

Ypsilanti GLEANINGS

Official publication of the Ypsilanti Historical Society, featuring historical articles and reminiscences of the people and places in the Ypsilanti area.



FALL 2009

The Sidetrack Bar and Grill

By Ted Badgerow

"Now that the train is stopping here again, I think you'll see a resurgence of Depot Town."

— Linda French, owner of the Sidetrack Bar and Grill.

One of the movie industry's highly touted new forays into Michigan recently brought film stars Hilary Swank and Minnie Driver into one of Ypsilanti's historic buildings, the home of one of its oldest restaurants: the Sidetrack Bar and Grill. It's the perfect location for a fictional Irish pub. An honest bar and grill, the Sidetrack has served up good food and drink for decades. And it's likely to do so for decades to come, judging by the restaurant's steady popularity and the numerous culinary plaudits from GQ, USA Today, the Oprah Winfrey Show, and local diners.

If there's a better way to pass a summer evening than watching Depot Town fill up with antique cars in the company of good friends and a pint of fresh local ale, I have yet to find it. I make no claim to be a disinterested observer, having been a patron of the establishment since its establishment. Back in the early '80s, when I was head brew master and assistant bottle washer of the Real Ale Company in Chelsea, I supplied fresh bottled ales to the Sidetrack. A few years ago I installed the tile and marble work at Linda's renovated home on Huron Street, within walking distance of the bar. And at her behest, I play and sing holiday requests at the Sidetrack every December whenever I please.

This historic edifice at the intersection of Cross Street and the railroad is built of bricks fired before the Civil War, when Michigan's 14th and 27th Infantry Regiments occupied the barracks across the tracks. It has contained a saloon since



Linda French (owner of the Sidetrack) and daughter Jessica welcome guests to the Sidetrack.

at least 1894, owned and operated by Nicholas Max, Joseph Hack, and George Christos, among others. Through the years it has housed a blacksmith shop, a drug store, a barber shop, a candy store, and a photo and publishing business. Perhaps the most famous, or infamous, venture was the Lewis Horse Exchange, where about 70 Detroit sporting men gathered daily to play the ponies in a setting that conjures up images of Robert Redford and Paul Newman in *The Sting*. From 1900 until 1911 Warren Lewis ran a notorious and successful operation, calling horse races off the telegraph wires with a "peculiarly penetrating and exciting quality." When, against prevailing public sentiment, the gambling house was shut down by a prosecutor, Mr. Lewis posted a sign across the door: "Closed, sixteen people out of Work here."

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The Sidetrack Bar and Grill *continued from front page*

The building underwent an instantaneous renovation in January of 1929, when the 12th car of an 85-car freight train, hauling lumber, left the track and crashed into what quickly became the former Caldwell Building. The owner, who lived upstairs, had stepped out briefly. The restaurant operators, Bert Ollett and his wife, were alone in the restaurant. Pedestrian Laura Kelsey, 17, was struck and knocked unconscious. Scott Sturtevant, a motorist, backed his car out of danger just in time. Miraculously, no one died.

An historic epicenter of river and railroad, Depot Town has seen its busts and booms, hard times and good times. Next year, after a hiatus of some twenty years, passengers will once again board and disembark from the original freight house. With the announcement of a sizeable federal stimulus grant for the project, portents are favorable for the continuing revitalization of Ypsi's old junction. Will we see the revival of past glories such as Mr. John Laidlaw's internationally famous Michigan Central Railroad landscaped gardens? Will pretty young girls once again present nosegays to ladies on the train? We can only hope. Ribbon-cutting is projected for autumn of next year.

A local spearhead for Depot Town renewal, Linda French came to Ypsilanti from Northville to attend Eastern Michigan University. As a young businesswoman she jumped into



Linda French (left) and Marilyn Collins in March of 1979 when the old Central Bar was restored and renamed the "Sidetrack."

this ancient center of commerce with an antiques shop, now Frenchie's. In 1979 she bought the old Central Bar next door and transformed it into the Sidetrack. As a local resident and business owner, Linda has long been, as she puts it, "vested in the area." Her
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Ypsilanti Historical Society

220 North Huron Street - Ypsilanti, MI 48197

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Welcome: The Ypsilanti Historical Museum is a museum of local history which is presented as an 1860 home. The Museum and Fletcher-White Archives are organized and operated by the Ypsilanti Historical Society. We are all volunteers and our membership is open to everyone, including non-city residents.

A Matter of Trust: The Ypsilanti Historical Society has initiated a five-year campaign to raise \$400,000. This amount will cover the cost of purchasing the property the City and completing the many deferred maintenance projects on the buildings and grounds. You may view a Power Point presentation related to the campaign by clicking your mouse on "A Matter of Trust" and then clicking on the first picture. The arrow at the top of the page will forward the program to the next slide.

To view on-line
programs click on the
links below:

Historical
Highlights
of
Ypsilanti

Markers
and
Statues

For Information about upcoming Society events, visit us on-line at:
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From the President's Desk

By Alvin E. Rudisill

This has been a very busy spring and summer at the YHS Museum and Archives. Our major project, the resurfacing and expansion of the parking lot, has finally been completed. The project turned out to be a great deal more extensive (and expensive) than originally thought. When the asphalt was removed from the old lot it was discovered that when the parking lot was originally installed a proper base had not been put in place to support the surface. This required the removal of 2-3 feet of soil under the entire lot which was then replaced with almost 400 tons of packable 1" x 3" stone. We will be continuing our fundraising efforts to cover the increased costs for this project. Estimates are that the parking lot as currently constructed, will last fifty years, so over time our extra efforts and expense should pay off.

The Heritage Festival reception held on the parking lot was a huge success with approximately 350 people attending. Many of them toured the YHS Museum and Archives as well as the two apartments in the Carriage House. It was interesting to note that a number of individuals indicated that they had lived in Ypsilanti their entire lives and this was their first visit to the Museum and Archives.

The YHS Archives is now providing a new service, "One Hour Walking Tours" of various historic locations in Ypsilanti. James Mann, local historian and archives volunteer, has agreed to serve as the guide for these tours. The tours available include: Depot Town, Depot Town Ghost Tour, EMU Campus, Highland Cemetery, Highland Cemetery Ghost Tour, Michigan Avenue (downtown), South Huron Street, and North Huron Street. The fees for the tours are \$25 for up to five people and \$50 for six to ten people. You can contact the YHS Archives at 734-217-8236 between 2 and 5 pm from Tuesday through Sunday to make arrangement for a guided tour.

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A view of our expanded and resurfaced parking lot which will now hold 13 vehicles including one handicapped van spot.



Fun was had by all at the opening reception for the 2009 Ypsilanti Heritage Festival that was held on the YHS property at 220 North Huron Street.



A huge tent was set up on the newly paved parking lot during the opening reception for the Ypsilanti Heritage Festival.

From Ironwood to Ypsilanti

By Bill Nickels

Jim Soraruf was born in 1924 in Ironwood, Michigan. Accidental events created a trail for Jim to follow from the Upper Peninsula to Ypsilanti. He remembers growing up during the Depression as a wonderful life, "I never knew I was poor." His mother came from Czechoslovakia and his dad was from the mountainous area between Austria and Italy. He was his dad's only son and loved going trout fishing with him.

Pearl Harbor was bombed when Jim was a senior in high school. He remembers going to church Sunday morning and hearing kids say Pearl Harbor was bombed by the Japanese. Representatives of the Marines visited his high school and showed a film in his ROTC class about becoming a Marine paratrooper. After their visit, he knew he wanted to be one.

After graduating from high school, Jim went south to Detroit to look for a job. He saw an ad for workers needed at the DeSoto plant at the corner of Livernois and Warren Avenues. He found many of his high school classmates at DeSoto and he was hired as a tool and die apprentice. In 1942, while working at DeSoto, Jim tried to enlist in the Marines. He was told to wait for the draft.

He remembers a group of 36 young men, most from Ironwood, who joined the service after the war started. Most of the group was able to enlist and most of them joined the navy. Ten did not come home from the war. His Ironwood High School quarterback on the football team was one of the ten. In addition to football, his classmate also played basketball and ran track.

His draft call to the Marines came early in 1943. It was off to San Diego for boot camp. He and all of his companion new recruits were afraid of the drill instructor. During boot camp, Jim started writing to a high school classmate who worked for Wrigley Gum in Chicago. She sent Jim a surprise pack



"...While chewing one of the sticks, the drill instructor disciplined him and made him smoke a cigarette with a bucket over his head."

Left: Jim Soraruf at eighteen years of age in his Marine uniform.

Bottom: Jim (on the right) in 1944 in North Carolina.

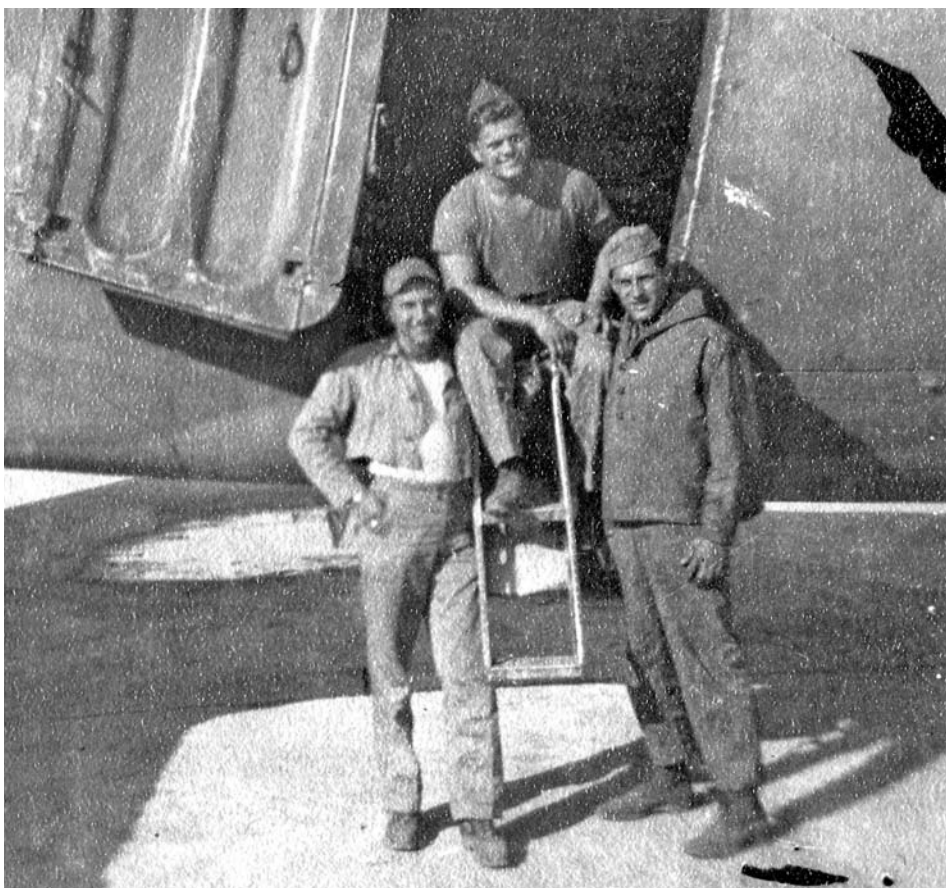


of chewing gum. While chewing one of the sticks, the drill instructor disciplined him and made him smoke a cigarette with a bucket over his head. During review one morning, the drill instructor noticed that Jim's fingers were spread while his hands were at his side. He was knocked down to the ground for that infraction. During another review, the drill instructor asked to see his bayonet. Finding some rust, he was ordered to eat the rust off of the bayonet. He thinks they were trying to toughen the new recruits up.

