Advantages of Charitable Contributions for Michigan Residents

Tax Laws encourage giving to the Capital Area District Library

With these tax advantages, the actual cost of a gift to the Capital Area District Library can be far less than the amount of the gift. This tax chart is intended to serve as a guide in helping you decide how much you contribute. You are encouraged to consult with your tax advisor to determine the exact cost of your gift depending on your tax situation. Information is based on the Internal Revenue and Michigan Tax codes as currently written and amended for the 2003 tax year.

| Joint Return for Michigan Residents* | | | |
|--------------------------------------|---------------------|-------------|-----------------------------|
| Annual Contribution | Federal Tax Savings | State Tax** | Actual Cost of Contribution |
| \$100 | \$14 | \$50 | \$36 |
| \$250 | \$35 | \$125 | \$90 |
| \$500 | \$84 | \$200 | \$216 |
| \$1,000 | \$224 | \$200 | \$576 |
| \$2,500 | \$644 | \$200 | \$1,656 |
| \$5,000 | \$1,344 | \$200 | \$3,456 |
| \$10,000 | \$2,744 | \$200 | \$7,056 |

***These figures are provided as a guideline, always consult with your tax advisor to determine the exact cost of your gift. Figures based on Marginal Tax Rate of 28%.**

**** Applies only to Michigan residents.**

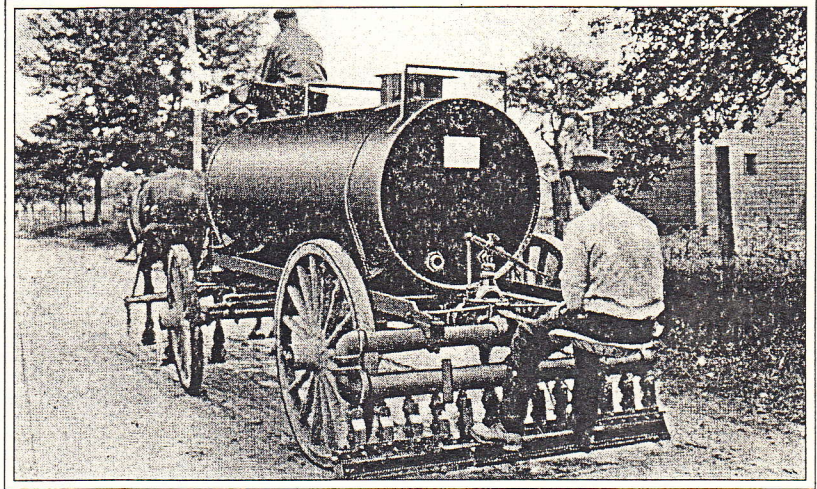
The Capital Area District Library is a governmental agency not a non-profit organization. Donations to the library may be used as a charitable donation for individuals who itemize deductions on their Federal Income Tax Return and may also be used as a credit towards the individual's Michigan Income Tax Return.

Thank you for considering the Capital Area District Library as a recipient of your support.

engines have done more to advertise our city throughout the country than any other one thing there being few fire departments even in the largest municipalities who can boast of as efficient a fire department as can this city.

“Another enterprise that for years to come will be a living monument to the memory and benevolence of a Lansing citizen is the gift of the hospital to the city of Lansing. This building and institution filled a long-felt need in the hearts of the people and they will always remember their friend and fellow citizen, Edward W. Sparrow, the donor. It is a building of which anyone can well be proud.


“Then came the revolution in street paving. This was undoubtedly one of the most important steps forward for the city of Lansing. Up to our administration we confined ourselves to brick pavement done by contractors. Upon assuming office a determined effort was made to bring about a



change in the kind of pavement then in use. It was also suggested that the city own its own paving plant and do its own work instead of being at the mercy of contractors. Before leaving office the city had begun its own paving, having purchased the necessary machinery for the work. This change was brought about largely owing to the endeavors of Mr. Sparks, our engineer. This will enable the city to have many more miles of paved streets in the future at the minimum cost without being held up by contractors. And good paved streets are very essential to the beauty and progress of a city.

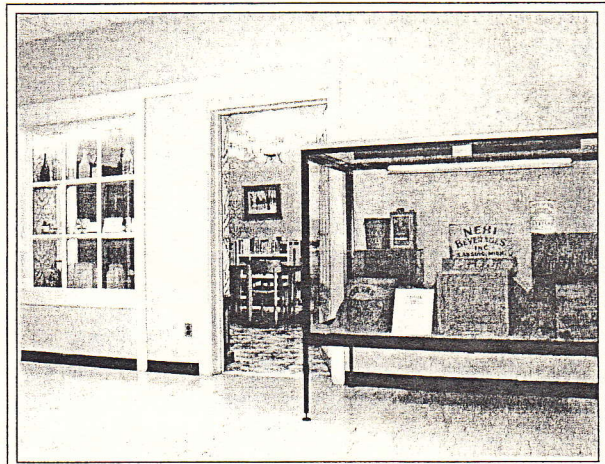
“The last and most notable event of my four years’ in office was the election of the charter commission for the purpose of framing a new charter. This was quite an expensive luxury. However, the gentlemen comprising the commission succeeded in framing a charter which was adopted by the people and one of the most important features of the new document, to my mind, is the paragraph increasing the salary of the mayor tenfold.

“In summing up my administration there has been no four years in the history of Lansing when the foundation for more improvements have been laid for a future city of unusual important.

