

Summer 2019

The Joint Archives Quarterly, Volume 29.02: Summer 2019

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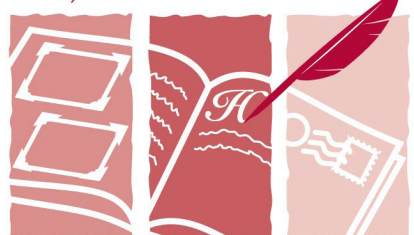
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The Joint Archives *Quarterly*

Volume 29 Number 2

Summer 2019

Boy Soldier, Trainman, Churchman and Public Servant: The Varied Careers of Henry Clay Matrau

By Paul Trap

When word reached Holland of Henry Clay Matrau's death, local scribe and historian, Gerrit Van Schelven, described Matrau as one of the "Pillars" of Grace Episcopal Church.¹ And he was correct for Matrau provided support and continuity during a tumultuous decade when rector and vestry struggled to shape the course of the young congregation.

When his son was born in Berrien County on 24 April 1845, Joseph Matrau named him after the "Great Compromiser," the Kentucky Whig politician, Henry Clay, who had struggled to keep the country together. The Matraus were a frontier farm family struggling to clear land and establish a homestead near Watervliet, Michigan.²

Following President Abraham Lincoln's call for volunteers after the attack on Fort Sumter on 12 April 1861, sixteen year old Henry responded to the call to arms. Whether he was responding to patriotism, seeking adventure or just trying to escape from the drudgery of farm life, Henry was determined to join the army. He was young and stood only five foot, four and one half inches tall. Having a round happy face, he seemed younger. Michigan officials, perhaps local men who knew him and his age, refused to enroll him, but he was not to be deterred. Learning there were places open in a company that was being formed in Beloit, Wisconsin, he traveled to that town and signed in as a resident of Milwaukee. Arriving at Beloit and lying about his age (the minimum age was eighteen), he still feared he might not pass muster, so he acquired a large pair of shoes, added higher soles and heels, then stuffed more insoles into the shoes to raise his height about an inch. After topping himself off with a high crowned hat, he marched past the recruiting officer with an air of confidence. He was enrolled into the "Beloit Star Rifles," Company G of the Sixth Wisconsin Volunteer Infantry, on 11 September 1861.³ His enthusiasm and willingness to follow

every assignment without hesitation led to his being named a corporal in November 1862.⁴

The Second, Sixth and Seventh Wisconsin, along with the Nineteenth Indiana and later the Twenty-fourth Michigan, made up the all-western brigade that became identifiable by their tall black felt hats. After their tenacious stands at Second Bull Run and South Mountain, the "Black Hats" became known as the Iron Brigade. In addition to Second Bull Run, they fought in many bloody battles, including Antietam, Fredericksburg, Chancellorsville, Gettysburg, and Richmond-Petersburg. The Iron Brigade suffered the most casualties of any brigade in the Civil War. At Gettysburg 61% of those engaged were killed or wounded; at Antietam, of the three hundred men of the Sixth Wisconsin who entered the battle, 40 were killed and 112 were wounded.⁵ Matrau survived the war without a serious wound; perhaps being short made him a smaller target. The unit's many casualties included a number of officers. This opened opportunities for advancement. Matrau was promoted to sergeant in September 1863. During the siege at Petersburg, Company G's field officers were killed and in August the governor of Wisconsin commissioned him as a first lieutenant.⁶ As



General Grant kept sending troops to batter the Confederate lines, the company's captain was killed and Matrau, now just nineteen years old, was named captain on 7 March 1865, possibly the youngest captain in the Army of the Potomac.⁷ When Robert E. Lee abandoned his defenses at Petersburg, Matrau led his company as part of the pursuing force that brought Lee to surrender at Appomattox.⁸ He wrote to his mother that the hard fighting was over and "the boys are beginning [to] plan what they will do for a living when the war is over." While there wasn't much more fighting, there was still a lot of marching. After a sixty-five mile march to Burkeville Junction, he wrote his last letter home and

(continued on page 2)

From the Director



In this issue of the *Joint Archives Quarterly*, we bring you the story of a local Civil War soldier who survived that bloody conflict and went on to serve his church and community, and lead a successful life as a businessman. This issue also includes a summary of one Hope College student's time working in the Archives on the history of the Hispanic population in Holland and its

impact on the Holland community. Maggie was one of the many students that the Archives helps support financially, as we seek to offer unique historical research experiences in our community.