After basic training, Jim signed up for a shooting test to become a Marine paratrooper. During practice shooting, he shot well enough to be ranked as an "Expert." During the final shooting test, his rifle clip jammed and he was

unable to get five rounds off in the required time. As a result, he failed the test and did not become the paratrooper he dreamed to be. Since the Marine Corp was being deployed in the Pacific fighting the Japanese, the Corp realized they did not need paratroopers for their island-to-island offensives. The paratroopers were dropped from the Marines and the group was transferred to the Marine Raiders. Raiders were landed on an island from submarines to do guerrilla warfare before the main assault occurred. The jammed rifle clip during the shooting test likely extended his life.

After the Marines learned that Jim was earlier employed as a tool and die apprentice, they shipped Jim to Memphis for training as a mechanic. After three months of training, he was



Jim (on the right) in China in 1945.

shipped back to San Diego where he installed armored plates behind the seats of Navy and Marine Corsair fighters. He next moved over to North American Aviation in Inglewood for five weeks of B-25 engine training. The B-25 was a versatile two engine bomber that Jimmy Doolittle raided Tokyo with and the Marines used in the South Pacific. North American Aviation later became Los Angeles International Airport (LAX).

After learning to be proficient with B-25 engines, Jim was shipped east to Cherry Point, North Carolina. A B-25 had a crew of seven, with four of the crew members cross trained as gunners and something else. With his training in Inglewood, Jim became mechanic/top turret gunner on a B-25. His airplane flew patrol missions up and down the east coast until late 1944.

After almost a year of uneventful Atlantic patrols, he was shipped back to the west coast and further west to the South Pacific. As General MacArthur promised, United States troops returned to the Philippines in 1944. The US flag flew over Bataan, Corregidor,

and Manila after several months of fighting. Jim was assigned to an airfield southwest of Mindanao near the town of Zambongo. Military C-47 transport airplanes flew with a pilot, copilot, navigator, and mechanic. Jim was a mechanic on one of them as they flew equipment and military staff around the Philippines. Marine B-25s also flew bombing missions to nearby Japanese held islands from their airbase. The bombing missions were composed of three B-25s flying at night. He remembers one crew who did not return from their run.

When the war ended, he boarded a LST headed for China. A LST is a flat bottomed craft designed to land troops and equipment on assaulted beaches. On the way to China, they survived a storm with 70 foot waves and 132 mile per hour winds. In China, Jim was assigned to an air base servicing more B-25s and he continued to fly personnel and cargo. Discharge from the Marines was based on points earned from time being overseas, being married, and the number of medals one

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“Cash for Clunkers” in the 1930s!

By Laura Bien

The current “Cash for Clunkers” program had a Depression-era predecessor called the “National Used Car Exchange Week.” Created by automakers in 1938, the promotion was meant to ease the glut of used cars clogging dealerships. Then, as now, people frightened by the economic climate were hanging on to their old cars, which stifled dealership turnover.

Edsel Ford, GM’s William Knudsen, and Chrysler’s K. T. Keller met with Roosevelt in January of 1938. Afterwards, Ford sales manager John Davis contacted Automobile Manufacturers Association president Alvan Macauley, to say the plan was greenlighted. From Manhattan, Macauley announced that U.S. automakers would spend over a million dollars to promote March 5-12, 1938 as “National Car Exchange Week.” The plan included a one-week campaign of billboard, radio and newspaper ads promoting the exchange of one’s old car for a newer used one.

“National Car Exchange Week” first appears in the February 28, 1938 *Ypsilanti Daily Press*, with the headline, “Advertising to Break Auto Jam.” The article says, “The American automobile industry moved as a unit for the first time in history today in an effort to beat the business recession with one of the greatest advertising campaigns of all time. The industry ... announced Sunday that it will spend \$1,250,000 [almost 19 million dollars in today’s money] in a single week to break the used car jam that has been blamed for the collapse of the market for 1938 model cars.”

On March 1, another story appeared. “Edsel Ford, William Knudsen, and K. T. Keller today threw the weight of the motor industry’s ‘big three’ behind the \$1,250,000 advertising campaign to end the business recession by breaking the jam of used cars in the stocks of dealers. . . Ford, a “second generation” man of a motor family that has been known for its independent action, spoke of the industry as

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Above: Ford Dealer newspaper ad for “National Used Car Exchange Week” in 1938. Bottom Left: E. G. Wiedman Auto Company newspaper ad was part of the 1938 “National Used Car Exchange Week.” Bottom Right: 1938 “Exchange Week” ad sponsored by the Automobile Dealers and Manufacturers of the United States.

REAL BARGAINS

1935	Ford Deluxe Tudor Sedan, looks like a new car. Motor in perfect condition. Equipped with radio and heater.	\$275
1935	Ford Coupe, Wren tan finish. Equipped with heater and defroster. In excellent mechanical condition.	285
1936	Ford Tudor Sedan, Gun metal finish, heater, Motor and tires very good. This car is a real bargain.	345
1936	Lincoln-Zephyr Fordor Sedan. This car is in new-car condition throughout "Still years ahead in modern styling."	795
1936	Ford Deluxe Touring Fordor Sedan Equipped with factory-installed radio, heater and defroster. Beautiful tan finish. Looks and runs like a new car.	385
1937	Ford Coupe "60". Jet-black finish. Driven very little, looks and runs like a new car. Equipped with heater. A real bargain.	445
1937	Ford Tudor Sedan, Gun metal finish. In perfect condition. Factory-installed radio and heater. The best buy on the lot.	495
1937	Ford Deluxe Coupe, Jet-black finish. Radio, Motor, and upholstery in perfect condition. This week's special.	495
1937	Ford Deluxe Fordor Touring Sedan. Washington Blue finish like new. Large built-in trunk. Upholstery and motor perfect. Dual Deluxe equipment.	535
1937	Ford Pickup, Black finish. You can't tell this from a new Pickup and we guarantee it as new.	440

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It's a real thrill to take the wheel of one of the many 1937, '36 or '35 cars included in this sale—and discover how a modern car handles—how much more pleasure it offers. Get ready for spring with a car that brings real pride of ownership—modern style—smooth, powerful performance—power brakes and luggage space—safe looks—quieter operation—better economy—a big time—modern riding comfort—all yours at prices far below those of several months ago!

This is an ordinary sale. Car owners, naturally, will get good used cars, have traded in a good, up-to-date automobile to get things started.

You may not even need such a trade-in. Your present car may cover the downpayment on the new one you want. Balance on easy terms. If you have no car to trade, you can still take advantage of the low down-payment and easy terms during this sale.

These bargains are **GUARANTEED! DON'T DELAY UNTIL THE BEST SELECTIONS ARE GONE!** National Used Car Exchange Week ends this Saturday night, March 12.

SEE ANY CAR DEALER DISPLAYING THIS SIGN

SPONSORED BY THE AUTOMOBILE DEALERS AND MANUFACTURERS OF THE UNITED STATES

Ypsilanti History – It's a Test!

By Peter Fletcher

So you think you know the history of Ypsilanti. The following is the first in a series of tests related to the history of Ypsilanti. Turn to page 25 of this issue of the Gleanings to find the answers to each of the questions.

1. What is the most common confusion associated with the name Ypsilanti?
2. What was the single greatest natural phenomenon from long ago that is still impacting us today?
3. Who was the first European explorer to come through this area and when did that occur?
4. What is the founding date of Ypsilanti?
5. Martin VanBuren, Ulysses Grant, Franklin Roosevelt, Harry Truman, Gerald Ford and Bill Clinton have something in common related to Ypsilanti. What is it?
6. In 1835, Ypsilanti levied the first tax. How much was it for the entire year?
7. What tax incentive did Ypsilanti give to entice Eastern Michigan University to locate here?
8. Name the Michigan governor who practiced law in Ypsilanti?
9. President Lincoln once remarked "Thank God for Michigan." Why?
10. Without reading any inscriptions, how do you know Union dead are buried in Highland Cemetery?
11. Tell about the artifact from the Kennedy assassination thought to be here.
12. Where did Horace Rackham of the Rackham School at EMU make his money?
13. What is the reason for the name of Ridge Road east of here?
14. What connections did Henry Ford have with Ypsilanti?
15. When, where and how many B-24 Bombers were built?
16. Name the automobiles and auto parts with Ypsilanti roots.
17. What is the origin of the name Willow Run?
18. Who invented the idea of sales incentives?
19. Cite examples of successful and failed leadership in Ypsilanti's history.
20. Who and what brought Mohammed Ali to Ypsilanti?
21. Why was the high school paper called the "Ypsi Sem" and the yearbook the "Ypsi Dixit?"
22. What was the Michigan State "Normal" School?
23. Ypsilanti was involved with what three famous murders?
24. The wife of what Ypsilanti industrialist was a descendant of Martha Washington?
25. What are the "French Claims?"
26. What current business over 100 years old reflects the original economy of this area?
27. Ypsilanti was the stopping-off point for which Presidential assassin?
28. Have you met the most notorious highwayman in the history of Ypsilanti?

Check your answers beginning on page 25. If you got more than 20 answers correct you are eligible to be nominated for President of the Ypsilanti Historical Society. If you got less than 10 answers correct please stop by the YHS Archives and we will sign you up for regular visits to do research related to the colorful history of our fine city.

(Peter Fletcher is the President of the Credit Bureau of Ypsilanti and is widely known for his inspirational speeches.)

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"Cash for Clunkers" in the 1930s! *continued from page 6*

a whole, saying: "The one great contribution the automobile industry made to the nation in its efforts to throw off the last Depression was its demonstration of courage in the face of adversity. That same fearlessness is evident today as a united industry moves forward to start the wheels rolling again."

By March 2, the Ypsilanti community had made plans. "Local Car Dealers Take Part in National Drive," read one *Press* headline. "Ypsilanti auto dealers meeting at the Huron Hotel Thursday unanimously agreed to cooperate with manufacturers and 46,000 other dealers throughout the United States in a campaign to break the used car jam and to aid in sound recovery from the current business recession." A parade was planned, and the *Daily Press* printed a mayoral proclamation:

"Whereas, a concerted movement to stimulate used car sales and pave the way for a resumption of automobile manufacturing and employment on a normal basis has been inaugurated by the American automobile industry, and, Whereas, the business interests of Ypsilanti have pledged their enthusiastic cooperation to this campaign, and, Whereas, the "Drive-A-Better-Car" movement will make an important contribution to motoring safety in Ypsilanti, now, Therefore, I hereby proclaim the week of March 5 to 12 National Used Car Exchange Week and urge the cooperation of all citizens in insuring its success. Witness my Hand and Seal, Ray H. Burrell, Mayor."

In the same paper, a cartoon titled "ANCHORS OR WINGS?" boosted the program. In the first panel, an antiquated old car is dragging a ship's anchor. "Holy smoke, Myrt," says the driver, "what's got into this moss-grown tub? We're shovelin' out the price of a summer trip for gas, oil, and repairs!" In the next panel, a sleek new car appears. "Baby, what National Used Car Exchange Week did for us! More room—steel body—safety brakes—big tires—smooth engine. Looks like we're in the dough, but most of the dough is still in my pocket!"