“The home-coming will be one of the biggest things for Lansing which has ever happened. It will bring people here who lived here 40 and 50 years ago and saw Lansing in its infancy. They will see the marvelous change the advancement, the growth, they will see old friends. It will mean a lot for the city and incidentally there will be nobody to enjoy it more than the citizens themselves. It will be a grand celebration.” 

Local History News *From the desk of David Votta*

With the Forest Parke Library and Archives, formerly the Local History Room, officially open new projects are on the horizon. Our first of many historic photographic collections, nearly 300 photographs, is digitized, and is currently being cataloged for accessibility. Additionally, this fall marks the beginning of “oral history” and digitization programs at specific branch locations. The first and third Saturdays of the month the room is open, between 10 AM and 2 PM for research, and volunteers are busy inventorying collections and assisting patrons. Descriptive finding aids of the archival collections are being created and several new collections will soon be made available.



Lansing Pioneers & Notables Ghostwalk 2004

On Sunday September 12th wear your comfortable shoes and spend the afternoon walking with us through Lansing's historic Mt. Hope Cemetery. The 2004 Walking Tour features short biographies of more than 20 Lansing Pioneers and Notables who shaped our Capital City as well as American History. You will learn about the lives of..

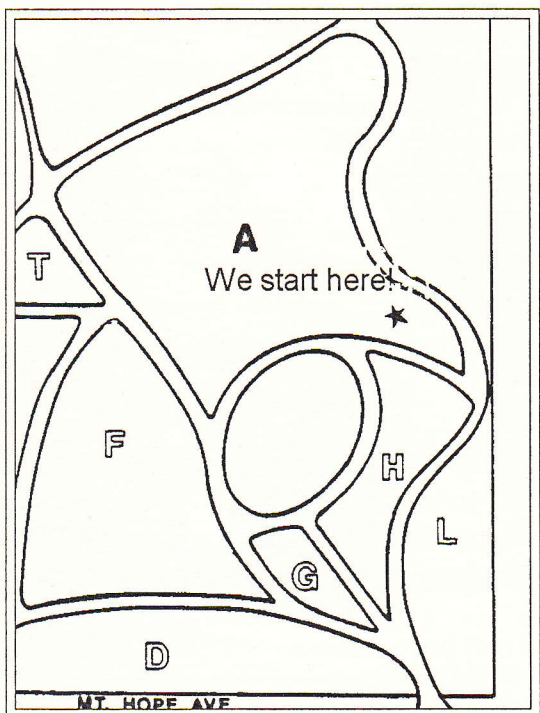
- Civil War Veterans
- Wagon and Automakers
- Pioneer Educators
- Bankers
- Pioneer Jurists
- plus many more!



Lansing, Mich. Entrance, Mt. Hope Cemetery

We will tour, Rain or Shine, so please

bring an umbrella with you. Our tour will take place within Section A of the cemetery beginning at the northwest point (See Map below). Look forward to seeing you there.



Join Us...

Sunday September 12, 2004

2:00 P.M.

Mt Hope Cemetery

Presented by the Historical Society of Greater Lansing

For more information contact

Craig Whitford, President

394-4443

cawhitford@aol.com

The Gift Depot

The following gifts will be available for purchase during our Local History programs and at local bookstores

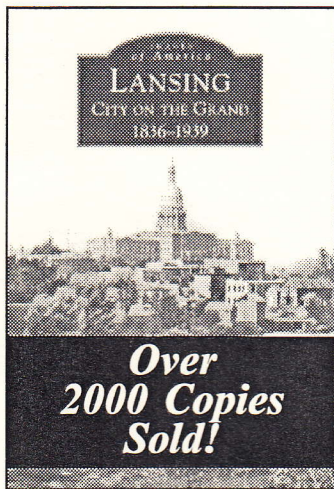
1 Give the Gift of History with a membership in the Historical Society of Greater Lansing

Individual Memberships: \$15/year

Family Memberships: \$25/year

2 Lansing: City On The Grand, 1836-1939

By James MacLean & Craig A. Whitford



Lansing's history as the capital of Michigan began with a legislative mandate in the 1835 State Constitution, which required that the seat of government be moved from Detroit in 1847. The result – the emergence of a new capital city on the banks of the majestic Grand River – allowed Lansing to cultivate a world-class community based in government, education, the automotive industry and entrepreneurial achievements. This book features more than 200 historic photographs that document the dynamic capital city during its pivotal first century, from the pioneer era to the inception of the Olds Motor Vehicle Company and through the eve of World War II.

\$19.99 (plus tax)

Published by Arcadia, An Imprint of Tempus Publishing, Inc.

3 AIRPORT KID - Learning To Fly

By Marion "Babe" Weyant Ruth and Craig A. Whitford



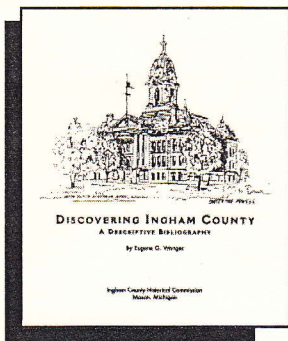
The true account of Lansing's most famous aviatrix - Marion "Babe" Weyant, a teenage girl with a passion for aviation and a desire to take flight. Originally written by Babe in 1936, the story traces her adventure from 1931 until soloing at the age of 18 in 1936. Over 150 photographs and vintage news clippings are featured in 96 pages, capturing the excitement of her journey, the pilots she encountered and her interest in aviation which she continues to share.

\$20.00 (plus tax)

Published by Michigan Historical Press, Lansing

4 Discovering Ingham County A Descriptive Bibliography

By Eugene G. Wanger



This 100+ page edition is a sequel to Mr. Wanger's *INGHAM COUNTY HISTORIES: An Annotated Bibliography for Students, Buffs and Collectors...* "an interesting and useful guide for discovering the history and historical resources of Ingham County, The Capital County of Michigan..." Published by the Ingham County Historical Commission.