Geoffrey D. Reynolds

Henry Clay Matrau (continued from page 1)

described himself as “a sorry looking object. I have waded creeks, plunged into swamps & morasses, laid in the dirt until I look more like a gopher than a human being.”⁹

Despite the dangers, fatigue and hardships he had experienced, Captain Matrau hoped for a military career, but so did a lot of other officers. That hope died when his unit was mustered out on July 14, 1865.¹⁰ He returned to Berrien County and became engaged in the “mercantile business.” On 8 October 1867, he married a cousin, Jerusha Owen Woodruff. Henry and “Rusha” had five children.¹¹ In January 1871, he took a position with the Chicago & Michigan Lake Shore Railroad¹² as station agent at Sherman, now Bravo in Allegan County, Michigan.¹³

As the station agent in a small community, Matrau was the public face of the railroad company, and he had contact with as much of the community as anyone in the area. Like Matrau, most station agents came from a commercial background and their activities were governed by the rule book, the “Company Bible.” Those rules outlined his responsibilities and stipulated in detail how to meet them. He had to sell tickets, make out waybills, make up switch lists for local crews, and maintain a myriad of records and ledgers. A required skill was mastery of the language of dots and dashes so he could pass on train orders, as well as serve as the fastest form of communication for business and personal emergencies. He served many trades while maintaining the depot: updating bulletin boards, filling lamps and signal lanterns, throwing switches and servicing the water tower. He met every train to assist passengers and handle baggage and package freight. He met with business leaders to solicit business and coordinate shipments. He dealt with public officials and paid local taxes. He met with community residents to give travel advice, sell tickets, deal with losses and damages and handle complaints. Depots were public gathering places over which he had to maintain order among the hangers-on and tramps, some of whom he occasionally hired on as day laborers. He also knew more about what was happening in the community and the outside world than anyone else in town. He knew the message of every telegraph, met passengers from far-away places and learned

about business from both locals and “drummers,” or salesmen, waiting for their trains.¹⁴

After serving as station agent in Sherman for just a year, Matrau was promoted to the larger station in Holland.¹⁵ Here he would be responsible for the same functions, but would have staff to assist him. This would allow him to be active in the community. He was elected to the Holland City Council serving as an alderman representing the First Ward.¹⁶ He was also an officer in the Free and Accepted Masons Unity Lodge 191.¹⁷



The second Grace Episcopal Church building, located on the SW corner of 11th and Pine, was where Matrau worshipped and served. Built in 1873 after the Holland fire, this church burned in 1886.

Matrau, a former Methodist, joined Grace Episcopal Church on 7 October 1876, and his wife, Jerusha, also joined Grace in March 1877.¹⁸ As a member of Grace Episcopal Church in Holland, Matrau provided leadership and support during its financial and leadership crisis of the mid-1870s. Following the 1871 fire that destroyed Grace Church and much of the city of Holland, the parish's first rector, J. Rice Taylor, traveled east appealing to congregations in the larger cities for help to rebuild his burned church. He raised enough money to construct a building sufficient for the needs of his parishioners. However, his vision outstripped available resources and the church was left with a debt it struggled to pay. A bitter dispute developed between the rector, the vestry and the bishop. Taylor had served a church in New York for a year then demanded that Grace take him back as their rector. When Bishop George D. Gillespie insisted that Taylor be reinstated, the vestry, led by the founders of the church, including Heber Walsh, resigned on 31 March 1877. Matrau was one of three members who stepped forward to serve on the reorganized vestry and was elected as a warden and the treasurer.¹⁹ Taylor agreed to again serve on alternate Sundays, and Matrau was licensed by the bishop as a lay reader for the weeks when Taylor was not available. Serving as a lay reader, he could lead a service using the form for morning prayers found in the *Book of Common Prayer* and read a sermon from a collection of messages approved by the bishop.²⁰ Matrau was faithful in upholding the duties of lay reader as long as he remained in

Holland. There were years in which he read the service more than thirty times.²¹ As Grace suffered financially, J. R. Taylor resigned and left the Diocese of Western Michigan. After a one year gap, E. W. Flower took leadership of both Saugatuck and Holland. In his first report, he expressed his gratitude to Matrau stating: "During the whole year there has been lay reading, one service every Sunday by Mr. H. C. Matrau, to whose fidelity and zeal the Parish is greatly indebted for the continuance of services, and Parish work during the vacancy of Rectorship."²²

Henry Matrau also took Walsh's position as superintendent of the Sunday school. Sunday school still served as more than a children's Bible school. Some children in Holland still did not attend regular schools and many that did only attended four months of the year. So Sunday school was an important source of instruction, particularly in reading. During Matrau's six years as superintendent, the average enrollment was about fifty children. During those years, there were only about twenty-five communicants at Grace and never more than five male communicants.²³

In August 1882, Matrau accepted a position with the Grand Rapids & Indiana Railroad. He left Holland and Grace Episcopal Church, moving to Grand Rapids in October 1882. Members of the Masonic Lodge hosted a farewell dinner for him and expressed regrets "at the loss of such a faithful officer and so good a citizen." Members of Grace and the children of the Sunday school offered their warm regards and presented him with an easy chair as a sign of their appreciation.²⁴



Norfolk, Nebraska C&NW depot where Matrau was station agent. Depot burned in 1905 and Matrau resigned before the new depot opened.