Ypsi's E. G. Wiedman Auto Company, at 212 Pearl St and 15 E. Michigan, ran an ad touting used car bargains. Prices ranged from \$275 for a Ford DeLuxe Tudor Sedan to \$795 for a Lincoln-Zephyr Fordor Sedan (these prices, in 2009 dollars, would be \$4,000 and \$12,000 respectively).

On Saturday, the campaign's opening day, the city woke up to ice and snow. Nevertheless, the parade went on as planned, featuring the Girls' Drum and Bugle Corps and the Ypsilanti High School Band, along with a procession of some sample used cars, washed and polished, from dealerships across town. Despite the weather, the day was a success: \$10,000 (about \$151,000 today) in sales at Ypsi dealerships was reported.

By Tuesday, "first reports indicated marked increases in the sales of used cars," said the *Daily Press*. "H. H. Shuart, manager of the Detroit Auto Dealers Association said dealers had reported last weekend's business as the best in six months and that sales showed increases of 100 to 300 per cent. He said similar reports had

been received from dealers in other cities."

The Wednesday paper quoted John Lonskey, president of Ypsi metalworking firm the Central Specialty Company. "In Ypsilanti alone, this will directly affect six factories with increased orders, meaning more employment and more money circulating in the city."

The paper continued, "In illustration of this Mr. Lonskey explained that in the case of the Central Specialty Co. there has been a drop in employment of 365 workers since the peak employment of last year when 850 men and women were employed. The emergency purchase of used cars throughout the country will result in putting automobile factories and related industries in operation everywhere with, in some cases, a 60 per cent or greater increase in demand for parts and equipment, he estimated. Many of these parts are made in this city."

By the end of the week, National Used Car Exchange Week was deemed a success. Fifty-five old cars had been turned in by those who purchased newer ones, and a total of \$18,000 worth of newer used cars had been sold.

Ypsilanti dealers were so pleased with the results they planned to petition the state to mount another sales campaign in the future, this time by declaring 1932 model year cars as "marginal." In the meantime, the 55 Ypsilanti drivers behind the wheels of their new used cars had done their part to help get the local economy moving again. ■

(Laura Bien is a volunteer in the YHS Archives, author of the Daily Diary Blog, and a regular contributor to the Gleanings.)

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Patent Intrigue in Early Ypsilanti Manufacturing

By Veronica Robinson

Long before Ypsilanti was manufacturing automobile parts, several companies participated in the invention and manufacture of parts for another form of transportation, the carriage. In the late 19th century Ypsilanti manufacturing was booming – from machine shops and flour mills to paper companies and woolen mills to...whip sockets. Some readers may be familiar with this particular item, but if you are wondering what exactly a whip socket is, read on. A whip socket is actually quite simple; it is a cylindrical holder that attaches onto a horse-drawn carriage near the driver's seat, for the purposes of holding the whip. Ypsilanti, in fact, had two companies dedicated to the manufacture of different designs of the whip socket or whip holder. The *Ypsilanti Whip Socket Company* made a version patented by Mr. Beach of 'Beach's shifting carriage seat' whose name also appeared on another company in Ypsilanti, one that made full carriages and sleighs. The other whip socket company in Ypsilanti was owned by the Worden brothers, called *Worden & Brothers Whip Socket Factory* according to city directories. The Worden brothers produced a whip socket design patented by another man but whose patent was sold to them in 1867.

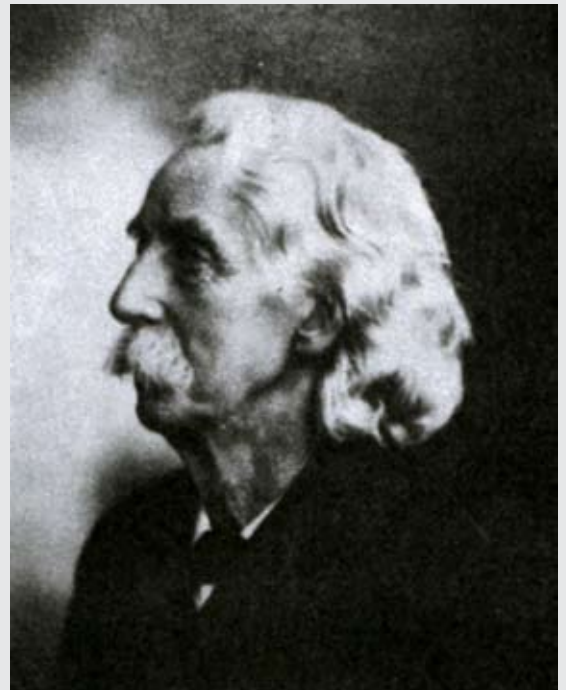
Whip socket manufacturing proved to be a very lucrative business in the 1860s and 1870s. Combined, these Ypsilanti companies sold nearly 90,000 whip sockets per year according to the *Ypsilanti Commercial* of May 23, 1874. Another indication that the business was booming was that in the 1870s the Worden Brothers were sued for patent infringement by Anson Searles of New Jersey. Searles eventually won the case in the lower courts in the 1880s. As a result the Worden brothers were forced to pay fines and a preliminary injunction was filed against the Wordens, barring them from further manufacture of the whip socket while the case was being heard.

continued on page 21

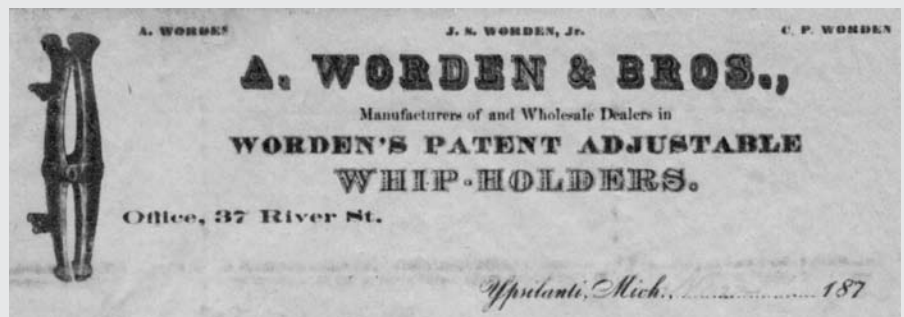


Above: A wooden whip socket, currently on display at the museum, manufactured in the late 1870s by the Ypsilanti Whip Socket Company.

Right: Alva Worden, owner of the Worden & Brothers Whip Socket Factory.



Bottom: Letterhead of the Worden & Brothers Whip Socket Factory from the 1870s, showing one of their patented whip socket designs.



Remembering “Uncle Louie” Golczynski

By George Ridenour

An Incubator, A Teacher and Penicillin: In the “worst of times” a world war was raging, Ypsilanti was building bombers, and there were shortages and rationing of materials and goods. Few of us remember this was a world where strep throat, venereal disease and eye infections (to name a few) did not respond to sulfa drugs and often led to death. It was a world where the “miracle drug” penicillin was not available to the general public. Only the military were using penicillin and extraction of the penicillin was rare.

This is the story of Louis Golczynski, born July 28, 1897, in Baltimore, Maryland. He volunteered while in high school and served in WWI. After the war he returned to finish high school. Then he attended Ferris Institute in Big Rapids, Michigan, and in 1925 earned an AB degree from Michigan State Normal. He worked part time as a teacher here in Ypsilanti while going to graduate school. In 1928 he received his Master's Degree from the University of Michigan. He taught at Roosevelt High School and at Michigan Normal/Eastern Michigan University. He was active in teachers' organizations, taught extension classes in Labor Organization, and published articles on biology in scientific journals. He even found time to be the Scoutmaster of Troop 1 at Roosevelt High School.

Louis Golczynski retired as a Professor Emeritus and died in August of 1966. He was ill for fourteen months and died at University of Michigan Hospital. He left behind his wife Betty (Holmes), three daughters, Dorothy Schmitt, Margaret Scholl, and Charlotte Dickerson, two step-sons Thomas MacKenzie, and William MacKenzie, as well as ten grandchildren. For many that would be a fine life filled with activities, duties, and accomplishments. However, there is another story of Louis Golczynski which caused him rise up, give back, and become an unsung hero.

Here's the “rest of the story!” The discovery of penicillin mold, like that found on cheeses, was attributed to Dr. Alexander Fleming of England in 1929. It would be years before extraction of penicillin would make the drug available to the general public. Professor Louis Golczynski, on his own initiative, saved the lives of several citizens of Ypsilanti through extracting and making home grown penicillin, which indeed was a miracle!

Where did this take place, in some lab? No! Did it occur in some pristine building at the University of Michigan? No! He performed this feat in his classroom at Roosevelt High School! The following are excerpts found in the Rough Rider (Roosevelt High School newspaper) of March 24, 1944, and the Detroit Free Press of March 21, 1944.

“Using an old icebox, two light bulbs, a dozen glass Petri dishes, and a thermostat (Golczynski) has developed a simple, inexpensive method of making the new wonder drug penicillin - available for external use in every city and village in the country and remote Army posts. The Detroit Free Press cited the following comments by Professor Golczynski: “I'll be glad to give my formula and technique to any qualified technician ... Adding that he could easily train technicians to produce the drug using his methods.”

Professor Golczynski first made his “brew/penicillin” when his wife became ill with influenza (a killer at any time!). A physician treating his wife, noticed the improvement, and agreed to try it on other patients he had which had serious illness which were not responding to Sulfa.

“Within 18 hours the patients infected ankle was healed!” Several other patients in Ypsilanti were saved through application of the penicillin made by Professor Golczynski. A girl with impetigo recovered after three days! Another with a back infection which would not respond for 10 weeks responded in 48 hours with his penicillin and cleared up completely!

What is more amazing is that he did all this in the window sill of his classroom at Roosevelt! Here was the formula he used



Professor Louis Golczynski with the drug cultures he produced at Roosevelt High School.

in which he produced a culture medium of brewer's yeast and injected the “soup” with *Penicillium Notatum* into eight gauze patches in a Petri dish. The mixture was then put in an icebox and set in the light well of his basement office window, maintaining a temperature in the icebox of 70 degrees. In 12 days you have a drug, penicillin, that is able to be used! Removing the top layer you find a tannish yellow serum, given off by the mold, which contains the drug. The doctor takes one layer of the remaining seven layers and places over the wound or infected area, covers with wet dressing and a cure results!

So in the “best of times” there was a man in Ypsilanti at Roosevelt High School, little known to most citizen of Ypsilanti, who, through his genius and selflessness, saved the lives of patients in Ypsilanti, with an incubator (used icebox from the cafeteria), thermostat, and using the well of the basement window of his classroom. History was made in Ypsilanti! Thanks “Uncle Louie.” ■

(George Ridenour is a volunteer in the YHS Archives, conducts genealogical research, and is a regular contributor to the Gleanings.)

First “Governor” Not Well Received Here!

By Tom Dodd

Political maneuvering is nothing new. President Andrew Jackson removed Stevens (Tom) Mason from his position as acting governor of the Michigan Territory on August 20, 1835, after Pennsylvanian Charles Shaler turned down the opportunity to oversee the Michigan Territory just before it became a state. Jackson then appointed Virginian John Scott Horner to the job. Even though Mason was the Democratic Party nominee for governor and was destined to rise to that position, he suffered the blows of national politics in the process.