\$15.00 (plus tax)

Published by the Ingham County Historical Commission

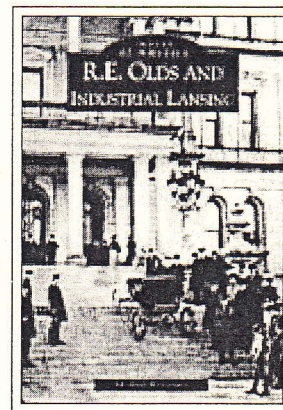
Now available at local boostores Two new books on Lansing History

R.E. Olds and Industrial Lansing

By Michael Rodriguez

Upon the dedication of a new Capitol building in 1879, the city of Lansing was just beginning to emerge from the swampy wilderness of its recent

past. As industry began to take root along the banks of the Grand River, Ransom Eli Olds brought his father's motor shop to national prominence with advancements in gasoline and steam engines, and then horseless carriages. By the early 20th century, Oldsmobile became the world's first mass producer of automobiles and Olds had moved on to found a second car company, making Lansing the first

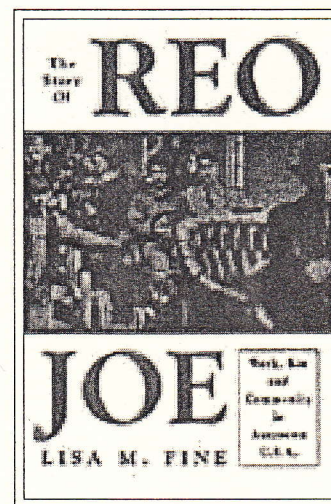


Auto City. Through these efforts, Olds rose to become one of the nation's greatest industrialists and entrepreneurs. Using primary documents and historical images, this book traces the industrial history of the Capital City within the context of one of the 20th century's greatest entrepreneurs, R.E. Olds. Michael Rodriguez is a Humanities Librarian at Michigan State University and a resident of REO Town. He is the author of Detroit's Belle Isle: Island Park Gem, also published by Arcadia.

The Story of REO JOE

By Lisa M. Fine

Lisa M. Fine tells the Reo story from the workers' perspective on the vast social, economic, and political changes that took place in the first three quarters of the twentieth century. She explores their understanding of the city where they lived, the industry that employed them, and the ideas about work, manhood, race, and family that shaped their identities. The Story of Reo Joe is, then, a book about historical memory; it challenges us to reconsider what we think we know about corporate welfare, unionization, de-industrialization, and working-class leisure.



The Forest Parke Memorial Library and Archives need Volunteers

Volunteers are needed to work at the Forest Parke Memorial Library and Archives, according to coordinator David Votta.

"We urge all Society members to help out," said Votta. The Forest Parke Memorial Library and Archives will be open the 1st and 3rd Saturday of every month from 10 a.m. to 2 p.m. Volunteers are being asked to work 4-hour shifts. Duties will be greeting visitors, answer questions, and help to organize collections.

Call David Votta at 367-6305

Don't Delay!!!!

Join Us..

September 12, 2004

Ghost Walk 2004

Lansing Pioneers and Notables

with Members of the Historical Society of Greater Lansing

Learn about the Pioneers and Lansing's prominent citizens who helped to shape the Capital City.

Mt. Hope Cemetery - 2:00 P.M.

Corner of Mt. Hope and Aurelius Rd. Follow the signs to Section A. Rain or Shine. All new program.

November 17, 2004

Larry Massie Michigan's Storyteller

Spend an evening with Michigan's premier storyteller and historian. It is an evening you won't want to miss.

Friends Auditorium, Lower Level - 7 P.M.

Capital Area District Library, 401 S. Capitol, Lansing

There is no charge to attend either of these events.

Please RUSH to:

Change Service Requested

Historical Society of Greater Lansing
P.O. Box 12095 Lansing, MI 48901

The Historical Society of Greater Lansing



Forest Parke Memorial Library and Archives Donation Form

We are seeking to purchase 14 chairs and 5 tables for the Forest Parke Memorial Library and Archives.

Yes! I want to leave my mark on Ingham County history! I am enclosing my donation of \$_____

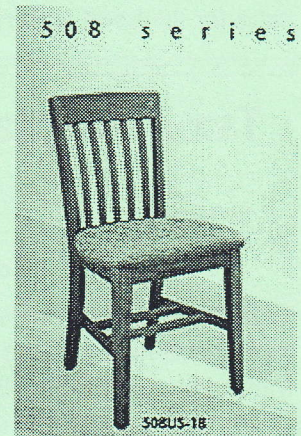
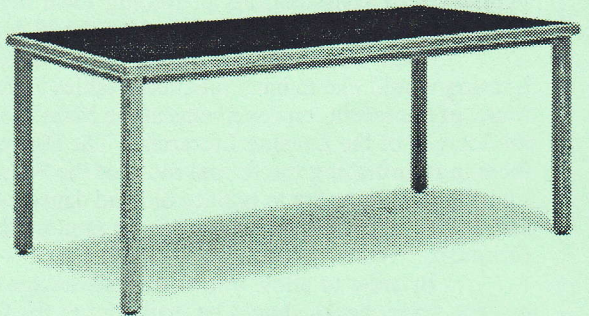
For the Purchase of

Chair _____ @ \$250.00 Total _____

Table _____ @ \$800.00 Total _____

Partial donations will be accepted.

