Department of History

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THE FLANDERS AUTO CO.

Entertain Their Agents from Iowa and South Dakota with Special Train and Banquet.

Messrs. E. L. Wendt and E J. Straw local agents for the E-M-F "30" and the Flanders "20" automobiles, returned last week Thursday from a four-day trip to the factories at Detroit. Some eighty from South Dakota and about the same number from Iowa, were the guests of W. E Flanders, head of the Studebaker Corporation.

The South Dakota agents left Sioux Falls on Sept. 17th on a special train provided for them by the company. The train from Des Moines, Ia., consisted of six Pullman sleepers, two dinners, buffet car and a baggage car. At Detroit the party was met by fifty automobiles from the factory and taken to one of the leading hotels for breakfast, after which they visited Plant No. 3 of the E-M-F factories. Plant No. 3 is the factory at which 30,000 Flanders "20" automobiles will be built this year. In the afternoon the entire party were taken up the beautiful Lake St. Claire on a chartered steamer. Later that night they were entertained at a delightful dinner at the Hotel Pontchartrain, and later at one of the theatres.

On Tuesday the party inspected Plant No 1 of the E-M-F factories, where some 20,000 E-M-F "30"s will be built this year. Practically every one of the party wished sincerely that they could spend a month at the factories, for it would take almost that time to see the entire ten factories.

Messrs. Wendt and Straw say that they saw automobiles as they had never hoped to see them, and if the prospective purchasers of an automobile could only see the wonderfully thorough manner in which E-M-F and Flanders cars were built they certainly would not choose any other car. With the E-M-F Company the process is something more than the mere putting together of the parts. The parts in every branch of the factories must be made with absolute accuracy, and back of it all the materials must be of the very highest standard. It is the proud boast of the Studebaker Company that the E-M-F "30" and the Flanders "20" cars begin in the laboratory, where the raw materials are tested before being used. And Mr. Flanders, the wizard of the automobile industry, is taking all of his 2,000 agents to the home factory to show them of just what and just how his cars are made.

The party saw the process from start to finish. Starting at the laboratory they saw the raw material tested; they saw the moulds being made; they saw the great foundry where the molten metal was poured into these moulds and the castings made; then into the forging department where the massive twenty-five ton hammers are doing their mighty work fashioning the drop steel forgings which are used exclusively even to the lamp brackets. Here, too, they saw the forging of the front axle. The immensity of the machinery department made them stare, for the work of these wonderful machines was positively uncanny. Multiple spindle drills bore as high as seventeen holes at one operation while others bore, ream and mill the cylinders and other parts with absolute accuracy. All the balls, nuts, cones, screws and bushings are made by automatic machines which need no other attention than to be fed the raw materials. Next the party was conducted to where the big steel stamping press were at work turning out and shaping bodies and seats. Then the assembling rooms of the company drew the interest of the party as they watched the process of building the cars from the myriads of parts which make up the whole. One set of men, and every man was an expert, set up the frame and put it on wheels: another erected the motor. The steering posts, dust pan and other parts followed until the chassis is completed and ready for the inspector the man who finds fault with the slighest imperfection. The careful inspection that every part received before it was sent to the assembling rooms was noteworthy, and again here the same care and thoroughness with which every detail was watched and every different operation inspected and corrected. Later the car was sent to the men who tested them; where the car is driven miles over rough country roads After being thoroughly tested the cars were turned over for final assembling, where the fenders were put on, the lamps, body, top and windshield added and the car stood completed.

None could competently describe the interesting process of constructing a car. There are so many, many things to tell about it that one almost gets lost in the maze, when trying to see it with his own eyes. When you stop to consider that there are eight active factories, every one of them great institutions, in Detroit, that there is another at Port Huron where the wonderful E-M-F carburetors are made and on Saturday last the Studebaker Corporation purchased another great building near their plant that contains 150,000 square feet of floor space. This new addition will be a part of plant No 1 where the E-M-F "30"s are made.

