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I: This interview is with Archie Campbell and it occurred on June 1, 1992, at Archie's home. In fact, the only home remaining on that north side of Franklin Street between 2nd and 3rd Streets, directly behind the Pitcher Jewelry. Archie, of course, the Campbell name is very famous in the history of Grand Haven and he could lend considerable light to some of the occurrences of the Dake Corporation and the foundry that led up to the incorporation of the Archie Campbell Enterprises into the Dake Corporation. After this side of the tape was completed, Archie began to reminisce about his war years in World War II. He was a captain in the marines, ended up out in the South Pacific and was involved in some of the invasions of the islands in a lead up to the atomic bomb dropping, of course, on Japan which ended the war. He was quite enthused that he could recall some of those things that had occurred so many years ago, nearly a half century ago. But at this time, let's pick up the interview. Some papers, 1896, '97 and I had an ad, saw an ad for Seventh Street Foundry, Archie Campbell proprietor. And, of course, I thought of you right away.

R: Yeah, that must be my father.

I: Where was that plant? They just said 7th Street, I don't know where, I know where 7th Street is, of course.

R: Yeah, it was right down next to the car tracks.

I: Okay, next to the

R: Just this side of the bridge.

I: Okay. That would be the, well the highway bridge, the one that goes over, okay. Not the railroad bridge? Well it would have been one and the same, sure. They are right next door to each other. So did he start that or

R: Yeah, oh well I guess he didn't start it. I heard him say that he went from the foundry down there on Seventh Street and ah, I'm trying to think of the people, there is a foundry there and then they moved to Grand Rapids and I think that my father bought the foundry.

I: Now, Dake also had a foundry, did they not, Dake Engine?

R: Yeah.

I: They had a foundry.

R: Well, you see, my dad put his foundry in as part payment for his third interest in the Dake Engine.

I: Oh that was it, okay.

R: That was it.

I: Uh-huh.

R: And at the same time, the Johnston Brothers Boiler shop, put in some accounts receivable that the Dake Company owed the boiler shop. So they got a third interest that way.

I: So then, yeah, I had forgotten

R: Then Armstead had been... I don't know whether the top officer or I think Dakes at that time and he put in the Dake interest for a third of interest, so that there were consolidation of those three.

I: So that would have been what, 1900 or because if your dad had his foundry in the 1890's, it would have then been after that, unless he was still running it as an independent as well, I doubt it though. When he went into Dake, it probably all, he no longer was known as the Seventh Street Foundry from that point on or was he? I don't know.

R: Well, it's a long time back.

I: I know it. And of course, Dake

R: I hadn't thought about it for quite a while.

I: Dake began in 1887, but then maybe they reorganized. And was your dad there at the beginning? Or did he come in

R: No, he had his little foundry.

I: Yeah, okay.

R: He ran that and then he put in the foundry, his foundry is his share of Dake Engine. Johnston put in, they got a third and the ... Dakes had run up hidden behind boiler from the Boiler Workers.

I: Now those engines that were being cast were fairly good size blocks of metal, weren't they? They were, they looked like engine blocks as I remember seeing them or something similar to it.

R: Oh I guess the biggest ones were about like that.

I: Yeah. But that's what your dad was casting?

R: Oh yeah, he'd cast a lot of different things.

I: Now there was also a Campbell up at Campbell, White and Cannon, there is no relationship or is there, up in Muskegon, that was metal, that was foundry work too?

R: Yeah, but that was kind of a strange. I don't think Campbell Wyant started their foundry in Muskegon until about 1910 or something like that.

I: Oh I see. Uh-huh. But they are not related to you, that Campbell?

R: Well, my brother married a Campbell girl, DJ. DJ Campbell was head of the Campbell Wyant. And

I: So a Campbell married a Campbell.

R: Right.

I: Boy the Scotch didn't want to get anything mixed up there. I assume you are Scottish? Campbell is

R: Yeah. Right. My father came over to Grand Haven from Toronto, but his folks were Scottish people. His was born and raised until he was about, I don't know, 16 years old or something like that over in Markham, pretty close to Toronto.

I: Yeah, right. I know where that is. Sure. So when he came here as a relative youngster.

R: Yeah, yeah. I don't know just how old he was, I image 16 or something like that.

I: But the whole family.

R: He came up, came here from Canada with one of the Layman boys.

I: The barbers.

R: Same family.

I: Uh-huh.

R: Yeah, for years afterwards he took me over to Layman's Barbershop and shaves.
[laughter]

I: I'll be darned. Well now, was this your family home? The one you are living in now. Your father's home?