Please inscribe my Donor/Memorial Plaque as follows (please print legibly):



Each Donor/Memorial Plaque inscription may have up to three (3) lines of text with up to 18 characters per line. Spaces and punctuation count as characters. **Only one plaque per chair and two per table.**

Please make your check payable to the **Capital Area District Library** and mail with this completed form to **Capital Area District Library c/o David Votta 401 Capitol Ave PO Box 40719 Lansing, MI 48901-7919.**

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Daytime Telephone: _____

The Capital Area District Library is a governmental agency not a non-profit organization. Donations to the library may be used as a charitable donation for individuals who itemize deductions on their Federal Income Tax Return and may also be used as a credit towards the individual's Michigan Income Tax Return. Please consult with your tax advisor or preparer for more complete advice. A receipt will be sent to you for your gift.

We Invite You to Donate Today!

Historical Society of Greater Lansing Lansing Pioneers & Notables, Ghostwalk 2004

John S. Tooker (A-44-6/7)

Farm Implement Dealer, Boot & Shoe Merchant, Veteran, 3 Time Mayor, State Senator, and Secretary of the Montana Territory: Born July 7, 1836 in Tyrone, Steuben County, New York. Family moved to Ann Arbor in 1838, to Woodhull Township, Shiawassee County in 1840 and to Lansing in 1847. Having purchased the foundry in North Lansing at the age of 18 he manufactured farm implements for nearly 14 years. On October 11, 1862 Tooker enlisted in the Sixth Michigan Cavalry. He was discharged a year later because of failed health. Tooker then entered the drug business followed by the boot and shoe business.

Mr. Tooker saw much sorrow in his married life. His first wife Emma was the eldest daughter of Dr. William & Lydia Haze. Emma died on May 30, 1869 at the age of 25 years old.

Mrs. Ann Leech Thompson was the second Mrs. Tooker. She died August 14, 1872 at the age of 33 years old. The third Mrs. Tooker was 17 years Mr. Tooker's junior. Agnes outlived him and died in June 1931.

Mr. Tooker was thrice elected mayor in 1872, 1873, & 1876. During his last term, Mayor Tooker officiated at the dedication of Mt. Hope Cemetery. He was elected as a Republican to the State Senate in 1878 & 1880. In 1883 Mr. Tooker was appointed Secretary of the Montana Territory by President Chester A. Arthur. A railroad accident in 1884 necessitated a six month recovery at his son's farm in the Dakota Territory. Continued ill health lead Tooker to resign as secretary in 1885 and he went into business in Helena, Montana. Upon his death in 1915 John S. Tooker's mortal remains returned to the home town he had left 32 years earlier.

William H. Haze (A-44-4/5)

Educator, Physician, State Representative, Mayor: Born April 13, 1816 in Port Hope, Canada. A few months later his parents removed to Niagara County, New York where he grew to manhood and attended the Methodist College in Lima. In 1839 the John Haze family moved to Farmington, MI. William soon joined his parents and procured a teaching position. While teaching at Wooster Ohio he met his future wife. Miss Lydia Emerich, one of his favorite pupils. They were married for over 69 years before her death. In the early 1840's William united with the Methodist Episcopal Conference in Michigan and served as Circuit Rider preaching at Flat Rock, Dearborn, Wayne and Trenton. Owing to frail health then, Haze gave up the circuit for medical school. In 1852, Rev. Haze became Dr. Haze when he matriculated from Western Reserve, Ohio Medical College in Cleveland. The Hazes moved to Pinckney in Livingston County when William entered into a partnership with his brother Dr. C.W. Haze. The Hazes moved in 1854 to Farmington where the citizens elected him to the state house in 1856. In 1859 the Hazes made their residence in Lansing and that year he was elected one of the city's first Alderman. He was re-elected to the state house in 1862.

The Agricultural College in East Lansing was have difficulty, Dr. Haze chaired the Education Committee. When a proposal to remove the Agricultural College to Ann Arbor came to his committee, Dr. Haze's energetic defense of keeping the college in East Lansing prevailed. In 1866 Haze was elected Lansing's Mayor. As a life long Methodist Haze served as chair of the Central Methodist Building committee. He secured the location across from the capitol. Mrs. Haze died December 26, 1909. Having lost the light of his life and being blind, Dr. Haze died less than a month later on January 21, 1910.

George P. Sanford (A-42-8/9)

Educator, Veteran, Politician, Newspaper Editor, Postmaster, born July 6, 1835, in Byron, Genesee County, New York. In 1837, the Ezra Sanford Family moved to a farm near Saline in Washtenaw County. Growing up he learned the carpenter's trade. At the age of 18 he taught school and then took a course at the Normal School (now Eastern Michigan) in Ypsilanti graduating in July 1856. In the academic year 1856-57, he served as principal of the school in North Lansing. In the fall of 1867 he attended the University of Michigan and graduated with honors in June 1861. Upon graduating he received a captain's commission from Governor Blair. Sanford recruited a company of 104 men and was assigned to the First Michigan Infantry Volunteers in the Army of the Potomac. The effects of typhoid compelled him to resign in May 1862. Sanford returned to Lansing where in 1864 President Lincoln appointed him a major and paymaster in the army. On April 25 1865 he married Mary A. Horner of Canton Township, Wayne County. She died in March 1887. As paymaster he served in Washington, Philadelphia, North Carolina, Alabama, Kansas and Nebraska. Upon his resignation as a Beret Lieutenant Colonel in July 1866 he returned to Lansing. Col. Sanford was elected state representative for the Lansing area. As chairman of the committee for the Agricultural College he secured an appropriation of \$30,000 for a new college building which stopped another determined effort to move the college to Ann Arbor and be connected with the University there. He was a Republican till 1872 when he purchased the Lansing Journal and then became a Democrat supporting Horace Greeley for the presidency. From 1874 to 1878 he served as a member for the Lansing Board of Education. In 1883 he sold the Lansing Journal and in 1885 was appointed by President Cleveland as postmaster. He only served a year because he was not confirmed by the U.S. Senate. In December 1889 he married Miss Louise King of Hillsdale. In September 1890 he started the State Democrat which he published till his death. While delivering the oration on Decoration Day 1891 in this cemetery he was struck with paralysis. A second stroke in January 1894, lead to his death January 15th.