In 1884, he changed positions again, this time as Northwestern Passenger Agent on the Michigan & Ohio Railroad. It seemed like a promotion and friends in Holland hoped this position would allow him to return to Holland. But that was not to be, for he was hardly settled in with the M&O when the line went into receivership.²⁵ He then took a position with the Fremont, Elkhorn & Missouri Valley Railroad, arriving in Norfolk, Nebraska, on the Fourth of July 1885.²⁶ The F,E&MV, also known as "The Cowboy Line," covered an area from Omaha to the Black Hills. It was operating under the control of the Chicago & North Western by the time Matrau arrived in Norfolk. In 1903, it was purchased outright by the C&NW.²⁷ He served twenty-two years as station agent with the F,E&MV and the C&NW.

Elkhorn Valley Museum, Norfolk, NE

He lived an active life in Norfolk. As he was in Holland, Matrau became active in Norfolk's Episcopal church. The first Episcopal services were held in Norfolk in 1875, but it would be another ten years before a missionary parish was firmly established. In 1885, the year after Matrau arrived in Norfolk, the mission purchased the former Congregational church building and adopted the name Trinity Episcopal Church. In 1892, Matrau became the secretary of the vestry. Shortly following his acceptance of that position, the work of the vestrymen became more complicated, for in May 1892, a tornado came through Norfolk destroying Trinity's building. The new church, which is still in use, was completed in 1894 and consecrated in 1895. In 1896, Matrau was again approved as a lay reader to lead services in the rector's absence.²⁸

Within a year of his arrival, he was elected to the school board, and served as secretary for twelve years. He also served on the city council and was elected as Norfolk's fourth mayor, an office he held for two terms, 1893-1894. In 1911, he was sent to Lincoln as a representative from Madison County in the state legislature. After a combined thirty-six years in railroading, he resigned in 1907, entering a partnership with Theodore Wille to operate Matrau and Wille, a lumber and coal company.²⁹

In 1912, Matrau made one more move. He sold his Norfolk properties and moved to Windsor, Colorado, where he purchased the Windsor Ice and Coal Company from C. B. Woodward. This was a substantial company which cut, stored and sold 500 tons of ice a year.³⁰



Henry Clay Matrau died on 5 January 1917, as a result of suffering a heart attack while undergoing dental surgery. He was buried with military honors by the Grand Army of the Republic at Wyuka Cemetery in Lincoln, Nebraska, near the home of his children. After Henry's death, Jersusha disposed of the family business and moved to live with her daughter Agnes in Lincoln, NE. She died there on 20 March 1928 and she was buried by Henry in the Wyuka Cemetery.³¹

For myself I lay down this rule of action: to try to do the thing which when done, whatever the result may be, my conscience and judgment will approve of having been right according to the light and knowledge which my creator as endowed me with.

H. C. Matrau

Comments made at first city council session after being elected Norfolk's mayor in 1893



About the author:

When Paul Trap retired as a history teacher in the Grand Haven Area Public Schools, he continued his interest in researching local history, railroad history and people involved with Grace Episcopal Church. The story of Henry Clay Matrau is part of all three of those interests.

Endnotes

¹Holland City News, 25 January 19.

²Henry's father, Joseph Matrau was born near Montreal on 15 November 1815 and married Amanda Woodruff on 23 October 1842 in Berrien County, MI. Amanda was born in Bainbridge, MI on 5 March 1817. Joseph died on 21 May 1893 and Amanda died 18 October 1889. Both parents were buried in Byers Cemetery in Bainbridge. Henry was their first child and he had four known siblings: Morgan, born 29 April 1947; Benjamin Franklin (Frank), born 1849; Levi, born 24 November 855 and Lucy born 30 November 1857. Background items found in ancestrylibrary.com, accessed on various dates. Marcia Reid-Green, Editor, *Letters from Home: Henry Matrau of the Iron Brigade*, (Lincoln: University of Nebraska Press, 1993), pp. 1-3; Susan Woodruff Abbott, Compiler, *Woodruff Genealogy: Descendants of Matthew Woodruff of Farmington, Connecticut*, (New Haven, CT: Hartly Press, 1963), pp 259, 404-405, Available Harthitrustrust-<https://babel.hathitrust.org/cgi/pt?id=wu.89076684745;view=1up;seq=272> Accessed 3 June 2019.