R: Oh yes. Yeah, he bought it from Goodrich, I believe about 1900.

I: Okay. Goodrich, all I can think of that's Goodrich is the Goodrich Steamship Line, I remember that. No relationship there.

R: I think not. I think he was a judge.

I: Homes all through here at one time. Franklin Street was

R: Oh yes.

I: was the residential area.

R: Yeah, there were two across the street where the parking lot is.

I: Yea. Sure, I remember when oh gosh, who lived there. When they lived

R: Dick Cook

I: Did he, the mayor.

R: Oh yeah and Bud Boer from Boer furniture store.

I: Oh yes, sure.

R: And then the corner house.

I: Now Boer, that is Ruth Hook and Corn Waggoners relatives, okay, yeah right.

R: Yeah. And then the Bakers across the street.

I: Now what Baker is that, the lumber?

R: Yeah. Dick or old Derk Baker used to live across the street, next to the corner house.

I: Where that big white house now that used to be the Kammeraad Funeral Home.

R: Right.

I: Uh-huh. And that was the Baker home.

R: That was the old.

I: Yeah, Derk Baker.

R: Yeah. And Will Baker was his son; he was in business with his father as I remember and he built the house directly across the street and lived there, the Baker family that was Will Baker.

I: Doesn't ring a bell. He was in the lumber business too I take it.

R: Yeah. He learned the lumber business from his father. And then about 1910 or something like that he moved to Battle Creek and started; ah probably later than that. He moved to Battle Creek and he finished most of the lumber for the army camp.

I: Oh did he, Fort Custer?

R: Right.

I: In the second World War. Oh yeah. That would have been a profitable.

R: First World War.

I: Oh first World War. Oh I see, okay. So he left here before 1916, '17 somewhere in there. Yeah.

R: Right.

I: Now you had homes on this side too.

R: Oh yeah. I don't remember who lives on the corner house. We had some of the early settlers, but at one time we had Superintendent Dondineau lived on this side and the Principal Eggerman lived on the other side.

I: Oh I see the school system.

R: Yeah.

I: Now who was it again, superintendent, who was the superintendent did you say that lived over here?

R: Dondineau, Eggman, Eggerman on the other side.

I: How old is this house then? It has got to be a hundred years old?

R: Oh yeah. I think the records show that it was built in, I think in 1843.

I: Oh my gosh, was it really?

R: And it was built presumably for the first school teacher.

I: Not Mary White you don't mean?

R: Right.

I: Was it really?

R: Yeah. It was built by her intended husband.

I: Oh yes, I've heard about that, I remember reading about that. And then what happened to that, she was jilted or he died or what was the story, I've kind of forgotten now.

R: I think he died, died before the house was finished.

I: And she never did marry.

R: I think not.

I: Mary White didn't, no.

R: And then, I think, some relative of the Reynolds.

I: Sure that used to live up the street a little farther.

R: Yeah.

I: Jesse lived up another block up that way.

R: Right. Took over the building of the house, finished it. And then, well it is really hazy.

I: Yeah.

R: That's a long time.

I: Oh yeah, right. Well this could rank as one of the oldest houses in the area, you know, 1843, the town was only, the first building didn't go up until 1835. So that means that eight years later this house was built. That's a long, that's a long time ago.

R: Right.

I: Oh you got some articles.

R: That's a list of the

I: Oh of the mayors.

R: the mayors.

I: Oh I see, our mayors, yeah. Okay. Wasn't Reynolds, was Reynolds would be way back up here if he was.

R: Yeah. George Parks. The Parks family and Mrs. Parks was in this house next door.

I: Oh is that right? Uh-huh, and that would be the same Parks.

R: Well, I think this is a relative, yeah.

I: Of course now, you know, Miller Sherwood's wife, Barb, is a Parks. I wonder if there is any relation. That's, remember Burt Parks, now who am I thinking of? Paul Parks, you know who Paul Parks is? You know him or not?

R: I think I know the name, that's all.

I: Yeah, well that's Barb's, it doesn't look like, I don't see Reynolds on there.

R: Well,

I: That's an old paper, where is it? Oh this is

R: That's the mayor.

I: Yeah, that's Doug Tjapkes announcing, oh that's when Norm Englewright decided he wanted to leave office.

R: Yeah, this is Norm.

I: Yeah, uh-huh.

R: [inaudible] ... Akeley ... This is JW O'Brien who was an officer at the bank.

I: The National Bank wasn't it? Was it the National or was it the Grand Haven State?

R: I think it was Grand Haven State.

I: Grand Haven State, yeah.

R: [inaudible]

I: He was the cigar maker.