Rufus A. Bailey, Jr. (A-47-8)

Automobile Dealer, Veteran: Born November 14, 1899, in Detroit. He was a veteran in WW I serving in the U.S. Navy. After the war he entered the University of Michigan, and graduated in 1922. In 1937, Bailey came to Lansing and established the Bailey-Smith Agency which operated until 1953. During WW II, Bailey served as Lt. Colonel in the U.S. Army. He was a past president of the Michigan Automobile Dealers Association, member of V.F.W. Post 12, the U of M Union and Alumni Association, and a fifty year member of Sigma Nu Gamma Nu Chapter at U of M. He was affiliated with St. Paul's Episcopal Church. He died in Ann Arbor on September 25, 1974. He was survived by his wife Catherine, and three children, Rufus, Sarah and Elizabeth. He was buried near his grandparents, Rufus and Sarah.

Col. Asahel W. Nichols (A-80-6) [Oak Park to A-80-1 then in 1944 to A-80-6]

Lt. Henry V. Hinkley (A-80-7) [Oak Park]

Civil War Veteran: Born 1838, the son of Asahel and Phoebe Nichols of the Green Mountain state. They came to Branch County Michigan in 1838 and subsequently to Ionia County. Young Asahel came to Lansing to seek his fortune. Here he married Miss Hinkley. During the Civil War, Nichols helped organize the First Michigan Sharpshooters in fall of 1862. He became captain of the Company on May 8, 1863, and Major on October 18, 1864, and Lot. Colonel on March 7, 1865. As a result of "conspicuous gallantry in the assault before Petersburg, Virginia, he was appointed Brevet Colonel, April 2, 1865. Nichols was severely wounded at Petersburg and suffered excruciating pain for months. He took up residence with his wife and two children in Washington D.C. where he had been offered a position with the Treasury Department. After suffering a relapse of this unspeakable pain, Col. Nichols sought relief in a visit to family and friends in Lansing. A couple days after his return, a fever probably brought on by infection laid him low. Suffering from fever and nightmares, he took his revolver to his head on January 16, 1866. Death occurred at the residence of Nichols brother-in-law, Henry V. Hinkley, who had served as Nichols 2nd Lieutenant in the First Michigan Sharpshooters. Just two years later, on the 31st of March, 1868, Hinkley too, committed suicide. He complained that he had not seen a well hour since a shell had burst close to his head during the war. The tragedy of war destroyed the peace time lives of these two men.

Frederick Cowles Jenison (A-117-7)

Insurance Agent: Born in Lansing, November 26, 1881, the son of Nelson Fletcher and Alice Cowles Jenison. He was born in the Cowles mansion which is now Durant Park. Frederick attended the Lansing schools and Michigan Agricultural College for three years. Nelson Jenison had opened an insurance agency in 1903. Fred worked in and eventually took over this agency. He owned the Jenison block of the southwest corner of Washington Ave. and Ottawa Street. Jenison was an amateur photographer, a member of the Sons of the Revolution and the Box 23 Association (a fire fans organization), and his enthusiasm as a Spartan fan led Jenison to leave his estate of ½ million dollars to Michigan State College. The funds were used to expand the former Beal/Abbot house on Faculty Row. This was one of the original of the 1857 structures and the renovated house was named for his mother, Alice B. Cowles. Alice's father, Albert, as a student in the first class at the Agricultural College had helped to draw materials to help to build the house. Besides Cowles House, Jenison Field House, was the other building the benefited from the Jenison estate. Edith Jenison preceded her husband in death by ten months. The Jenisons were affiliated with the Episcopal Church. Mr. Jenison died in February, 1939.

Frederick Mortimer Cowles (A-117-1)

Builder, Educator, Merchant: Born February 3, 1824 in New Berlin, Chenango County, New York, the son of Elliot and Sarah Phelps Cowles. In 1833, the Cowles family moved to the Western Reserve of Ohio. In 1848, with his brother Joseph, Frederick came to Alaiedon, Ingham County, where the brothers erected a saw mill. They operated the saw mill summers, while Frederick taught winters. Cowles arrived in Lansing, April 10, 1847. On the same day, the capitol commissioners arrived to lay out the grounds and buildings for the new city. He slept in a barn the first two weeks in town as there was no place else to lay his head. He helped build many of the city's first structures, including the capitol building. He was involved in building the Lake Shore Railroad. He was associated with D.W. and Ben Buck in building the famous Buck Opera House. Cowles served as the Opera House's first manager. Cowles was elected alderman 1861 and 1875. He had married Miss Delia Ward. Alanson and Olive Perkins Wards brought their family to Lansing from New York in 1847. Delia had been born at Middleburg, New York, on August 13, 1835. After moving to Lansing, Delia assisted Mrs. Laura E. Burr in teaching the school of some 80 pupils in upper town. Delia died July 1, 1895, and Frederick died January 16, 1910, at the residence of his daughter, Mrs. Nelson Jenison.