“Ypsilantians...threw stones at the Governor as he entered the City. Rotten eggs and horse manure were also offered as welcoming gifts to the state’s second oldest municipality.”

Horner came to assume his duties by boat from Cleveland to Detroit where he ran aground in the Detroit River at the very moment Michiganders ratified their new state’s constitution and elected Mason to be their governor. The loyal opposition Whig party held that Mason was not really governor until the state was admitted to the union and the people of the territory did not take kindly to Horner’s visit for the interim period. Ypsilanti was no exception to the mood of the time.

Ypsilantians, unhappy with Horner’s policy of pardoning Ohio “Buckeyes” who had been captured in the first and only skirmish of the Toledo War, threw stones at the Governor as he entered the City. Rotten eggs and

horse manure were also offered as welcoming gifts to the state’s second oldest municipality (See Don Faber’s *The Toledo War: The First Michigan-Ohio Rivalry*).

Horner wrote of his experience in Monroe, Tecumseh, and Ypsilanti on October 19, 1835 in a letter to Secretary of State John Forsyth. His letter can be seen in the Lucas County Public Library, in Toledo and in the Michigan Pioneer and Historical Collections. “My condition was this; at Monroe, the seat of strife, amidst a wild and dangerous population, without any aid, a friend, servant or bed to sleep in, in the midst of a mob excited by the enemies of the administration, and bad men, I could not enlist a friend, or an officer of the Territory. Under the most disadvantageous and embarrassing circumstances which anarchy could present, the wishes and instructions

not until this morning that I could procure a clerk or private secretary, such was the state of the public mind, from some cause or other. I mention mobs and details only to exhibit the true state of things; personally, I care nothing for them. Doctrines are afloat here monstrous and dangerous. There never was a government in Christendom with such officers, civil and military, and a field with such doctrines as Michigan. One of the judges at Monroe expressed publicly his desire to become a martyr to the cause. I have used my utmost exertions in executing the duties of my office at the sacrifice of my own health. P.S. There are no funds here within my control, and, to discharge my duties, I have exhausted my own pecuniary recourse.”

With that denigrating reception, Michigan Governor John Scott Horner was nicknamed



Ypsilantians were unhappy with the appointment of Virginian John Scott Horner to the position of Acting Governor of the Michigan Territory.



Stevens T. Mason was the first duly elected governor of the State of Michigan (1835).

of Government have been constitutionally fulfilled and complied with.

“On Saturday at noon, Judge Swayne and myself left Tecumseh for Detroit, and on our arrival that evening at Ypsilanti, were mobbed, the horse somewhat injured; no bones however, were broken, and not a word was said by me on the subject.

“My labors, both mental and bodily have been very arduous, almost unsupportable. It was

“Little Jack Horner” by his constituents in Michigan. In March, Horner was appointed secretary of the Wisconsin Territory and was happy to leave his post in Michigan.

Stevens T. Mason was duly elected by the people of Michigan on October 5 and his official governance of the state began on November 1, 1835. ■

(Tom Dodd is the Editor of the Depot Town Rag and a regular contributor to the Gleanings.)

Bridge Under Water!

By James Mann

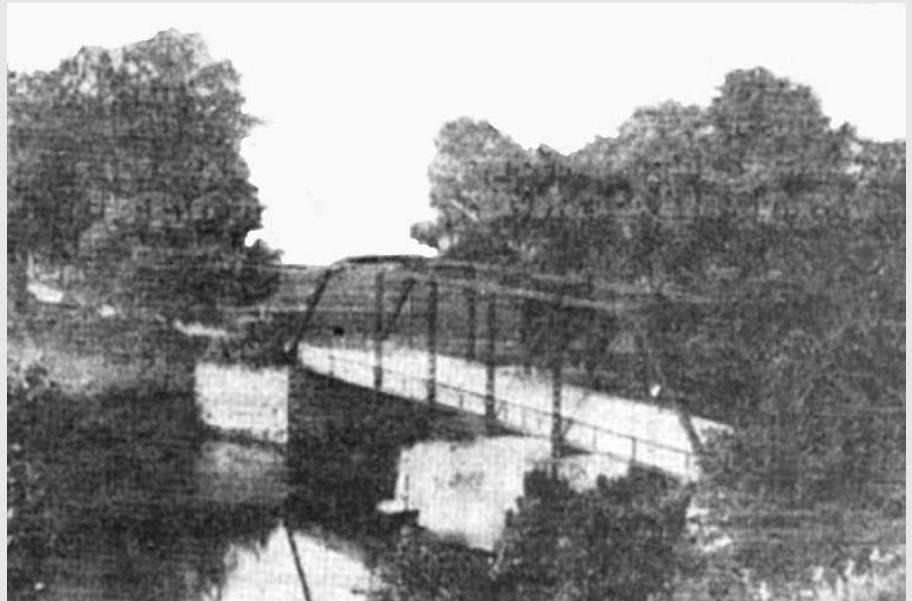
A bridge is built to aid the traveler, to smooth the path and remove obstacles that would otherwise cause delay and make the journey longer. For this reason bridges are built over highways, valleys and rivers. So it is something of a surprise to learn there is a bridge under the waters of Ford Lake. This bridge was built over the Huron River at Tuttle Hill Road before there was a Ford Lake.

The bridge was built in the summer of 1885 on what was then one of the most traveled roads leading to Ypsilanti. This was an iron suspension bridge with trestle work that was built by the Massillon Bridge Company of Toledo, Ohio. The bridge had a single spine resting on stone abutments and was 110 feet long and 16 feet wide.

"The abutment on the south side is completed. It is 18 feet high, the face 20 feet wide with wings at an angle to confine the filling, 8 feet thick at the bottom and 5 feet at the top. The mason work was done by A. Norton, his son Charles, and Wm. Collen, all of Ypsilanti. The base of the abutment is about three feet below the bed of the river and rests on gravel. The abutments on the north side will be duplicates of the one described, excepting that the base will be but six feet thick; it not being required of the other." reported The Ypsilanti Commercial of August 22, 1885.

At first the abutments were to have been built of limestone from Dundee, but the cost of the freight proved too high, so sandstone was obtained from Stony Point, Ohio, at a better rate. These stones proved to be larger and filled the need better.

"Mr. Chas. Clow draws the stone to the bridge," continued the account. "Messrs H. Ruthruff and E. L. Brown have taken



The Tuttle Hill Road Bridge as it looked prior to the existence of Ford Lake.

the job of filling in on both sides. The earth is to be taken from the top of the hill and placing in on the road killing two birds with one stone. It is hard clay soil and dynamite is used to loosen it."

"Town Clerk Alonzo Ford with his team of bays has been kept busy handling stone for the masons, etc. He is a practical mechanic in bridge building. He will see that the wood work required is up to the standard. The Highway Commissioner has expended the money with care, making every dollar count, so that the appropriation and cost of bridge complete will not vary materially."

"The Stockdale engine," concluded the account, "is busy threshing and an engine owned by Mr. D. A. Jones of this city, and run by his son Harry is pumping water day and night trying to keep the masons dry." The bridge was expected to be completed by October 1, 1885, and cost about \$4,000. The iron frame of the bridge cost about \$1,700.

The bridge remained in use until the 1930's, when a dam was built on the Huron River to provide hydroelectric power to a factory of the Ford Motor Company. The water of the Huron River backed up behind the dam flooding the valley and

covering the bridge. For a few years the trestle work could be seen rising out of the lake. In time the winter ice pushed the bridge over onto its side, and it disappeared under the water. There it rests to this day.

For a time it appeared the bridge would be raised above the waters of Ford Lake, and once again put into use. This was in the summer of 1996, when there was talk of lifting the bridge out of the water, restoring it, and set it in place as part of the park system around the lake.

That summer members of the Washtenaw County Sheriff's dive team, with personnel from the University of Michigan, Department of Naval Architecture, examined the bridge to determine if it could be salvaged and placed in a new location. The bridge was found in 25 feet of water about 50 yards from shore. A remote controlled submarine, called M-Rover, was used to videotape the bridge. The bridge appeared to be in good shape. Grant money for the project was not forthcoming, so the bridge remains under water. ■

(James Mann is a local historian, a volunteer in the YHS Archives, and a regular contributor to the Gleanings.)

Ypsilantis Yonder

By Derek Spinei

Not one, but two other communities in the United States bear the name “Ypsilanti.” How either of them received their name is a rather murky (and becoming all the more ambiguous with the passage of time), but stories and rumors abound.

Ypsilanti, North Dakota:

Expansion of the railroad Westward brought settlers from Michigan to the Great Plains. In 1879 the U.S. government gave 621 acres of land in Stutsman County of the Dakota Territory to the Northern Pacific Railroad, part of which became Ypsilanti Township, which includes the Ypsilanti townsite. The townsite was staked out on the East bank of the James River by a William Hartley Colby from Ypsilanti, Michigan. However, there are differing ideas on how the name of “Ypsilanti” was ascribed to this new community.

There is an accepted belief that Colby himself chose the name. A contrary argument is that local businessman and banker Louis Klein, also from Ypsilanti, Michigan, named the area. Evidence has also been presented that an Allen family from Ypsilanti, Michigan or even the Northern Pacific Railroad itself picked “Ypsilanti.” The N.P.R. apparently had a practice of naming new stations after the hometowns of its employees. Many being from Michigan, there were communities within 40 miles of the new Ypsilanti named Adrian and Grand Rapids. This is analogous to the way that several Michigan locales were named by migrants from New York (Roch-



“Ypsilanti” is the name of a city in Michigan, North Dakota, and Georgia.

ester, Flushing, New Buffalo, etc.). It is most likely that the name “Ypsilanti” was chosen by consensus by the many settlers who came from Ypsilanti, Michigan, and wanted to propagate that name. So when Colby established the first post office in 1882, Ypsilanti came into being. Although Stutsman County had been organized in 1873, it was not until 1889 that the territory was split and North Dakota was admitted into the Union as the 39th state, creating Ypsilanti, North Dakota.

Colby also established a stagecoach stop at Ypsilanti in 1882 and travelers arrived in Concord Stagecoaches from Jamestown until service ended in 1885 when the railroad came to town. This was a rail that had been planned by the James River Valley Railroad Co. to con-

nect Jamestown and LaMoure, Dakota Territory. After finishing the grading, the company ran out of funds which allowed the N.P.R. to purchase and complete the line. Ypsilanti Township was then organized on St. Patrick’s Day in 1908 with the goal of building and maintaining roads. The townsite was never incorporated and continues to be governed by the township except for a portion which straddles neighboring Corwin Township.

Situated exactly 800 miles Northwest of Ypsilanti, Michigan, Ypsilanti, North Dakota has always been a rural community a little behind the times. Early settlers lived in sod houses with dirt floors and no indoor plumbing. Each family had their own well
continued on page 14



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Ypsilantis Yonder *continued from page 13*

and heated their home by burning wood or coal, using kerosene or gas lamps for light. The N.P.R. brought Western Union telegrams with the railroad, but it wasn't until 1958 that the Dakota Central Rural Telephone Co. brought its services to the area. Ypsilanti did not even have electricity until 1942. The lack of modern amenities was made no easier by the environmental disasters which frequently befall plains states. In 1901 there was a disastrous flood and a cyclone in 1909 caused three deaths and left buildings destroyed. Being almost exclusively constructed of wood, many houses and businesses in Ypsilanti have burned down over the past century.