³Reid-Green, *Letters from Home*, pp. 3-5; Allen C. Guelzo, *Fateful Lightning: A New History of the Civil War & Reconstruction*, (New York: Oxford University Press, 2012), pp. 236-237; *Holland City News*, 12 March 1896

⁴Reid-Green, *Letters from Home*, p. 42n; *Holland City News*, 12 March 1896

⁵O. B. Curtis, *History of the Twenty-Fourth Michigan of the Iron Brigade Known as the Detroit and Wayne County Regiment*. (Detroit: Winn & Hammond, 1891; Reprint Edition, Gaithersburg, MD: Ron Sickle Military Books, 1987), Chapter 13, "The Iron Brigade," pp. 452-473; David S. Heidler and Jeanette T. Heidler, Editors, *Encyclopedia of the American Civil War: A Political, Social, and Military History*, 4 Volumes, (Santa Barbara, CA: ABC-Clío, 2000), sv. "Iron Brigade" pp. 2: 1040-1041. James M. McPherson, *Battle Cry of Freedom: The Civil War Era*, (New York: Oxford University Press, 1988), pp. 528;-529, 540n, 654.

⁶Matrau to Parents, Yellow House, VA, 30 October 1864 in Reid-Green, *Letters Home*, pp. 98-100.

⁷Matrau to Parents, Near Petersburg, 13 February 1865, 22 February 1865 in Reid-Green, *Letters Home*, pp. 107-112; *Holland City News*, 14 March 1896; *Watervliet Record*, 19 January 1917, <https://www.findagrave.com/memorial/58680882/henry-clay-matrau>, Accessed 18 November 2018.

⁸Elizabeth R. Varon, *Appomattox: Victory, Defeat, and Freedom at the End of the Civil War*, (New York: Oxford University Press 2014), p. 83;

⁹Matrau to Mother, Burkeville, VA, 18 April 1865, in Reid-Green, *Letters Home*, pp. 115-116.

¹⁰Curtis, *History of the Twenty-fourth*, p. 457; Reid-Green, *Letters Home*, p. 123n.

¹¹Reid-Green, *Letters Home*, p. 127; Henry and Jerusha's first two children were born in Berrien County and died in infancy, Alice born 14 July 1869 and died 15 June 1870 and Eugene was born 16 July 1871 and died in 1872. They had five surviving children. Ruth was born in Holland, MI on 18 August 1873 and on 8 October 1900 she married Otis Reader Eiler in Norfolk, NE. Ruth died on 28 December 1925. Grace was born in Holland, MI on 19 April 1875. Grace did not marry and died in Windsor, CO on 3 June 1935 and was buried in Lincoln NE., Mary Mamie was also born in Holland, MI on 1 February 1877 and on 14 June 1905 she married Charles Armstrong McKim of Norfolk NE. He became Nebraska State Veterinarian. Harry was born on 3 October 1884 in Grand Rapids, MI and on 13 November 1908 he married Wilma Collins. Harry and Wilma made their home in Chicago where Harry worked for Western Union. Harry died in May 1971. Agnes born on 1 August 1890 in Norfolk, NE and on her birthday in 1914 she married E. B. Lewis, a professor in the College of Agriculture at the University of Nebraska and they lived in Superior, Nebraska. Census of 1900, Norfolk, Madison County, NE accessed through ancestrylibrary.com; Abbott, *Woodruff Genealogy*, p. 525; *Norfolk Press*, 11 January 1917; *Windsor Beacon*, 10 August 1989, Accessed through Newspapers.com.

¹²The Chicago & Michigan Lake Shore Railroad was formed by the consolidation of five shorter lines on 23 April 1869 and reorganized as

the Chicago & West Michigan Railroad on 20 December 1878. The C&WM RR merged with the Grand Haven Railroad to form the Chicago & West Michigan Railway which was sold to the Pere Marquette Railroad on 20 September 1899. Nick Korstange, "Railroads of Ottawa County," West Michigan Railroad Historical Society, *Waybill*, (March 1989), pp. 4-5; Graydon M. Meints, *Railroads for Michigan*, (East Lansing, MI, 2013), pp. 187, 243, 295.