Albert E. Cowles (A-118-5)

Lawyer, Veteran, Judge: Born May 14, 1838, in Green, Ohio, the son of Joseph P. and Fanny Cowles. The family came to Ingham County in October 1843, via ox team. The family lived at Jefferson City in Alaiedon Township until moving to Lansing in 1848. After attending the local schools, Albert was part of the first graduating class of the Agricultural College. He then entered the law school in Ann Arbor, graduating in 1862. Responding to the call of his state, Albert enlisted in Company A of the Twentieth Infantry. After a year of service he became seriously ill and was honorably discharged for disability. Recovering his health in 1864, he was elected City Clerk and served as City Attorney from 1868 to 1870. The 1878 City Directory finds Cowles being a partner with Edward Cahill. Both later served as judges. Cowles served as judge of probate from 1893 to 1897. Judge Cowles was author and editor of the 1905 history of Ingham County. Judge Cowles first wife was Fanny Foster whom he married in 1864. She was born December 19, 1843 and died December 16, 1888. In April 1891, he married at Buffalo, New York, Mrs. Effie Kenniston, of Syracuse, New York. Mr. Cowles was member of the First Presbyterian Church and the local G.A.R. post. The Cowles moved to Los Angeles in the fall of 1905. A year later in November 1906, Mr. Cowles was killed when he was hit by a street car while crossing the street.

Frank Gunnison Clark (A-116-1)

Automotive Pioneer: Born December 31, 1866 in Lansing. The eldest child of Albert & Nellie Gunnison Clark. He attended the Lansing Public Schools and graduated from the Agricultural College in 1890. Upon graduation he began working for Clark & Co. Carriage and Wagon Makers at the corner of S. Grand Avenue and River Street (later Kehoe Pontiac). Clark was very interested in the horseless carriage and in 1895 he supplied the body for the first horseless carriage for his friend Ramon E. Old's engine. This car is now in the R.E. Olds museum. Clark's very conservative father Albert warned him against entering the automobile industry. He watched as others developed their cars. His fascination with early autos overcame his father's objections and in 1902 the Clark mobile Company was organized to build cars.

In an exhibition ride in 1903 a Clarkmobile overturned on its side. The car was righted and continued its journey. The Clarkmobile was quickly dubbed the "Unbreakable Clarkmobile." The car venture was not very successful and in 1905 Clark organized the Clark Power Wagon Company which produced trucks. This company is reputed to be the first commercial motor truck industry in the nation. In 1913 Frank Clark moved to Pontiac and founded the Columbia Motor Truck and Trailer Company which he headed until his retirement in 1929.

Upon retirement the Clarks moved to Mason, where he maintained a workshop at his home. The Auto pioneer died in August 1952 at the age of 85. He had been predeceased by his wife Henrietta Anderson two years previously.

Albert Clark (A-116-9)

Carriage Manufacturer: Born July 26, 1840 in Ingham Township. One of eight children of Elias and Mary Clark. He grew up on a farm and learned his trade in Dansville. In 1863 Clark walked to Lansing because he had no funds to ride. He secured work with Sprang and Ostrander as a journeyman carriage builder for 3 years. While a journey man on October 14, 1865 Clark entered into marriage with Hannah (Nellie) Gunnison of DeWitt. He then brought out Mr. Ostrander's interest and the firm became Sprang and Clark at the corner of Grand and Washtenaw Streets. There were six employed in the business. By 1873 the City Directory listed a A. Clark & Co. (Composed of Albert Clark, Eben W. Dart and Eli H. Davis) Carriage Makers, Trimmers, Blacksmiths, Wagon Makers, Painters and Repairers, On 1878 a 2 story brick building measuring 40 x 68 was built. In 1881 Allison A. Nichols; brother of Col. A. W. Nichols, joined the company then known as Clark & Co. In 1886 fire destroyed the original shop. A five story 80x 80 foot building was constructed to house 300-400 vehicles of every description on exhibition. In 1890, 35 men were employed in the smiths room, 30 men in the gear room, 25 men in the body and varnishing room, 15 men in the stock room and 15-20 men worked in the shipping room. Albert and Nellie's son Frank G. eventually took Mr. Dart's place in the business. At the time of his death in 1905 the company's yearly production was 5,000 finished carriages. For 42 years, Mr. Clark had been doing business in the same place and was the oldest manufacturer in the City. Mr. Clark was first a Whig and then a Republican in politics and a member of the Universalist Church. Mrs. Clark died in 1929.

Andrew Bertch-round monument (A-155-10)

Butcher and Meat Merchant: Born in Lichtenau, Baden Baden, Germany on September 5, 1830. He lived their 18 years and served an apprenticeship as a butcher. From 1848 to 1856, Bertch pursued his trade in Buffalo, New York. In 1856, Bertch purchased a meat market on Washington Avenue. He remained at the same sight until his death. After the frame building built, Bertch built a brick structure. In the 1878 City Directory, Bertch had this advertisement:

"Preserved meats by Bertch's new process, the best process known, patented March 1, 1876, for sale only by A. Bertch Lansing, also wholesale and retail dealer in fresh and salt meat, dried beef and hams at the lowest rates for cash, meats delivered free of charge." Bertch's wives and son Andrew appear on this unique round stone. He first married Miss Helen F. Moots on November 7, 1859. She died March 10, 1861, leaving two children. On November 14, 1862, he married Helen's sister, Henrietta. Mr. Bertch was a Mason and funeral following his death in 1880 was held at the Masonic Hall.