Some notable residents of the town are Pearl Youse, a second cousin once removed of Abraham Lincoln, and Chris Hendrickson. The James River is purported to be the longest unnavigable river in the world, but Hendrickson challenged that claim when he floated down the river in a wash tub during the 1901 flood to find high ground where he would build his new house. Records show a number of residents came from Michigan but there is little indication of specifically where they originated. Settlers immigrated from Belgium, Netherlands, Sweden, Norway and Germany, as well as from other parts of North Dakota. Ypsilanti became known as the "White City" because every structure in town was painted white.

However, in the 1960s complaints started to arise that younger people in town were not upholding this tradition and they were accused of lacking community spirit. Resources and money being scarce, many of the homes in town were actually moved from farms significant distances away. There has indeed been a great amount of community spirit through the years. One resident donated the land for a dam to be built by the WPA in 1932. This established Ypsilanti Park which is enjoyed by residents to this day. Baseball was always a popular diversion and spectators would watch their town team from planks placed between beer kegs. They even won the county championship in 1936. Also popular has been the Friendly Squares, a square dancing club formed in 1952.

One thing Ypsilanti has always lacked is human population. It was reported to be around 250 in 1981 but has since dwindled to 168 as of 2000. There are less than 5 people per square mile in the township. In fact, the entire population of Stutsman County is less than that of Ypsilanti, Michigan. Most business must be conducted 10 miles northwest of town in the relative metropolis of Jamestown – a city best known as the site of the National Buffalo Museum, where visitors can find the world's largest statue of a buffalo and a live albino buffalo.

Connections have been made between the Ypsilanti in Michigan and the one in North Dakota. Many curious Michiganders traveling on I-94 have made pit stops in Ypsilanti, North Dakota since it is only six miles south of the interstate. As part of the bicentennial celebrations in 1976, the town hosted "Ypsi Day," a parade and festival which attracted thousands including Ypsilanti Press reporter Steve Jones. He recorded one resident of the overwhelmed town as saying "It blows hard here 360 days a year."

While we may never be entirely sure who deserves credit for making the final decision about naming the town, it is guaranteed that it was named for Ypsilanti, Michigan because of the settlers who came from here and the great memories they must have wanted to recreate.

Ypsilanti, Georgia:

The history of Ypsilanti, Georgia has proven much more elusive, especially since it barely exists anymore. Approximately halfway between Macon and Columbus, in Talbot County, Ypsilanti is now merely a crossroads with a reported five residences. Unlike Michigan with its platted townships, Georgia counties were divided into militia districts. When an area had enough settlers to muster 100 white men capable of bearing and carrying arms, a militia district was formed with the goal of protecting against Indian raids. Most people would live in clusters near the post office or church in their militia district and these would grow into towns.

Ypsilanti is in the Redbone militia district and when the first post office was established in 1856, the village was simply called Redbone.

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Pettibone Cemetery

By James Mann

Travel north on River Street from Forest Avenue and to the west one will see Highland Cemetery, and further on to the east, one will see St. John's Catholic Cemetery. Then at the end of River, where it runs into Clark, there is a third cemetery. This long abandoned, and for the most part forgotten cemetery, is known as Cross Cemetery, but also as Pettibone Cemetery. The history of this cemetery is something of a mystery story.

The first record of a cemetery on this site is from the Washtenaw County Register of Deeds, Book D, page 672, which notes on September 27, 1830, an area of 44 square rods (4 rods by 11 rods) was set aside as a burying ground. This site was later enlarged to 12 rods by 11 rods, or 132 square rods, to accommodate a school house. It is unlikely the school house was ever built, as there is no further record of it. One rod is equal to sixteen and a half feet. The site is approximately one acre in size.

There are thirty-one people known to be buried in the burial ground and this is because Louis White, the first Historian for the City of Ypsilanti, recorded the inscriptions on the headstones on September 13, 1931. The true number is likely to be higher, as over the years headstones have been covered over by the earth, carried off by pranksters or damaged by vandals. Today, only a few of the headstones are visible, and some are just corners of stone sticking out of the earth amid the trees, dead leaves and bush.

The burial ground is also known as Cross Cemetery. In fact, when White compiled his list of those buried there, he wrote the name Pettibone at the top of the page, then crossed off the name and wrote Cross. There is no note to explain the action. Why the burial ground should be called Cross is a mystery, as no one named Cross is known to have been buried there, and no one by that name has ever owned the land. The name Cross may have been applied to the ground at an early date.



Milton Pettibone was a member of the family who donated the land for the Cross (Pettibone) Cemetery.



Hanna Pettibone, sister of Milton and Lyman, is thought to be the last person buried in the Pettibone Cemetery.



One of the remaining tombstones in the cemetery is that of William S. Voorhees who died on April 17, 1837.



Only two of the tombstones in the cemetery are currently visible, all the others are overgrown with trees and bushes.

The "History of Washtenaw County" by Charles Chapman, published in 1881, included a brief biography of David Moore. This biography includes the sentence: "Mr. Moore enlisted as a private soldier in the War of 1812, and not long after married Abigail Randall, who died June 29, 1844, and was buried in Cross cemetery, Superior tp." There

is no record of David Moore being buried in the cemetery.

The site was donated by the Pettibone family who gave the land to the then newly organized Superior Township for use as a burying ground. In fact, one of the known burials in

The Sidetrack Bar and Grill – A History

By George Ridenour & Lyle McDermott

In 1838 the first train arrived in the newly founded Ypsilanti. Around the depot and freight house area a new part of Ypsilanti developed that has been referred to over the years as “Depot Town.” The Ypsilanti City Directory of 1860-61 lists the Pavillion Saloon at the location that later became 56 East Cross Street where the Sidetrack Bar and Grill is now located. City directories for the years 1861-1873 are rare and we were unable to find the history of the bar during those years.

1873-1874: William Leach had a saloon and Restaurant at the SW corner of East Cross and River Streets. At that time in Ypsilanti history there were no street numbers.

1878-79: Ms. Siva Leach had a dining hall at the same location.

Now listing as 56 East Cross Street the following businesses and time-line:

1892-1910: Nicholas Max Saloon.

1910-1918: Joseph Hock Saloon.

1919-1920: With Prohibition name changed to: Joseph Hock soft drinks/lunches.

1921-1924: Louis Caldwell Soft drinks/ lunch.

1926-27: Mike Smith Soft drinks and lunch.

1928-29: Niel Holk soft drinks and lunch.

1930-1933: George Cristos soft drinks and lunch.

1934-1954: George Cristos Tavern and Restaurant (Repeal of Prohibition).

1955-1979: Central Bar & Tavern.

1980- present: Sidetrack Bar & Grill.

In 2000, 54 East Cross Street was added as “Frenchies” which was a banquet facility and overflow for the Sidetrack Bar and Grill.

Local Legends, Lores, Lies and Possibilities:

Buffalo Bill stepped off the train at the Ypsilanti depot on a July, 1900 morning. He had 46 box cars to unload. Among his most famous performers was Miss Annie Oakley.



If you look close at the building on the right you will see the building attached to the “Sidetrack” that was destroyed in the 1929 train wreck.



This picture shows the “Sidetrack” after the corner building had been removed following the train wreck of 1929.

They arrived for a one day only show. The parade route was almost three miles long! He arrived a little more than 100 yards from our saloon. Again, he returned in 1910 for his Farewell Tour. He again brought tons of equipment and a cast of hundreds to entertain the locals. We found as well that he had “shirt tail” relatives in the area that we were able to verify he visited at times when he came to Michigan.

Bill was known to have loved his libations. The saloon, only a hundred yards from the train station, would be a tempting site for a man fond of his drink. Having carloads of hungry and thirsty actors and stage hands and being greeted by the local dignitaries gives rise to speculation. Speculation that perhaps Bill came in for a cool one to help relieve his anxieties and tension at all the commotion going on out in the streets.....*maybe?*

The Roosevelt High School Class of 1959

By Peg Porter

(The 50th year reunion of the Roosevelt High School class of 1959 was celebrated on September 12, 2009. Peg Porter, a member of that class, provided the following "the way we were" insight into life back then.)

Most of us were born the year the United States entered World War II. A number of us lost loved ones in that conflict. In grade school we learned to "duck and cover," the mushroom-shaped cloud was very familiar. While we were in high school, the Russians launched Sputnik. Although we were young, we were not innocent.

We graduated in the last year of the 1950's. The year, 1959, was a time of transition from the conformist and bland 1950's to the bizarre and hectic 1960's. Our class reflected that transition, collectively we were often a mystery to our teachers, our parents, and even ourselves. We tended to question the established way of doing things. We never had a Student Council President or a Homecoming Queen. We certainly possessed the qualities of both, but we could not or would not claim those high school "prizes."

Our class was diverse in so many ways. That was, in part, because we attended a "Lab School." We embraced this diversity and were stronger for it. We got used to being studied, analyzed and practiced upon. Every semester we had a new batch of student teachers. We tested many of them while others were accepted almost immediately. They learned from us at least as much as we learned from them.

Rock and roll entered the mainstream while we were in junior high. We did the Bunny Hop and the Chicken. During our freshman year a new performer emerged: Elvis Presley. His blending of "black" music with "white" music fit our mood and rhythm. We listened to girl groups, boy groups, rhythm and blues, a little pop and a whole lot of rock and roll. For slow dancing we preferred Sam Cooke, the Platters and early Johnny Mathis. And then there was the idol of one of our classmates: Pat Boone.

Typical teenagers, the boys fixated on sports, cars and girls while the girls obsessed over boys, clothes and, well, boys. Despite all the interest in the opposite sex, there was relatively little intra-class dating. The boys tended to date underclassmen or girls from Ypsi High. Some of the girls also dated underclassmen. Why weren't there more romantic entanglements within the class? One potential reason is that many of us had known each other since childhood. We tended to regard each other almost as cousins or siblings. Another reason might be that as one female classmate observed, most of the boys were "vertically challenged." There are always exceptions to any generalization: one high school romance evolved into a long, successful marriage.

The 1950's were not known for fashion. And although the girls were fashion conscious this did not mean we were well-dressed. Petticoats were one fashion fad. They were scratchy and generally uncomfortable. Two girls wearing petticoats could not get through a door at the same time. When we sat down at a desk the petticoats got in the way. Still we wore them with elastic cinch belts to make our waists look even thinner. And then there were cardigans worn backwards, white socks worn straight up, bucket bags and Pop It "pearls."

The guys favored brush cuts or Princetons with only a few growing their hair a little longer to affect a slightly "hoody" effect. In a burst of creative rebellion, a group of guys drove into Detroit and bought velveteen vests in bright colors with taffeta lining. These were worn with dark shirts and narrow ties resulting in a look that was a cross between a blackjack dealer and a young pimp. Since they were otherwise neatly dressed no one could complain.

On June 12, 1959 in the Roosevelt Auditorium the school orchestra played a slightly screechy version of Pomp and Circumstance. As a class we marched in and sat in the front rows. Our parents and other family members watched as we received our diplomas. Eleanor Meston, who was the first grade teacher for many of us, gave the address. It was all a kind of blur as we marched out, now graduates, high school behind us and the world in front of us. It was both a happy and sad occasion. The 1960s were just around the corner. We each would find a place in that new world, no longer defined by the way we were but the way we would become. ■

(Peg Porter is the Assistant Editor of the Gleanings, Chair of the YHS Membership Committee and a regular contributor to the Gleanings.)