¹³*Norfolk (NE) Daily News*, 7 December 1909; Walter Romig, *Michigan Place Names*, (Grosse Point, MI: By the Author, 1973; Reprint Edition, Detroit: Wayne State University Press, 1983), pp 75, 511.

¹⁴Walter Licht, *Working on the Railroad: The Organization of Work in the Nineteenth Century*, (Princeton, NJ: Princeton University Press, 1988), pp. 34, 37-38, 42-44, 83-86, 91; H. Roger Grant, *Railroads and the American People*, (Bloomington: Indiana University Press, 2012), pp. 110-131.

¹⁵*Norfolk (NE) Daily News*, 7 December 1909.

¹⁶*Holland City News*, 25 January 1917, City Council Minutes, *Holland City News*, 4 December 1875 and 5 December 1876.

¹⁷*Holland City News*, 27 December 1879 and 18 December 1800.

¹⁸Grace Episcopal Church, *Register 1*, Grace Church historical records. Held at the Joint Archives of Holland.

¹⁹*Holland City News*, 7 April 1877; Heber Walsh. "History of Grace Episcopal Church, Holland." 1878. Both a draft and a transcription are preserved among Grace Episcopal Church historical records held at the Joint Archives of Holland. A typescript transcription of the final edition by Paul Trap in 2015 is available.

²⁰Episcopal Church. Episcopal Diocese of Western Michigan [DoWM]. Journals of the annual conventions of the Protestant Episcopal Church in the Diocese of Michigan. Published annually from Primary Convention, 1874 to the present. A set of these journals are archived at the Bentley Library, University of Michigan, Ann Arbor, MI and available www.hathitrust.org. Canon XIV, DoWM, *Journal*, 1st, 1875, p. 120; Rev. George D. Gillespie, Compiler, *A Manual for the Use of Rectors, Wardens and Vestrymen, in the Diocese of Michigan with Annals of the Diocese*, (Ann Arbor: Dr. Chase's Steam Printing House, 1868) pp. 90-91.

²¹DoWM, *Journal* 3rd, 1877, pp. 75, 106-107; 4th, 1878, pp. 63-64, 79, 136-137; 5th, 1879, pp. 85, 120-121; 6th, 1880, pp. 93, 161; 7th, 1881, pp. 81, 120-121; 9th, 1882, p. 106; *Church Helper of Western Michigan*, February 1881, September 1881, July 1882.

²²Parochial Report, DoWM, *Journal*, 5th, 1879, pp. 120-121.

²³*Holland City News*, 1 September 1883; DoWM, *Journals*, 3rd, 1877, p. 106; 4th, 1878, pp. 136-137; 5th, 1879, pp. 120-121; 6th, 1880, p. 129; 7th, 181, pp. 121-122; 8th, 1882, p. 106; *Church Helper of Western Michigan*, July 1882.

²⁴*Holland City News*, 12 August 1882, 2 September 1882.

²⁵*Holland City News*, 1 November 1884; Graydon M. Meints, *Michigan Railroad Companies*, (East Lansing: Michigan State University Press, 1992) S.V. Michigan and Ohio Railroad; *Norfolk Weekly News Journal*, 13 December 1907, Accessioned through Chronicling America, Library of Congress.

²⁶*Norfolk (NE) Daily News*, 7 December 1909.

²⁷*Norfolk Press*, 11 January 1917; *Norfolk Weekly News Journal*, 13 December 1907, Accessioned through "Chronicling America", Library of Congress; Robert J. Casey and W.A.S. Douglas, *Pioneer Railroad: The Story of the Chicago and North Western System*, (New York: McGraw-Hill, 1948), pp. 126, 145, 169, 217-219, 232-238.

²⁸Episcopal Church. Diocese of Nebraska [DoNE]. Journals of Proceedings of Councils of the Diocese of Nebraska. Published annually. Copies of some of these journals are archived at the New York Public Library and available www.hathitrust.org. *Journals*, 25th, 1892, p. 114; 26th, 1893, pp. 83, 113-115; 27th, 1894, pp 83, 56; 28th, 1895, pp. 82, 108-109; 29th, 1896, p. 9.

²⁹*Norfolk Daily News*, 5 April 1912.

³⁰Windsor Ice and Coal Company was purchased from C.B. Woodward in April 1912. "Windsor in the Old Days," *Windsor Beacon*, 5 April 1962, 7 January 1988, Accessed through Newspapers.com via Caitlin Heusser, Museum Curator, Town of Windsor Parks, Recreation & Culture, 21 December 2018.