R: I wouldn't be surprised.

I: Yeah he was. There is Goodrich right there. J. D. B. Goodrich, that's the one you were saying, sure he was mayor in 1897.

R: Yeah. [inaudible]

I: Oh yes, of course.

R: A K Niles.

I: Yeah. And there is Campbell, okay, Archibald Campbell, he was

R: It was in '09 or '10.

I: Up to '11. So actually up to '13.

R: I never knew my father had three terms.

I: Three terms. Yeah, it looks it.

R: There is something peculiar about that, as far as I remember he was mayor for two terms.

I: Oh I see.

R: And Doc Cat Cotton.

I: Sure, yes, okay.

R: Nat Robbins, he was Loutit.

I: Loutit was there for a while.

R: Yeah, he was there a while, I think.

I: Four, four terms, four or five. Yeah.

R: Doc Cat Cotton

I: Cotton, he got back in there. Hadn't had enough.

R: No.

I: Sure, Here he is up here, Charles Cotton and then Charles Cotton down here.

R: That right.

I: Ten years later.

R: Where is Cotton?

I: Here, this one right here.

R: Oh, yeah.

I: Nineteen twelve and thirteen

R: And '23 and '24.

I: Good heavens it looked like there were annual elections for the mayor.

R: I guess so.

I: Yeah. There is Dick Cook. He was in there a while, wasn't he?

R: Oh yeah, he lived across the street.

I: Of course, Lionel Heap was a very interesting fellow.

R: Oh yeah, you know, Peter, Lionel Heap, oh yeah. Cook was in there for quite a while.

I: Yeah, he sure was, six terms. Six years.

R: [inaudible]

I: They are just giving it by years, it might be that they were two-year terms and they are just giving it by years. Yeah, see here your dad was 1909, 1910, 1911, so it probably was two terms. Yeah, that would be it, yeah.

R: Yeah, I think so. Here is Dick Cook; it was '35, '36, '37, '38, '39.

I: Forty. Yeah.

R: I think it was yearly.

I: Yeah, either a yearly election or they were just listing it by years. Yeah. I'm going to set this back here 'cause that is a precious one. Yea, paper that old, they kind of fall apart after a while.

R: Yeah. Well my dad was mayor about 1910.

I: Uh-huh, yeah. So you really are second generation here.

R: Me, yeah. My father bought it about 1901, I believe from Judge Goodrich.

I: Goodrich, yeah. But you are second generation of the town too. There was no one preceding your father. When your father came here, he was the first Campbell to move to Grand Haven.

R: Right. Yeah. He was just a young fellow. I don't know how old he was.

I: Now you were involved with Dake for a while, weren't you.

R: Right.

I: Uh-huh. I was relating how the north end of town used to be the industrial end of town.

R: Well the Corn Planter was there. That later became a refrigerator

I: Yeah.

R: factory.

I: It was kind of a strange combination. I never could figure that out. I think from the beginning they called themselves the Corn Planter and Refrigerator Company. Did they or not or was it just the Corn Planter Company?

R: I think it was the Corn Planter to start with. I think that's before my time.

I: Well, yeah, that would have been the '80's or '90's that they organized. Yeah and they lasted up until 1929 when Harold Ringelberg or it would have been Abe Ringelberg started the Challenge Porcelain to do porcelainizing for the refrigerators. And that's the year that they went under.

R: Well the Harbecks ran it for a good many years.

I: Yeah. Now they were just

R: And then there was, it was mechanized refrigerators. The Challenge Refrigerator didn't go into that. They formed it with some people and I think [very hard to hear]. Anyway, they started a separate factory for refrigerator...icebowes.

I: Yeah, right. And that became the Puffer Hubbard, is that right or where did that tie in?

R: Well, I don't know exactly, but it all mixed up together.

I: Yeah.

R: The same people.

I: Were you invested in the Corn Planter?

R: No.

I: What other ones were

R: Harbecks was.

I: Yeah. What other ones were you involved in other than Dake?

R: That's all.

I: The Dake, yeah. Well just think, although I understand that they still did make that old Dake engine up until not too many years ago, they'd have an occasional reason to make one. But what they are doing today is so far removed from what the company was when it all began, it is quite amazing. Because you are producing just one thing, isn't that right, a Dake engine?

R: Well we made a lot of chassis during the first World War. My father did. He made a lot of chassis for Muskegon companies. What's the name of it? Name slipped my mind.

I: That wouldn't be Seal Power or

R: They only made chassis for Seal Power for years...in West Michigan. But, there was a little factory over there that I believe they made some ammunition over there. And they made some machines that made boxes, when boxes used to be made with corners in them.