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Museum Receives Conservation Bookshelf Grant

Treasured objects and artifacts held by the Ypsilanti Historical Museum will be preserved for future generations with help from the *IMLS Connecting to Collections Bookshelf*, a core set of conservation books and online resources donated by the Institute of Museum and Library Services (IMLS). IMLS has now awarded almost 3,000 free sets of the IMLS Bookshelf, in cooperation with the American Association for State and Local History (AASLH).

"When IMLS launched this initiative to improve the dire state of our nation's collections, we understood that the materials gathered for the Bookshelf would serve as important tools for museums, libraries, and archives nationwide," said Anne-Imelda Radice, Director of IMLS. "We were both pleased and encouraged by the overwhelming interest of institutions prepared to answer the call to action, and we know that with their dedication, artifacts from our shared history will be preserved for future generations."

The Ypsilanti Historical Museum received this essential set of resources based on an application describing the needs and plans for the care of its collections. Our successful application was written and submitted by Pamela German and Veronica Robinson, Masters-level students in the Historic Preservation program at Eastern Michigan University. The IMLS Bookshelf focuses on collections typically found in art or history museums and in libraries' special collections. It addresses such topics as the philosophy and ethics of collecting, collections management and planning, emergency preparedness, and culturally specific conservation issues.

YHM is incredibly excited about this initiative and are already putting the resource materials to good use! To learn more about the Institute of Museum and Library Services, visit www.imls.gov. ■

Pettibone Cemetery *continued from page 15*

the cemetery was that of Mercy Pettibone, the wife of Samuel, who died on September 28, 1833, at the age of 33. Samuel was a surveyor in Ypsilanti during the 1830's, but is not known to be buried in the cemetery.

The land around the burying ground was owned by the Pettibone family consisting of two brothers and a sister, these were Milton, Lyman and Hannah. Any relationship with Samuel and Mercy is unknown. Lyman Pettibone died March 25, 1867, at the age of 75. His brother, Milton, died August 15, 1875, at the age of 76.

"The brothers, Lyman and Milton, were never married - with a singularly brother affection, devoting their care and property to their maiden sister Hannah, who during all these years has been their housekeeper and as ardently attached to their fortunes. He left her \$2,000 in personal property, also the use of the residence and half of his real estate, the accruing rents and profits," reported The Ypsilanti Commercial of September 18, 1875, in its obituary of Milton.

The obituary noted Milton did not belong to any religious body, but his predilections were in favor of the Baptist, and had given liberally toward the building of the Baptist Church in Ypsilanti. "He was a Bible reader and a man of the exemplary moral habits. He was scrupulously honest."

"Politically," the obituary continued, "he was a Republican, ever since the organization of the party, and was a strenuous anti-slavery man previously. A number of years since upon the vote to enfranchise the colored man of this state, his was one of three in the town of Superior."

"He has ever been strictly in favor of impartial suffrage and if it had depended upon his intelligent vote, the women of Michigan would now be on equality with the men, endowed with the franchise. He was eminent in the support of everything good." Milton, the obituary noted, was a modest man, perhaps even to the point of excess. He refused to run for public office, but supported his friends who did. "As a neighbor he was universally


beloved and esteemed," concluded the obituary, "not having a known enemy."

After the death of Milton, Hannah moved to Romeo, where she died on January 10, 1888. "She was a frugal, industrious woman and a great reader, and was well fortified in the news of the day," noted The Romeo Observer of January 22, 1888. Hannah was buried in the Pettibone burying ground, and is the last person known to have been buried there.

Today no one cares for the grounds, which are overgrown with trees and bush. The headstones have toppled over, been covered by the earth or carried off by pranksters or damaged by vandals. There is little to mark the site as a graveyard.

Once a cemetery or burying ground is abandoned, it becomes the responsibility of the local unit of government, in this case, Superior Township. From time to time, someone considers taking on the project of restoring the burying ground, but so far nothing has been done. Here is a project waiting for a leader. ■

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Ypsilantis Yonder

continued from page 14

However the post office had to be closed in 1861 because of the Civil War. When the community was set to reopen the post office in 1883 (or 1885), they learned that a community elsewhere in Georgia had already claimed the name Redbone. At this point, stories vary widely about how “Ypsilanti” was chosen. One theory is that the Post Office Department in D.C. simply assigned the new name at random. More likely is that the Department asked the townspeople for suggestions and they picked Ypsilanti. However, there are accounts that residents did not find out there was an Ypsilanti, Michigan until later, so just like Judge Woodward in Michigan, these Georgians named their town after the Greek hero Demetrius Ypsilantis. Although Ypsilantis had been a household name, the fact that Ypsilanti, Georgia was named 50 years after the leader’s death casts some doubt on this theory.

A likely apocryphal explanation is that the name Poplarville was proposed, but the Post Office Department thought the name was too long. The residents then just randomly looked

at a map of the country and their eyes fell on Ypsilanti, Michigan. Of course, “Ypsilanti” is only 2 letters shorter than their original choice so this story also seems implausible.

While no one can quite agree on the source of the name, it is known that the sudden change from Redbone to Ypsilanti caused confusion around the area and was probably a great inconvenience for the locals. A Star Route was created between the new post office and Prattsburg (about 4 miles Southeast of Ypsilanti), at first carrying mail once a week and later three times a week. But a dwindling population prompted the closure of the post office in 1916, and Ypsilanti is now served by Talbotton, the nearby county seat. The population of the county is currently only 6,600 and there is little chance that this hamlet will grow enough to warrant reestablishing the post office.

During its heyday in the early 20th century, when cotton was king, Ypsilanti boasted two cotton gins, four stores, a school and a church. The boll weevil infestation which devastated cotton yields sent most residents looking for work in the cities. Many ante-bellum farm houses have simply been abandoned since that time, and no new homes have been built since 1937. Today no row crops are grown

and residents rely on timber, peaches, cattle, and chickens for their livelihood. In fact, pulp wood companies own much of the county, threatening what’s left of the community by their habit of removing old buildings from their properties, a necessity to keep taxes down. As for structures on land owned by residents, in 1967 a local was able to sum up the situation with the lament that abandoned homes were “too pretty to tear down, too old-fashioned to live in, and too expensive to remodel.” That same year Ypsilanti’s oldest standing house, built in 1830, was being sold for building materials because of the value of the old growth wood.

As has been shown, a lot can be lost to history after only a few generations if records of significant information are not kept. Frontier settlers with rough lives did not likely have posterity on their minds when recording civic business, but these towns should serve as examples of what can happen when history takes a back seat to progress and people disregard their past. ■

(Derek Spinei is enrolled in the graduate program in Historical Preservation at EMU and is serving an internship in the YHS Archives. He is a regular contributor to the Gleanings.)

Membership Report

By Peg Porter, Membership Committee Chairperson

Congratulations to all who helped with the “new members” campaign. We set a goal last August to attract 80 new members over the next twelve months. We have not only met our goal but exceeded it by 14, for a total of 94 new members.

Thanks to Pam German and Veronica Robinson, who helped in tracking membership. I wrote a brief article in an earlier issue titled “Yes We Can!” How true that turned out to be.

A list of new members follows: **Aug-08:** Sharon Khoury, William Vollano, Emily Burrell, Rory & Donna Carpenter, Scott Davis; **Sept-08:** P.M. Dixon, Mike & Val Kabat, Rick Katon & Peg DuFresne, Amy Reed; **Oct-08:** Jeffery Bonacci, Joan Weber, Ken & Peggy West, J.E. Terrall; **Nov-08:** Betty Coxford, David Curtis, Faye Barnes, Janet Buchanan, Jeff Davis, Deborah Pittman; **Dec-08:** Lola Ashby, Judy Barnett, Karl Barr, John Barr Jr., Elizabeth

Barr-Letter, Joan Groh, Ethelyne Hazelwood, Ingrid Johnson Caverly, Mary Maloney, Ed & Sue Pear, Micah & Lisa Porter, Kenneth Robinson, Jessica Williams; **Jan-09:** Robert & Nancy Taylor, Harold & Linda Rex, Fran Doe, Sarah Winans Newman, Charles Anderson, Roger Stoughton; **Feb-09:** Ceil Hoeft, Cathy Kemling, Suzanne Buck, Gary Allward, Kirk Allward, Lance Allward, Lyle McDermott; **Mar-09:** Laura Bien, Jeane Magee, Doris Moxley, Mildred Phelps, **Apr-09:** Pam German, Katherine Vogel, Paul Tedesco, Charles George, Vernon Usher, Liz Saines, Tony Mullins, Robert and Toni Johnson, Robert Johnson, Andy Shaver, Lois Kamoi; **May-09:** Mr. & Mrs. Gerald Carey, Ms. Sue Crittenden, Mr. & Mrs. Larry Hinkley, Mr. & Mrs. J.T. Montonye, Ms. CE Navarre, Ms. Catherine Obermeyer, Mr. & Mrs. Tom Russell, Ms. Eileen Trott, Mr & Mrs. Jack Walker, Mr. & Mrs. Richard Wildman, **Jun-09:** David Farquharson, Phillis Holtzman, Mary Ann & Donald Massey, Joel & Sandy Osborn, Lloyd Ridenour, Walter Schwall, Kenneth Warner, **Jul-09:** Jim Ashby, Jay & Pat Baxter, George Borel, Betty & Frazier Byrd, Mary L. Fancher, Gilbert Residence (Ypsilanti), Michelle Kirwan-Woods, Chris Kuenning, Andrea Linn, Jean Schmidt, Katherine Yung, Jim Ashby, Jay & Pat Baxter, **Aug-09:** Grace Chamberlin Kelly, Martha Churchill, Klaus & Diane Huser, Glen & Doris Rowe, and Robert & Carol Sutter. ■

From Ironwood to Ypsilanti *continued from page 5*

earned. After six months in China an injury earned Jim a trip to a San Diego hospital for another five months of treatments. He was finally discharged on August 16, 1946, one year after the War in the Pacific ended.

Seeking employment, Jim tried to return to DeSoto as a toolmaker, the factory where he worked before being drafted. Not getting a job there, he enrolled at Michigan State Normal College, but did not start classes. Jim says, "My father needed to give me a kick in the ass." A cousin told him of opportunities at Kaiser in Ypsilanti. He went home to Ironwood, married his high school sweetheart, and travelled to Ypsilanti to have eleven children and a toolmaker's career at Kaiser and Republic Tool and Die in Van Buren Township. On July 7, 1991, he married Marjean



Jim and Marjean Rose on the Queen Mary in 2009.

Rose. Together they live on Maple Street in Ypsilanti. ■

(Bill is an active member of the Ypsilanti Historical Society, a regular contributor to the Gleanings, and contributes a considerable amount of volunteer time to various YHS projects.)

Patent Intrigue in Early Ypsilanti Manufacturing *continued from page 9*

The facts of the case are actually quite interesting. In 1867, Alva Worden was granted patent number 70,075 for a design of the whip socket. That same year, Erastus W. Scott received a patent for another design, issued under patent number 70,627. From the numbers, one can assume that Worden's patent was issued before Scott's as the number is lower. In 1873, Anson Searles and Erastus Scott filed for a reissue of their patent (now jointly owned) which expanded the details of the original patent. The reissue was granted. On the same day the reissue went into effect, Searles filed suit against A. Worden and Brothers for alleged patent infringement. In 1880, a preliminary decree was given by the Circuit Court of the United States for the Eastern District of Michigan in favor of Searles and Scott, claiming their reissued patent was valid and that the manufacture of Worden's whip sockets was therefore patent infringement. A perpetual injunction then went into effect, barring the Worden Brothers Whip Socket Factory from producing any more of their product. In 1882, a final decree was given, ordering the Worden Brothers to award \$24,573.91 to the Plaintiffs, Scott and

Searles and the Worden Brothers appealed to the United States Supreme Court.