The E-M-F factories, all told, cover fifty acres of ground, and employ in the factories 9000 people. One thousand more will be employed when the new addition is fitted out with machinery and the increase of the product in E-M-F "30" cars will be 12,000 cars.

The E-M-F factories are without a single doubt the largest factories in the world, employing the largest number of people and with the greatest output.

The idea of bringing all the agents to the factory was another one of those great ideas of W. E. Flanders, who has revolutionized the automobile industry with his great ideas, principally the one of making an automobile of the high standard that E-M-F and Flanders cars have attained, and that at so moderate a cost. Mr. Flanders' idea was to show the dealers that quality was being delivered, and there certainly was not an agent in the factory who could go away with any other idea than that in his head.

On Tuesday the party was entertained in the afternoon by an automobile ride along the lake and later on in the evening to a fine banquet, where Mr. Flanders, Smith, Pelletier and others made interesting talks to the dealers on subjects that all were interested in.

One thing can be said of the Studebaker Corporation, that it is without a doubt one of the greatest large-hearted corporations in existence today. Unlike so many corporations of today that deal only in dollars and cents, every dealer, every employee, every purchaser of one of their cars find that it has a soul that is just and fair to all. It takes a genuine interest in all the employees and in their doings and troubles. It is probably due to the large-hearted Mr. Flanders who has made that his business-policy, believing that his interests are identical with that of his employees, that they are all partners in his business and that the interests of both are best served by working together, and all together sharing in the profits. None ever left the employ of the company but felt and knew that he had always been justly treated.

On Tuesday night after the banquet the party returned to their special train and arrived in Sioux Falls early Thursday morning of last week.

Our First Meeting With Andrew Johnson.

During the winter of 1864-5, a steamer arrived at Norfolk, Virginia, from Washington, with a number of civilians on board. One of them came ashore and started up Main street and entered the first barber shop he came to, just below the market square. There were several customers waiting when the heavy-set, rather distinguished gentleman entered. He took a chair and sat down. The colored barbers were busy and paid no attention to the stranger. His face looked familiar, and I was certain I had seen him or his picture. I approached him and said with some confidence: "Excuse me sir, but are you not Vice President Johnson?" "I am," he answered and arose to his feet. We shook hands cordially and the colored barbers almost dropped their razors.

Everyone offered him "next," but he declined and took his turn. He was a very modest unassuming gentleman.

When we next met him he was president, and that meeting was in Chicago when we told him a story about the first time he owned a silver 25 cent piece, when a boy in Raleigh, North Carolina. He was accompanied on that trip by many famous men, including Admiral Farragut and wife, Gen. Grant, Gen. Custer and Wm. H. Seward of New York, whose face still showed where the assassin's knife entered the night President Lincoln was killed. That was the last time I saw Andrew Johnson.

Mrs. John Sogn, and daughters Mrs. A. B. Carlson and Mrs. G. H. Gulbrandsen entertained a very large party of friends last Saturday afternoon at "Sunnyside," the beautiful country home of Mr. and Mrs. Sogn over the river. The menu was elaborate and the entertainment delightful, and just before the guests departed Mrs. Sogn presented all with big empty paperbags and pointed towards the big orchard. Then the fun began, and the ladies proved to be the best apple pickers in the party.

Miss Mary Cooper was a Sioux City visitor last week, returned home Monday.

Joe Juel went to Minneapolis last Saturday on business.

Ralph Dean returned last Saturday from a very pleasant visit at Rockford and Kingston, Illinois, and was accompanied home by Mrs. E. J. Parker of Kingston, mother of Mrs. Edgar Dean.

The War Fifty Years Ago

Battle of Athens Near Iowa Line In Missouri a Federal Victory---Force Commanded by Lyon at Wilson's Creek Retreats to Rolla---McCulloch and Price Occupy Springfield---Many New Generals Named, Among Them Ulysses S. Grant---McClellan at Washington Daily Expects Attack on Capital by Beauregard---Complains That Old General Scott Is Chief Obstacle to His Plan of Defense---Finally Authorized to Organize Army of the Potomac.