Elisha M. Turner (A-189-6)

Carpenter, Farmer: Born August 15, 1804 in Casnovia, New York. The eldest of nine sons and two daughters of Francis Stiles and Deborah Morton Turner. In his early years he worked as a carpenter. In 1829 He married Marietta Hamlin. In 1836 they moved to the Michigan Territory residing in Washtenaw County. From 1854 to 1863 the family resided in Illinois. A farm near Okemos was their home from 1863-1870 when the family moved to Lansing. Mrs. Turner died suddenly in October 1877. They had 10 children, of whom six lived to adulthood. Mr. Turner was a zealous Republican and Temperance man. He died of Bright's disease on August 19, 1880. * Note that this marker is by Peter L. Baumgras and Co., of North Lansing.

Matilda Williams Howard (A-221-9); Sanford Howard (A-221-10) [Oak Park]

Writer, Newspaper woman: Born July 29, 1803 in Easton, Massachusetts. She was a descendant of Roger Williams. In 1829 she married Sanford Howard who was then a farmer. Matilda's literary work began soon after her marriage. She contributed articles of both prose and poetry to various newspapers. In 1852 she authored a series of letters in "Female Education," signed a "A Farmers's Wife" in the periodical entitled the Rural New Yorker. From then on she was a regular contributor of essays and poems to that paper. Her poem, "the Alpine Horn" was her best received. In 1864 Mr. Howard took the position as secretary of the Michigan State Board of Agriculture and the couple removed to Lansing. Mr. Howard also served as the agricultural editor for the Lansing Republican. After his death on November 9, 1871, Matilda took his place as agricultural editor. Mrs. Howard was a charter member of the Lansing Woman's Club and served as its president for three years and she was corresponding secretary for 11 years. She was also, a valued member of the U & I club and the Plymouth Congregational Church. Mrs. Howard died September 24, 1897 at the age of 94 years.

Elizabeth Dean Service Whiteley (Section B) (B-19-7)

Socialite, Born: September 21, 1800 in Salem Massachusetts. When she was five her mother died and she went to live with her grandmother Williams. Grandfather Williams had been a Revolution Patriot and prominent in Salem Society. Her father was private secretary to William Gray, a lieutenant governor of Massachusetts and one of the wealthiest men in Massachusetts. In 1825, when General Lafayette visited America, Elizabeth was chosen as one of young ladies to lead the procession as it passed through the streets of Boston and strewing flowers before the general's carriage which was drawn by 12 white horses. She recalled that the men wore colonial dress and powdered wigs, while the ladies wore brocaded satin with elbow sleeves and fancy bags hanging on their arms. Miss Service married William Whiteley, a native of Leeds, Yorkshire County, England in the famous Old South Church in Boston in May 1822. After living in Richmond and Charlottesville, Virginia the Whiteleys moved to Palmyria, New York, where they erected the Whiteley block and opened a boot and shoe store. The Whiteleys were in Palmyria when one of the locals, Joseph Smith, dug up the gold tablets and gold rimmed spectacles with which to read the original Book of Mormon. After leaving Palmyria the couple moved to Wheeling, West Virginia and were there when President Andrew Jackson passed through the city on his way to Washington. In 1848 the family moved to Toledo, Ohio. In 1850 they journeyed for 28 days to Lansing in a large prairie schooner drawn by the largest span of horses ever seen in Lansing up to that time. William engaged in the boot and shoe trade until his death on May 30, 1859. Mrs. Whiteley survived her spouse by 30 years, passing away at the home of her son James, on June 13, 1893.

Elizabeth Briggs Whiteley (Section B) (B-19-2)

Civic Leader: Born February 14, 1835, Perth, Ontario, the daughters of Stanley and Anna (Dean) Briggs natives of Dublin, Ireland. They met while sailing to Canada. They were married in the Episcopal Church in Quebec in 1821. In 1842 they and their children came to Dewitt. Mr. Briggs was a carpenter and millwright. He was employed in the erection of the first Capital in Lansing. In 1848, the Briggs family moved to Lansing. As a girl Elizabeth Briggs saw in Lansing Chief Okemos, whom she described as a short thick set man very straight and erect with a deep saber cut that left a great scare on his head. She recalled his carrying a long pipe and tomahawk and a heavy scalping knife. Miss Briggs meet the famous Michigan Senator Zachariah Chandler at her parent's home. On September 6, 1857, Miss Briggs married John Whiteley. John was the son of William and Elizabeth Whiteley. To provide for his wife, John and his father built five wooden buildings on Washington Avenue. In one, John opened a grocery store. These building all burned down in April 1862. John promoted the Ramshorn Railroad which was Lansing's first railroad that came from Owosso. Elizabeth was one the Charter Members of St. Paul's Episcopal Church when it began in 1859. During the Civil War, Elizabeth went nearly daily to the old Capital building where with other women she assisted in making bandages for the wounded and preparing food and clothing for men on the front. She remained active in charitable endeavors long into the 20th century. While John died on May 1, 1891, Elizabeth lived till December 30, 1921.

Joseph Bates Haviland (A-197-10)

Investigator for Automobile Licensing Division: Born July 6, 1880. He lived in Lansing as a child and graduated from Lansing High School. He served in the Spanish American War before leaving Lansing in 1901. In the First World War, he served as a captain in the Motor Transportation Corps. In 1934, he returned to Lansing from Washington D.C., where he had been service manager for the Sims Motor Company for 17 years. Upon returning to Lansing, he took a position with the Department of State as an investigator for the Automobile Licensing Division. While in Lansing he was affiliated with the Dixon Post # 12 of the American Legion. He died May 27, 1946 and was survived by his widow Ethel, who died in 1955.