In March of 1887, the case of Worden v. Searles was finally heard by the court and a decree was handed down by the end of the month. The Supreme Court found in favor of the Worden Brothers. The court's reasoning was that though the two original patents were similar, the mechanism on each whip socket was different, making them different products. The Worden whip socket patent did not infringe upon the original patent given to Erastus Scott in 1867. Additionally, the court found that the reissue of Searles and Scott's patent was invalid as the aim of the reissue was to cover the Worden patent, making it possible for Searles and Scott to illegally collect penalties from the Worden brothers' company.

Unfortunately for the Worden Brothers, the legal expenses for the seven year battle nearly ruined their finances and they were not able to continue manufacturing the whip sockets. Who would have known that Ypsilanti's whip socket industry and the business of patents were both full of such intrigue? ■

(Veronica Robinson is an EMU intern working at the YHS Museum and is a regular contributor to the Gleanings.)

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The Sidetrack Bar and Grill

continued from page 2

mother, Nancy Jane French, has worked at the Sidetrack “since day one,” and daughter Jessica, a Kalamazoo College graduate, is learning the ropes of the business.

In March we sat down for a chat in her small brick office at the restaurant. A woman who obviously loves what she does, Linda French has no slow gear. She’s articulate, passionate, and as those who know her will affirm, voluble. Here’s what she has to say about the bar, the building, and her role as caretaker: “My role in life has been to preserve the Sidetrack, and to carry it on to the next generation.”

The following interview with Linda was conducted on March 12, 2009.

What are your earliest memories of the Sidetrack? *It was a workingman’s bar, it still had a canopy. The whole front was a 1940’s aluminum, and it had an aluminum white door and a small window. If you went inside it had a beautiful tin ceiling and an old antique back bar to die for.*

How old are the oldest bricks in this building? *1850’s. When we tore out a staircase we found little shoes from, like, 1870. And it’s such a cool thing because you can see your place in time, because four generations earlier there was somebody else who sat here. I’m sitting here right now, and in a hundred years there’ll be someone else sitting here. This was a railroad town. It was rough. From the Depression on, it was a blue-collar area, and this was a blue-collar bar. If you were near the railroad, it was considered to be “blue-collar”. People didn’t want to live on the other side of the tracks. Now they’re cleaner, safer railroads. They don’t have the dirt and the grime.*

How about the boom and bust periods in Depot Town? *It rises and falls with the railroad, so now that the train is stopping here again, I think you’ll see a resurgence of Depot Town. I think you’ll see more than just a few entrepreneurs who’ve picked up historic buildings, a new wave of entrepreneurship in the area that’s much more substantial because of the train stopping here. The train hasn’t stopped here in twenty years. They’ll be stopping here again in October of 2010. Now you’ll see a resurrection, an economic boom in the area, that’ll cement Depot Town in.*



A front view of the Sidetrack showing patrons dining outside in the area demolished by the 1929 train wreck.

How do you feel about being a caretaker for this beautiful old historic building? *I feel fortunate. In time, I’m just a person who’s taking care of this place. It’s my turn, and my job is to preserve it for the next generation. The old owners have come through with their relatives, people from back then, way back before it was the Central Bar, and actually started crying. They remember it from when they were little and are so glad that it’s the Sidetrack now, and that it’s being carried forth. I’m now the caretaker, and I have to carry the torch. All the karma that’s been laid out here is being carried on, this is a bar filled with good karma. I lucked out, and I’m fortunate in time to be the person in this generation to take care of the Sidetrack. I didn’t let it go to hell. I really believe that if you take individual people who are willing to put their labor into it, and build a sense of community... it takes people who own the building who have businesses inside of them, and not just landlords. Historically, the person who owned the building always was the caretaker of the Sidetrack. That’s really the key to all that.*

It’s been really easy to work with, because it’s so sound – three bricks deep. And everything you do, you do for the future. From the fireplace

down to every window that we’ve installed, it’s a fifty-year plan, as permanent as we can make it – so that the next person who gets it, if it’s my daughter or whoever, in the future whatever they go to work on, it’ll be that way – permanent. Not much has changed here. There’s really not a lot of stuff you can do to this place. We have a lot of room for expansion here too... we have nothing upstairs, it’s all open, brick wall to brick wall. We haven’t developed it... right now we’re just so busy doing what we do that we don’t have time to do more. The whole building is still evolving, and I want to keep something for the next generation. It won’t be my dream, it may be my daughter’s dream – not something I want to do, but something she wants to do.

We work really hard at what we do, and we really love what we do here. So everybody takes a personal interest – we’re a bunch of foodies, and we all love our beer, so we try to serve the things that we like.

You’ve always had the best selection of beers in town. How many do you have on draft? *Sixteen taps. We do Michigan beers and micros, and we have some great imports. We take our beer real seriously. We sell great beer at reasonable*

prices; we're the workingman's bar that has good taste. You can afford to eat here. Handcrafted food, handcrafted beer — that's what we do here. We know our beer and we know our food.

What's your best seller? Bell's Oberon. It has been forever. We sell fifteen kegs a week — that's a lot of beer.

What's your bestselling food? Burgers. We have our own formula. We buy as local as we can — 75% of our suppliers are local. And they have been since 'way before local became popular. I know the suppliers, and we handpick our supplies. If you do it long enough, you learn who's good and who isn't. You can tell by the taste.

Do you have any favorite patrons? We have a huge amount of regulars. Most of our customers are regulars. It's a cast of characters that come in here.

What idiosyncrasies does the old building have? We have one stool that vibrates, at the end of the bar. It's right above the beer cooler. The generator kicks on and there's so much concrete it just vibrates.

What are your favorite memories of the Sidetrack? I have great memories of some of the personal weddings that have been in here, when the place is closed down. And the wakes — some of the very touching things are when a customer has called me when they're dying and asked if I will do their wake for them — a celebration of their life. I've gone to the hospital and talked with them and planned the wake together. I've had some wakes that will bring you to your knees, and I'm very fortunate to have a place that people love that much. They said they couldn't think of anywhere else they would do it but here. No matter what was going on, I would make sure that we'd clear the joint out and have their wake. There are some things you just have to do. It means a lot — that as a bar we have touched that many people's lives.

Do you have any "worst" moments? One winter a pipe froze and exploded upstairs. The ceiling started to bulge. The customers were all seated in here, and it started to drip, and we ran for our umbrellas, and the tin ceiling started to bow, and we had to take an awl and popped it, and the water gushed down... it was an insurance claim. Another time, last summer, the whole place was packed on all the patios, with a private party next door in Frenchie's,

and a car pulls up on the sidewalk of the front patio, on fire. The woman gets out and starts to run because she thinks it's going to explode. Meanwhile, everybody's having their dinner, the flaming car's on the sidewalk, and then they're all fleeing the building. Oh yeah, all my customers thought it was going to explode. My staff called me, screaming. They grabbed the fire extinguishers and rushed out and kept it under control until the fire department got here and hosed down the whole patio — it was wild! Sounds like a scene in a movie.

How big is your staff? Fifty-five, sixty-five. We have three generations, my mother works here too, and she's worked here from day one. I have one daughter, Jessica, who graduated from Kalamazoo College, and is here working to see if she likes it. It's a test of time, to see if the place will be passed on through future generations. At the core beginning of the Sidetrack, everything was done over a beer and a napkin. We were sitting in the old Central Bar here when we thought of the name "Sidetrack." It's been here for 160 years. And I hope it's here for another 160 years.

So the next time you're sitting on the patio by the tracks, enjoying your handcrafted burger and fresh local brew, please note the curious angle of the building and imagine twenty tons of timber hurtling straight at you. The place still shakes as the Amtrak comes through, but nobody raises an eyebrow or lifts a glass. After all, they've rumbled by for a hundred fifty years.

Perhaps some hazy day sixty years from now a patron will see a faded photograph on the wall of the Sidetrack. "Who are those hot ladies in the old-fashioned dresses? Hilary Swank? Minnie Driver? I never heard of them. I think they were actresses. Remember when they used to have movies in theaters? I hear they shot scenes right here at the Sidetrack, 'way back before Michigan became the film capital of the world..." Some things change - and some things just stay the same...

The curious are well advised to read Tom Dodd's and James Thomas Mann's excellent history of the depot district, titled "**Down by the Depot in Ypsilanti.**" ■

(Ted Badgerow is a local businessman, a musician involved with a number of local and area musical groups, and a frequent visitor to the Sidetrack.)

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Museum Board Report

By Virginia Davis-Brown, Chair

Wow, can you believe it is already September and that means the trees will soon turn color and nature will paint a beautiful picture. The days are also getting much shorter; a sure sign that fall is just around the corner.

The Lost Ypsilanti Exhibit, "Henry Ford's Influence on the Ypsilanti Area," has been a great success. It has brought back many memories of years gone by. Some couldn't believe that Mr. Ford made a plastic car and clothing out of soy beans and that he also had come up with Ethanol in 1938. What has taken us so long? He was certainly far ahead of his time.

The Heritage Festival is now a memory but we were very fortunate for have the kick-off Fund Raiser on our new cement driveway and we were able to entertain about 200 guests that evening. Many of the visitors that night had never been in the museum or archives. Altogether we had about 700 people visit during the extended hours over the Heritage Festival weekend. We could not have done it without the help of some 70 volunteers. Thank you so very much for your help.

The Quilt Exhibit will have its open house on September 27 and run until October 11. We anticipate having at least 100 quilts on display. We have promises that some very interesting and unique



ones will be displayed this year. I hope you will be able to come in and bring a friend with you. It is always more fun to view the exhibit with friends or family members.

Many display cases have been changed and have new exhibits and some of the rooms have been completely changed. In the Ypsilanti room there is an exhibit of items that were made in Ypsilanti. Some of the items on display may surprise you.

Have you ever thought about being a docent? We are in need of volunteers to fill some vacancies. It requires a three hour commitment each month and you will be trained and work with another docent. If you are interested please call me at 734-484-0080.

Thanks again for all your support. ■

Museum to Digitize Collections Records

The Ypsilanti Historical Museum recently acquired Past Perfect 4.0 Museum Software in an effort make our collections records more accessible and user-friendly by digitizing them. The purchase of this software was made possible by a generous donation from one of our area citizens who jumped at the chance to aid the Museum in this effort, and we are very grateful!

The digitization project will be a long one, but when finished will make our artifact records keyword -searchable, include documentation photographs, and record historical and location information. The implementation and entry of our current records into this software will be undertaken by our Graduate Assistants from Eastern Michigan University and our wonderful volunteers. ■

Ypsilanti Historical Society **WALKING TOURS**

The following one-hour walking tours are available through the YHS Archives:

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Depot Town Ghost Tour
EMU Campus
Highland Cemetery
Highland Cemetery Ghost Tour
Michigan Avenue (downtown)
North Huron Street
South Huron Street

Each tour is \$25 for up to five people and \$50 for six to ten people. The tours are given by James Mann, local historian.