³¹*Norfolk Press*, 11 January, 1917, *Norfolk Weekly News Journal*, 13 December 1907; Reid-Green, *Letters Home*, pp. 127-128.

Latino History in Holland

By Maggie Houseman

In 1970, the census estimated that there were about 1,769 Spanish-language speakers living in Holland. In 2000, the Latino population made up about 18% of the Holland. In the next 10 years, the overall Holland population grew about 14%, while the Latino population nearly doubled, with Latinos making up about 25% of the population. Now it is estimated that Latinos make up approximately 28% of the Holland population, a number that is continuously growing. Despite these large numbers and the presence of Latinos in the Holland community since the 1920s, Latinos are largely underrepresented in our community. With a lack of synthesized information on the subject, this summer, Professor Berta Carrasco and I set out to learn a little more about Latinos, seeking to answer a few questions: When and why did Latinos initially come to Holland? How have they adjusted to live in Holland? and Where are they now? With funding through the Joint Archives of Holland and a Mellon Grand Challenges grant, we were able to spend May and June researching these questions.

To answer these questions, I went through material kept at the Joint Archives. In 1990 and 1993, the Archives did a



Lupita Reyes, 1993

focus on members of the Hispanic community as part of their yearly oral history project. I read through these interviews, looking for common themes, reasons given for why people came to Holland, and life in Holland, as viewed by Latinos. This summer, I also conducted several interviews with different members of the Holland Latino community, including business owners, the LAUP Interim Executive Director, and Lupita Reyes, a long-time member of the Holland community, who was also interviewed as part of the 1990 and 1993 oral histories. In addition to this, I read a variety of newspaper articles kept at the Archives. Without the Archives, I would not have had access to these wonderful primary resources. Outside of the Archives, I also read a variety of books and articles, and have been working as the Education/Advocacy Intern at Lighthouse Immigrant Advocates in order to get a first hand perspective on the immigrant situation in Holland today.

Although Latino immigration into Holland is a very broad subject and we have just begun to scratch the surface, we have learned a lot about the subject in the past couple of months. After Holland was founded by Dutch immigrants in 1847, migrant workers began working in Holland fields in the late 1800s. Although most of these workers were initially European, by 1923, “three carloads of Mexicans”



The Olivas and Treviño families, 1993

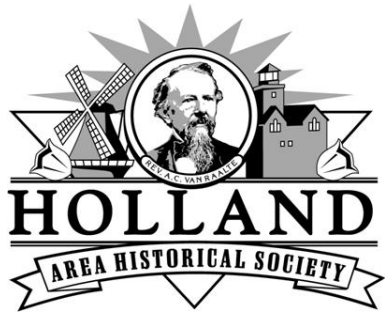
came to work in Holland for the first time, according to a 1923 *Holland City News* article. By 1957, the Ottawa County economy was “dependent on migrant help,” according to the Ottawa County Health Council panel discussion on migrant issues. Despite their newfound permanence and importance in the Holland community, Latino immigrants and migrants have continued to face discrimination. In 1972, the Holland City Chamber of Commerce published a brochure that lacked any reference to the Latino population of the city (then 10-15% of the population), while including a section romanticizing and praising the Dutch immigrants. The Chamber refused to do anything about the issue because the brochures were already printed, until Latino leaders in the community threatened to boycott Tulip Time. The Chamber then agreed to allow Latino leaders to add an insert into the brochure about their presence in the community. This part of Latino history, along with many other events, is often a forgotten part of Holland’s past. Thanks to the Joint Archives, we have begun to uncover this past in order to better understand our Latino neighbors and understand where we need to go in the future.

For now, our research will be used as educational material in different academic courses. We hope to continue our research in the future in order to gain a more comprehensive understanding of Latinos in Holland. Without the funding and resources provided to us by the Archives, our research would not have been possible. Professor Carrasco and I are extremely grateful for the opportunity provided to us through the Joint Archives of Holland.



About the author:

Maggie Houseman is from Grand Rapids, Michigan. She is entering her second year at Hope College, where she is a Social Work major with a Spanish minor. After graduating from Hope, she plans on attending graduate school for Social Work to pursue a career in the field.



**Holland Area Historical Society
2019-2020**

The Holland Area Historical Society focuses on the history and heritage of the Holland area. Its programs are designed to inform the membership through a series of quality presentations, tours, and other events focusing on the area's past. Programs are held on the second Tuesday of the month (except where noted), eight times per year. If you are not a member, we encourage you to join our group and participate in an exciting year of programs!