By JAMES A. EDGERTON.

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SECOND to Bull Run the battle of Wilson's Creek was the greatest fought in 1861. It was decisive in Missouri and sealed the decree that the state was to remain in the Union. These things made it important, but the death of General Nathaniel Lyon, the Union commander on that field, rendered it immortal.

After his return to Springfield from the fight at Dug Springs Lyon was in a desperate position. The time of many of his three months men was about to expire. Ten miles distant was an opposing army outnumbering him three to one. Between him and St. Louis another Confederate army was approaching to cut off retreat in that direction. If he withdrew he stood a chance of encountering this second army with his dwindling force and, moreover, would discourage the Union men throughout the state and leave that part of Missouri to the enemy. If he waited in Springfield to be attacked he endangered his entire force, as Springfield offered no natural advantages for defense. There was but one course left, and that was to move out and attack the foe before the foe moved in to attack Lyon.

General Lyon's plan was to make the advance on the night of Aug. 8. His men were footsore and tired, however, and as new supplies were about to arrive some of his officers prevailed on him to defer the movement one day. The delay was almost fatal, for the Confederates intended to move on Springfield the night of the 9th, but were deterred by a threatened thunderstorm. The Union troops got under way about 8 o'clock. There were only 6,000 all told, and part of these were home guards left in Springfield. Lyon divided his force into two columns, 1,100 or 1,200 under Colonel Franz Sigel, the remainder, something less than 4,000 effective men, under his own command.

Troops Poorly Equipped.

The soldiers were underfed, poorly clothed, some of them were in tatters and, still worse, lacked shoes. The Confederate forces were even in worse condition, however, and were not so well drilled as the Union men. There is a dispute as to the size of the Confederate army, no two authorities quite agreeing. McCulloch, who was in command, admitted that he had 11,000 men. Northern historians insist that he had more than 20,000. At least a part of the discrepancy may have arisen from the fact that McCulloch and Price picked up several thousand farmers and others along the way, and these were without training or arms, hence were useless in the fight. The facts seem to be that of effective troops the Confederates had between two and three times as many as the Federals. Lyon had repeatedly asked for re-enforcements from General John C. Fremont, then in command at St. Louis, but had asked in vain. In consequence he was far from confident of winning.

Sigel marched due south to strike the flank and rear of the enemy, and Lyon headed southwest to attack in front. Arriving while it was still dark, Lyon waited till dawn. He then surprised the Confederates preparing for breakfast. Frying pans were hastily thrown aside for muskets. A flying picket warned General Price ("Old Pap"), who commanded the line where Lyon attacked.

Leading Lyon's advance was Captain Plummer's battalion of regular infantry, two companies of volunteers and Totten's battery. These struck Rains' pickets about 4 o'clock in the morning. The Union forces at once formed in a skirmish line which advanced a mile and a half and pushed the Confederate skirmish line up the slope. A large force of Confederates was then seen on the hilltop, which was attacked by two regiments and Totten's battery and driven to the slope of the next hill.

Hot Fight In Cornfield.

Plummer's regulars became separated from the rest of the Union troops and crossed to the other side of the creek, where they suddenly faced a large body of Confederates in a cornfield. The fight here grew hot until one of the Union batteries, that under Du Bois, took position on a hilltop and opened so hot a fire on the enemy in the cornfield that Plummer was enabled to withdraw his men.

At this juncture the firing grew heavy at the other end of the line, where General Price attempted to turn Lyon's flank. The arrival of the Second Kansas frustrated this attempt, but Price's troops still charged several times only to be beaten back. Totten's Union battery had taken position on a nearby hill and helped to repulse the Confederates. This was one of the fiercest actions of the day, the firing becoming an unbroken roar.

An interval here ensued during which Price brought up fresh troops and started another attack all along the line. The Confederates charged many times and the lines reeled back and forth in a fierce struggle that lasted an hour. At this time Lyon's entire force was engaged. He had so few troops that he could spare none for a reserve. At last the Confederates temporarily gave way.