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Ypsilanti Test Answers:

1. Spelling, pronunciation, and derivation of the name Ypsilanti. Demetrius Ypsilanti was a hero of the Greek war for independence and the name is not derived from Native Americans as many believe.
2. Greatest phenomenon? Glaciated river. Follow the line of Ridge Road and you will be standing on the shore of Lake Erie's predecessor, Lake Agassiz. Michigan: the OPEC of fresh water. The line continues south to Adrian and was the site of the proposed Ypsilanti/Adrian railroad which was never completed.
3. The first European explorer was Robert LaSalle who passed through this area on April 4, 1680.
4. The first registered village plat was in 1825.
5. Presidents who campaigned in or visited Ypsilanti.
6. \$11.80 was the approximate average annual property tax.
7. Forty acres of land was donated for the establishment of Michigan Normal School in Ypsilanti.
8. Fred Warner.
9. In Early April of 1861, in the response to President Lincoln's call for soldiers from the North, the Michigan contingent marched to the nation's capitol with the American and Michigan flags before them.
10. The Soldiers Monument. Monument companies sold the same soldier figure to both North and South sides, who faced them appropriately to serve their point of view. Highland's faces north, of course.
11. Kennedy artifact? The presidential Lincoln limousine was sent from Dallas to Willow Run for restoration. Ypsilantian Jack Keller was in charge of Ford Motor Company security at the time and ordered the car locked securely in a hanger on Friday night. Saturday morning, the two Presidential seat blankets were missing. Watch for them on eBay someday.
12. Henry Ford asked bookkeeper Rackham to take about \$5,000 in stock for his work in 1887. In 1916 he cashed it in for \$16 million.
13. See #2 above. The ridge was the original shore of post-glacial Lake Agassiz.
14. American antiques collector Charley Newton was Henry Ford's "go-fer" and purchased local farmland for him without exposing the buyer's famous name. Ford helped Newton complete his magnificent home at 220 South Huron Street, now the Queen's Residence Bed & Breakfast.
15. A total of 8,685 B-24 bombers were built at Willow Run from 1942 until the end of WWII.
16. Ypsilanti automobiles include the Ace, Tucker prototype, Corvair, Kaiser and Fraser, the Henry J. Parts manufactured include Buick & Oldsmobile parts, brake shoes, and the only automatic convertible top until the 1930s when Langer moved his patent to Ypsilanti and established Motor State Products.
17. In the nineteenth century, creeks were called "runs" and the Willow Run emptied into the Huron River at Belleville Lake.
18. Shelly Byron Hutchinson of S&H Green Stamps. Hutchinson built the "most magnificent mansion in Ypsilanti" on the city's east side on farmland owned by his family.
19. The most successful leadership includes those who realized the importance of locating Michigan Normal School in Ypsilanti and those who diversified from the agricultural economy to create manufacturing companies such as the Michigan Ladder Company and the Peninsular Paper Company. Probably the least successful were those who failed to realize the positive impact of the Willow Run Bomber Plant on the Ypsilanti economy.
20. Fazai Husain brought Mohammed Ali to Ypsi to promote his Hello Pizza business.
21. The Ypsi "Sem" was shortened from Seminary. The Ypsi Dixit is a take-off of the legal term "ipse dixit" meaning "he said this himself."
22. The Michigan State Normal School "normalized" or standardized the state's school curriculum and the preparation of teachers.
23. The 1931 "Torch Murders" at the Peninsular Paper plant, the Bill Morey murder of a nurse in Ann Arbor, and the serial murderer John Norman Collins convicted of murdering Karen Sue Bineman (Collins' victims included Mary Fleszar, Joan Schell, Jane Mixer (Gary Leiterman), Maralynn Skelton, Dawn Besom, Alice Kalom, and Karen Sue Beineman,
24. The wife of Joe Frazer, of Kaiser/Fraser Corporation, was a great great grand niece of Martha Washington. George and Martha had no children.
25. The French king's land claims of 1811 to Godfrey, LaChambre and Pepin account for the oblique angles of the lot lines over previous Native American burial grounds along the southwest portion of the city.
26. Michigan Ladder Company.
27. Charles J. Guiteau took the train from Chicago and was thrown off at Ypsilanti when it was discovered he did not have a ticket. Undaunted, Guiteau walked along the tracks the rest of the way to Detroit where he purchased a ticket to Washington, D.C. on the B&O Railroad. His disembarking on July 2, 1881, in D.C. coincided with that of the Presidential party and Guiteau shot U.S. President James A. Garfield who died eleven weeks later.
28. Ypsilanti's Peter B. Fletcher served on the Michigan Highway Commission during the term of Governor William Milliken. Fletcher conspired to have "Go Blue" and "Beat OSU" inserted as "towns" on the State's free highway map, to fuel the flames of rivalry between UM and OSU footballers. The Governor described Fletcher as his "most flamboyant" appointee.

News from the Fletcher White Archives

By Gerry Pety

We are very fortunate to have a group of outstanding volunteers to assist YHS archive visitors. Jeff Davis, James Mann, George Ridenour, Lyle McDermott, Laura Bien and Marcia McCrary, along with our EMU Intern Derek Spinei, assist archive visitors locate historical information and documents. Many people do not realize that admission to both the museum and archives is free and that free guided tours are provided in the museum and free research assistance is provided in the archives.

We also respond to many inquiries for information received over the Internet and via the telephone. If you are seeking information about our collections, or have a question, please call us at 734-217-8236 between 2 to 5 p.m., Tuesday through Sunday.

We have finally finished our project to assimilate over 150,000 envelopes containing "clippings" from the files of the Ann Arbor News and Ypsilanti Press into our collections. It took almost three months and the efforts of all of our volunteers and our intern to accomplish this task, but we did it! A special thank you to our entire team for the added work and responsibility this involved. ■

Ypsilanti Historical Society Quarterly Meetings

Upcoming Programs:

Sunday, September 13, 2009, 2:00 p.m.
James Mann - "Intriguing Mysteries in Ypsilanti's Past"

Sunday, December 6, 2009, 2:00 p.m.
Holiday Open House

Sunday, February 7, 2010, 2:00 p.m.
The Petticoat Ladies - "Presidential First Ladies of the Victorian Era"

Sunday, May 2, 2010, 2:00 p.m.
Reynold Lowe - "Visit and Presentation at Materials Unlimited"

Further information will be made available prior to the meeting. Please mark your calendar and plan to attend.

Gleanings Advertising Application

	Sponsor	1/6 Pg (2 3/8" x 4 5/8")	1/3 Pg (2 3/8" x 9 1/2")	1/2 Pg (7 1/2" x 4 5/8")	Full Pg (7 1/2" x 9 1/2")
Spring Issue (Ads Due March 15)	\$20	\$50	\$75	\$125	\$200
Summer Issue (Ads Due June 15)	\$20	\$50	\$75	\$125	\$200
Fall Issue (Ads Due August 15)	\$20	\$50	\$75	\$125	\$200
Winter Issue (Ads Due November 15)	\$20	\$50	\$75	\$125	\$200

***Sponsorship:** A list of "Sponsors" is included in each issue. Sponsorship is available at a cost of \$20 per issue.

Company: _____ Contact Person: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Tel: _____

PLEASE CHECK APPROPRIATE BOXES

Issue	\$20	\$50	\$75	\$125	\$200
Spring	____ Sponsor	____ 1/6pg	____ 1/3pg	____ 1/2pg	____ Full
Summer	____ Sponsor	____ 1/6pg	____ 1/3pg	____ 1/2pg	____ Full
Fall	____ Sponsor	____ 1/6pg	____ 1/3pg	____ 1/2pg	____ Full
Winter	____ Sponsor	____ 1/6pg	____ 1/3pg	____ 1/2pg	____ Full

Send this form, ad copy and payment to:

Ypsilanti Historical Society
220 North Huron Street
Ypsilanti, MI 48197

If you have questions call
Al Rudisill - 734-484-3023



Fundraising Contribution/Pledge Agreement YHS – “A Matter of Trust”

The Internal Revenue Service has designated the Ypsilanti Historical Society an organization described in section 501(c)(3) of the Internal Revenue Code.

AMOUNT OF CONTRIBUTION/PLEDGE: On this _____ day of _____, 20____,

I agree to contribute and/or pledge to the Ypsilanti Historical Society the sum of \$_____.

CONTRIBUTION CATEGORIES:

- Demetrius Ypsilanti Circle..... \$50,000 or more
- Benjamin Woodruff Circle..... \$25,000 - \$49,999
- Mary Ann Starkweather Circle..... \$10,000 - \$24,999
- Elijah McCoy Circle..... \$5,000 - \$9,999
- Daniel Quirk Circle..... \$1,000 - \$4,999
- Friends of the Society..... up to \$999

Donor Recognition: A permanent plaque will be placed in the Ypsilanti Historical Museum identifying donors to the Property/Facilities Fundraising Program by name and category.

METHOD OF PAYMENT (please initial):

- _____ A. An immediate cash payment of \$_____.
- _____ B. An immediate cash payment of \$_____ with annual cash payments of \$_____ in each succeeding year for a period of _____ years.
- _____ C. An immediate cash payment of \$_____ with the balance of \$_____ payable through my estate upon my death. I have consulted a lawyer and I understand the balance is an irrevocable pledge that my estate will be obligated to pay to the Ypsilanti Historical Society. This Deferred Pledge Agreement may also be satisfied in part or in full by payments made by me at my discretion during my lifetime.
- _____ D. I pledge that the total amount of my contribution to the Ypsilanti Historical Society will be payable through my estate upon my death. I have consulted a lawyer and I understand this is an irrevocable pledge that my estate will be obligated to pay to the Ypsilanti Historical Society. This Deferred Pledge Agreement may also be satisfied in part or in full by payments made by me at my discretion during my lifetime.
- _____ E. Transfer of “other assets” such as securities, other personal property or real estate interests. (*Note: The Society reserves the right to accept or reject gifts of other assets pending a due diligence review of the assets, their transferability and the appropriateness of acceptance of such other assets by the Society. This review will be conducted by legal counsel for the Society.*) Donor to provide description of assets being transferred.

EXECUTION: Executed this _____ day of _____, 20____.

Donor: _____ Signature: _____
Donor Address

Witness: _____ Signature: _____
Donor City, State & Zip

Witness: _____ Signature: _____

ACCEPTANCE: The undersigned, being a duly authorized officer of the Ypsilanti Historical Society, does hereby accept the within contribution/pledge.

Ypsilanti Historical Society Officer Signature: _____ Date: _____

INTERPRETATION: This Agreement shall be interpreted under the laws of the State of Michigan.

Ypsilanti Historical Society, Inc.
220 North Huron Street
Ypsilanti, MI 48197

Return Service Requested



Eastern Michigan University is a sponsor of the YHS Museum and Archives.

Membership Application

Ypsilanti Historical Society, Inc.



Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____ Email: _____

Type of Membership		New	Renewal
Single	\$10.00	[]	[]
Family	\$15.00	[]	[]
Sustaining	\$25.00	[]	[]
Business	\$75.00	[]	[]
Life	\$200.00	[]	[]

*Please make check payable to the
Ypsilanti Historical Society and mail to:*

Ypsilanti Historical Society
220 North Huron Street
Ypsilanti, MI 48197

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