**The Arts and Crafts Furniture
of the Charles Limbert Company**

Tuesday, September 10, 2019 – 7:30 p.m.
Winants Aud., Graves Hall, Hope College
263 College Avenue, Holland

The Charles P. Limbert Company was known worldwide as a maker of quality arts and crafts furniture at the beginning of the 20th century. Join local furniture craftsman and historian Clare Heyboer as he presents the fascinating history of this company and its influence around the world.

**Misdeeds, Murderers, and Miscreants:
Ottawa County's Notorious Past**

Tuesday, October 8, 2019 - 7:30 p.m.
Winants Aud., Graves Hall, Hope College
263 College Avenue, Holland

Ottawa County is full of stories of mysterious crimes, murders, miscreants and other dubious characters. Join

Loutit District Library librarian and local historian Jeanette Weiden as we explore some of the notorious residents of Ottawa County's past.



**Travel Back in Time
to the Ottawa Beach Hotel**

Tuesday, November 12, 2019 – 7:30 p.m.
Winants Aud., Graves Hall, Hope College
263 College Avenue, Holland

The Ottawa Beach Hotel began as merely a destination for which to sell railroad tickets and ended as one of Holland's premier luxury hotels, serving hundreds of thousands of tourists. Join local historian Valerie van Heest as she takes us back in time to the heyday of this local landmark.

**Western Theological Seminary Tour
and Christmas Dessert**

Tuesday, December 10, 2019 – 6:30 p.m.
Western Theological Seminary
101 E. 13th Street, Holland

Western Theological Seminary has been a Holland institution of higher learning for clergy of the Reformed Church in America since 1866. Join Andy Bast, WTS Director of Development, for dessert and a special history tour of this local landmark and learn how the buildings and students have changed since its founding. **PLEASE NOTE SPECIAL TIME AND LOCATION.**

How Much Dutch:

The Linguistic Landscape of Holland, Michigan

Tuesday, February 11, 2020 – 7:30 p.m.
Winants Aud., Graves Hall, Hope College
263 College Avenue, Holland

Dutch language and culture have been part of Holland since early settlers came in 1847 and play an important part in the local economy. Join Dr. Kathryn Remlinger as she presents her findings on how language use and cultural objects communicate meanings that reimagine Holland as a "Dutch" city.



God is Reliable

Tuesday, March 10, 2020 - 7:30 p.m.
 Winants Aud., Graves Hall, Hope College
 263 College Avenue, Holland

Reliable Sport was a landmark at the corner of River Avenue and 11th Street until 2018. Join former owner Ken Vos, as he describes his family’s ownership of the business since 1932.

**The Fennville Train Robbery
 & Other Railroad Crimes**

Tuesday, April 14, 2020 - 7:30 p.m.
 Maas Center Auditorium, Hope College
 264 Columbia Avenue, Holland

In 1895, there was a train robbery in Fennville that led to the first death of a Grand Rapids policeman while on duty. Join local historian Paul Trap as he recounts other famous railroad crimes in the West Michigan area.
PLEASE NOTE LOCATION CHANGE.

Michigan P.O.W. Camps in WWII

Tuesday, June 9, 2020 – 7:30 p.m.
 Winants Aud., Graves Hall, Hope College
 263 College Avenue, Holland

Did you know there was a German prisoner of war camp in Allegan, Michigan, that provided men for the Holland Heinz Company plant? Join Dr. Gregory Sumner for an informative look back at other Michigan P.O.W. camps.

Cancellation Policy:

Meetings are subject to cancellation due to weather and other unforeseeable circumstances. If Holland Public Schools cancels school due to bad weather, the Holland Area Historical Society will also cancel programs for that evening.

BOARD OF DIRECTORS

Lois Jesiek Kayes, President
 Peter Walsh, Vice-President
 Bill Van Dyke, Treasurer
 John Hoogstra, Secretary
 Brenda E. Bos
 Kristi Jo Knoll
 Geoffrey Reynolds, Director

TERM EXPIRES

2021
 2020
 2019
 2019
 2021
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 ex-officio

HAHS MEMBERSHIP FORM

The major goal of the Society is to bring together persons with an interest in history and at the same time promote awareness in the general public of the cultural heritage of the Holland area. In accordance with this goal, the Historical Society sponsors, on a regular basis, a variety of lectures, field trips and other historical activities. Monies collected through membership fees and fundraising activities go towards financing the activities of the Society. For more details about the meetings or membership, contact Geoffrey Reynolds at the Joint Archives of Holland (616-395-7798).