Frederick Thoman (A-183-8)

Grain Dealer, Financier, Manufacturer: Born May 9, 1843 at Fort Hamilton, New York, the son of German immigrants. The Thomans moved to Crestline, Ohio. At the age of 16, Frederick became a locomotive fireman and eventually an engineer for the Pittsburgh, Fort Wayne and Chicago Railroad. Late in the Civil War, he worked as an engineer for troop transportation in the South. In October 1866, Thoman married Miss Mary Elizabeth Reitz of Brooklyn, New York. In the spring of 1868, the Thomans arrived in Lansing. He and his brother-in-law F.A. Reitz built the oriental Flouring Mills at Ottawa and Grand. When Thoman took his brother, John, into partnership with him, the firm became known as F. Thoman and Company. Frederick was an organizer of the Michigan Millers Mutual Fire Insurance Company in 1881. He was the company treasurer for fifteen years. Thoman served as an officer for numerous companies including president of the Michigan Knitting Company, the Lansing Wagon Works; vice-president of the Lansing State Savings Bank, and the Lansing Company; and treasurer of the Capitol Savings and Loan Association. Thoman was elected alderman in 1878 and also later ran for mayor of the city. He was one of the incorporator of the Lansing Electric Light Company, which later merged with the Gas Company. He was an active Mason and affiliated with the Democratic Party.

Frank A. Thoman (A-183-2)

Real Estate Dealer: Born August 24, 1878, in Lansing. He was the son of Frederick and Mary Elizabeth (Reitz) Thoman. Frank was educated in the Lansing schools and Michigan Agricultural College. He worked at the Thoman Milling Company and later was Secretary and Manager of the Lansing Wagon Works. Still later he concentrated on real estate. Thoman served 2 terms as 6th Ward alderman as did his father. He also served as a member of the Board and Water Electrical Light from 1949 to 1953. Thomas was active in the Ingham County Welfare Commission, the Lansing Rotary Club, the Engineers Club, and in Masonic activities. He also served as a director of the American State Bank and Central Trust Company. In May 1912, Mr. Thoman married Miss Julia Hawbaker of Piatt County, Illinois. He wife and two daughters survived his death on March 6, 1955.

**William and Euretta Gladden (Zinc Monument)
for Gertrude M. Gladden (A-94-9/10) [Oak Park]**

No information has been discovered about this family, but this zinc monument is quite unique in this cemetery. It is a tribute to the Gladdens love for their daughter, Gertrude, who died February 18, 1860, at the age of 3 years and 11 months.

John Wesley Longyear (A-24-4/5); Harriet Munro Longyear

Lawyer, Congressmen, Judge: Born October 22, 1820 in Shandaken, Ulster Co., New York. After completing school in the seminars of Amemia & Lima, New York, he taught school by day and studied law by night. In April 1844, he moved to Michigan coming to Ingham County where he completed his preparatory law studies in the office of D.L. Case. He was admitted to the bar in 1846.

In 1847 J. W. entered into a law partnership with his brother Ephraim and located in Lansing. The partnership lasted until 1859. In the fall of 1862, J. W. was elected as a representative to Congress on the Republican ticket. He was returned to office in 1864. While in Congress, J. W. delivered a powerful speech supporting the plan of reconstruction that was finally adopted. J.W. was a representative to the Michigan Constitutional Convention held in 1867. In May 1870 he was appointed judge of the U.S. District Court of the Eastern District of Michigan. He removed to Detroit about a year later.

He had married Miss Harriet M. Monroe at Eagle in Clinton County on June 25, 1849. Miss Monroe's sister married James Turner another pioneer of Lansing. Harriet died on December 18, 1917.

Ephraim Longyear (A-8-6/7)

Educator, Lawyer, Postmaster, Banker: Born, February 7, 1827 in Shandaken, Ulster Co., New York. Ephraim preceded his parents coming to MI. in the spring of 1843. The family moved to Alaedon Twp. Ingham Co. in the fall of 1843. Ephraim's father, Peter, was killed by a falling tree in 1845. At the age of 21 Ephraim was elected township clerk. He taught the district school in North Lansing for two terms and the first public school in the Central district, south of where the Capitol now stands. Ephraim began studying law when a boy in New York. He finished his studies with his brother John Wesley Longyear.

He was admitted the bar in 1847 at Mason. He located in Lansing that year. Gold rush fever lead Ephraim to the California gold mines for the year 1852-53. He returned to Lansing in 1854 with the firm of J. W. & E. Longyear. Ephraim was elected the first recorder of the city of Lansing in 1859 and 1860. Ephraim was elected the first president of the Board of Education for Lansing. From 1861-1866 Ephraim was Lansing's Postmaster. In 1864 he helped organize the Second National Bank of Lansing and served it as director, manager, and cashier and for several years its president.

In 1884 Ephraim organized Longyear' Bank. Mr. Longyear had a connection to the Agricultural College having served many years as the college's treasurer. He was affiliated with the Whig and latter the Republican parties. Ephraim served as a trustee of the Presbyterian Church for 15 years. Longyear was a charter member of the State Pioneer Society and severed it for ten years as treasurer until his death at Pasadena California on January 17, 1889.

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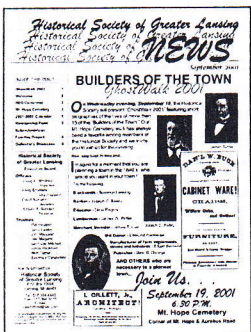
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P.O. Box 12095
Lansing, MI 48901

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Fax: 517.394.0579

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