In the meantime Colonel Sigel had gained the rear of the enemy and began an attack from that side, driving in some scattering troops of the Confederates and following them for a long distance. At first he met little resistance. Sigel could hear the roar of Lyon's guns and expected the victorious Union troops soon to break through and join him. At this juncture General McCulloch's men advanced in considerable force, and Sigel thought them the Federal troops he had been anticipating. He therefore directed his men to withhold their fire until suddenly the supposed friends opened on him a murderous volley that sent his lines reeling in confusion.

Sigel's Division Routed.

The deception was caused by the color of the uniforms, which were nearly the same in portions of the two armies. It was also stated by the federals that the enemy carried a Union flag until close enough to fire, when they ran up their own colors. Most of the authorities agree in this statement, some of them asserting that this ruse was resorted to twice by the Confederates that day. As it was a trick often practiced in border warfare, it is credible, although the Confederate accounts of the battle do not mention it. At any rate, this was the turning point against Sigel. He now sought to withdraw, but nearly all of his troops were ambuscaded and killed or captured, Sigel himself narrowly escaping. He saved only one gun, his cavalry, dragoons and a part of his infantry.

The sudden disaster to Sigel left the entire Confederate force free to attack Lyon. This was about 10 o'clock in the morning and shortly after Price had been beaten back. Fresh Confederate troops now moved to the attack, and Lyon ordered up the Second Kansas and two companies of the First Iowa to charge the enemy's line, which was partly concealed in the brush. The Union general already had been wounded twice, once in the foot and once on the head, and had had his horse shot under him, but this did not deter him from personally leading this charge, swinging his hat and cheering on his men.

GENERAL NATHANIEL LYON, KILLED AT WILSON'S CREEK, FIRST UNION GENERAL TO FALL IN WAR—PILE OF STONES ON "BLOODY HILL" MARKING SPOT WHERE LYON FELL (FROM RECENT PHOTOGRAPH BY ROBERTUS LOVE).

General Lyon's Death.

The charge succeeded in dislodging the foe and driving him back to the next ravine, but Lyon fell with a bullet in his left breast.

Nathaniel Lyon was perhaps the most promising general developed on the Union side during the first year of the war. He was born in Connecticut in 1818, graduated at West Point, served with distinction in the Seminole and Mexican wars, was in the early troubles in Kansas, where he wrote vigorous articles for the newspapers, and at the beginning of the civil war was assigned to Missouri, where his career became one of increasing glory. It is not too much to say that General Lyon held Missouri in the Union and sealed the pact with his blood. His will left practically all his property, $30,000, to the cause of his country. He died unmarried.

The death of the general did not end the battle. The chief command now devolved on Major Sturgis, who knew Lyon's plans and continued the fight on these lines. For a half hour longer the engagement continued, when the Confederates once more gave way. It was only a lull, however. Suddenly they reappeared along the entire front and for the first time began an effective assault from a battery. The fight once more became general, the Confederates attempting to turn the Union right flank and assaulting Totten's battery at the center. The Federal line now stood like a wall of steel. Several times the enemy charged forward almost to the muzzles of the guns and as often were driven back.

At last Major Sturgis decided that he had too few troops to try to hold the field and determined to retire to Springfield and thence to Rolla. The Confederates admit that they were "glad to see him go." Nor did they attempt pursuit.

Losses on Both Sides Heavy.

The battle had lasted till 11 o'clock and for the number of men engaged and the length of time consumed was one of the fiercest in the history of the war. According to the Annual Encyclopedia of that year, the losses were as follows: Union, 223 killed, 721 wounded and 292 missing; Confederates, 517 killed, about 800 wounded and 30 missing. The battle of Wilson's Creek was even bloodier than that of Bull Run, for at Bull Run the Union loss was only 9 per cent of those engaged, while at Wilson's Creek it was 15 per cent, and the Confederate loss was 10 per cent at Bull Run and 11 per cent at Wilson's Creek.

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