MEMBERSHIPS

- Individual:** \$15 per year - entitles you to vote, hold office and participate in all activities sponsored by the Society.
- Family:** \$20 per year - covers all members of family; benefits same as Individual with one vote per family.
- Sustaining:** \$30 per year - this category is for individuals who would like to provide greater financial support for the Society.
- Life:** \$300 - enables you to enjoy regular membership benefits on a continuous basis.
- Student:** \$5 per year - benefits same as Individual.
- Senior Citizen (55 years and older):** \$10 per year - benefits same as Individual.
- Non-Profit Institutional:** \$15 per year.
- Corporate:** \$50 per year.

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Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Email _____

Membership Type _____

Make check payable to HAHS and mail to:

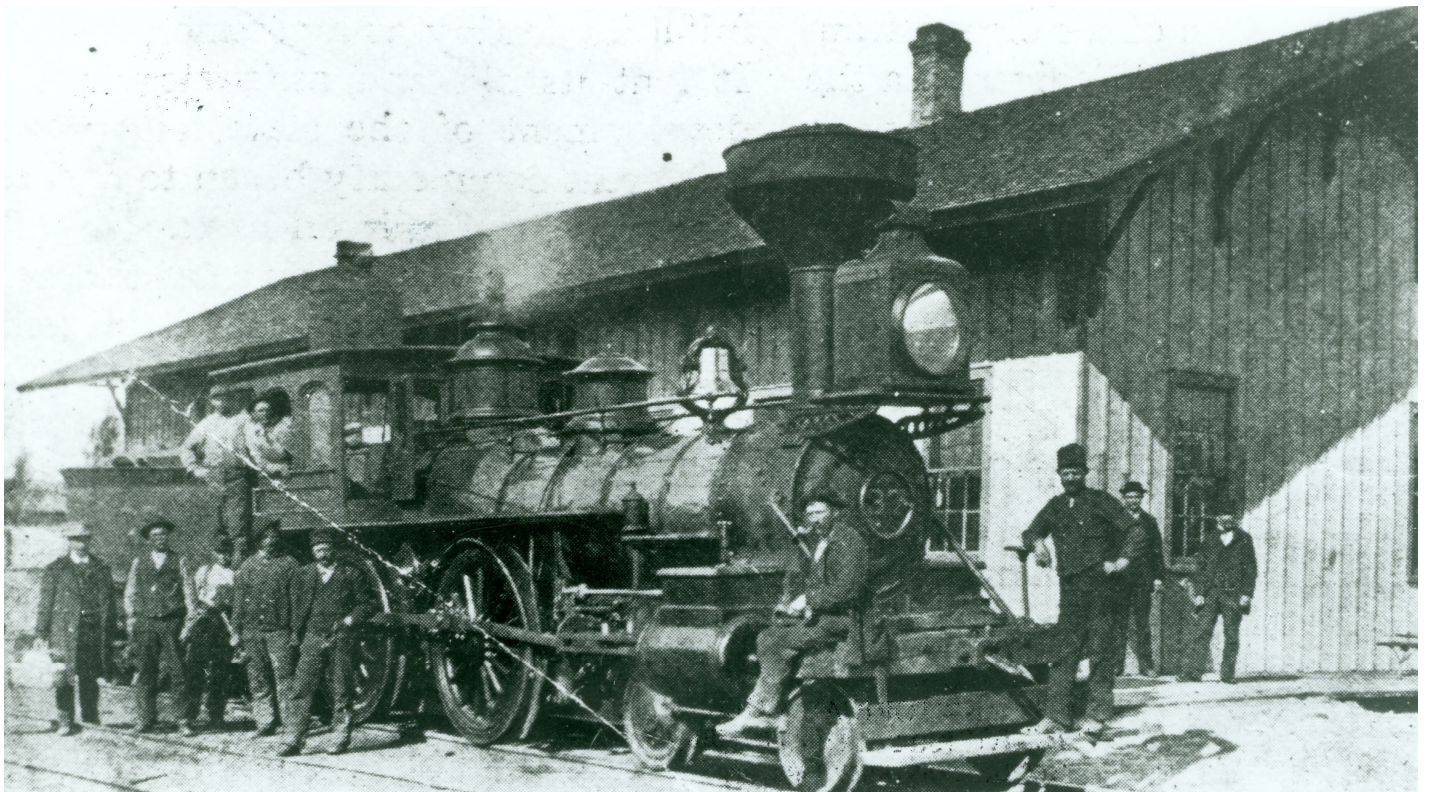
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The Joint Archives of Holland



HISTORY RESEARCH CENTER
Hope College • Western Theological Seminary

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Chicago & West Michigan Railway Engine No. 37 and crew, 1880. The depot was built in 1871.