I: Oh yeah, mitered corners. Yeah.

R: They weren't exactly mitered, but they

I: Tongue and grooved or whatever.

R: Tongue and grooved, yeah. And it was a ...that made those machines and I can remember as a boy my father would go over to that plant and he made the castings for the machines.

I: Now, this is

R: At one time for a short period Dakes made cylinder blocks for Continental.

I: Oh did they? These would be individual cylinder blocks? Well, no they would probably be four cylinders at a time or

R: Something like that.

I: Yeah, uh-huh. Yeah. I'm thinking of the aircraft engines that they made. Some of those did have individual cylinders that sat out

R: That was much later.

I: Yeah. Right. But you were still producing the Dake engine, as well, is that not right?

R: Oh yeah. One time most of the tugboats on the Great Lakes had Dake steering wheels... steam steering gears.

I: Almost like power steering.

R: For tugs.

I: Uh-huh.

R: Great Lakes Dredge and Dock had a big fleet of them, tugs.

I: And those were all that square blocked, square piston, I should say, engine.

R: Right.

I: And they are still working today?

R: Well, I guess most of them.

I: I understand there is one that still is anyway.

R: Yeah.

I: On the H J. Dornbos, they said that there was a Dake engine. It is my recollection that there is a Dake engine aboard that still working.

R: Is that right?

I: Yeah. And that's in New York today, still in, still working.

R: Uh-huh. Could be.

I: Speaks pretty well for the product.

R: Oh, [laughs] A lot of them came back over the years and were overhauled back into service.

I: And you were close enough to the channel, those ships could come right up here to you pretty much to your door. Is that what you did or did they just send the engine back? Is that what you are saying?

R: Well, these steam steering were most tugboats, smaller. Things are... some of the smaller lake freighters later ... would take gravel out of Grand Haven to Chicago. And they would Dake engine would overhaul steam engines.

I: But what I meant is were the ships able to come right up to, well up the south channel it would have to be? Up to where you were. You were not too far from the south channel.

R: I don't think that any of them came up the south channel. They came up the main river.

I: Okay.

R: Tied up across the river from the gravel pump.

I: Oh okay. And that's where you'd do the work then. You would send the crew over there to

R: Right.

I: Do the overhauling, yeah. And then if any parts had to be re-machined they could do it right there at

R: At Dakes.

I: Uh-huh. Yeah.

R: We would bring the steam engines out at the Tannery. And well, ... machine for this area.

I: I was commenting the other day that there were no paved streets in Grand Haven until 1910 when Washington Street was paved. Now, do you remember when Franklin was paved? Would it have been about that time or

R: Oh yeah. I think that my father was mayor when they put the pavement on.

I: Was that right?

R: I think so.

I: Now how about Franklin then?

R: That came later.

I: But that was the first paved street wasn't it?

R: I think so.

I: Yeah. It is hard to imagine up until 1910 it was all, well you just had a dirt road out here apparently.

R: Oh yes. Yeah. In fact, I don't think there were more than a dozen automobiles in town. I know old Tom Johnston lived at the house at the end of the street here.

I: That would have been the gravel Tom Johnson?

R: No.

I: No, not the same.

R: No this is the boiler factory.

I: Oh okay, alright.

R: It seems to me that he moved from Ferrysburg over here about 1896, I think. That was before my time.

I: Yeah.

R: But he moved there and had a little garage out behind the house that opened up on the alley. And he'd go over to the boiler shop and back every day.

I: In his car?

R: He had a little, I don't know what it was, Saxon or something like that.

I: Oh yeah, uh-huh.

R: A two-seated.

I: And you remember it though, do you?

R: Oh I remember that. The car he had was one of the first in town.

I: Sure. Mostly horses, horse carts and so forth, but anyone with a car was somebody to, they either had a lot of money or a lot of courage, one of the other.

R: Yeah.

I: How about telephones?

R: Well

I: Did you have a telephone when you were

R: Oh yeah. That telephone directory wasn't very big.

I: Yeah, yeah, right. Not many people had, I'm talking about 19, well at the First World War, for example.

R: Oh.

I: But you had one then.

R: Oh a long time before that.

I: Is that right, yeah. Well you see the poles out on the, you know, 1910 there were a lot of lines strung out along the streets. So it had to have been for something.

R: Yeah, yeah.

I: How about indoor plumbing? I've often wondered about that. When did indoor plumbing come around? Was that, did you have an outhouse or did you have

R: No, never had an outhouse.

I: Turn of the century, well let's see. You were born when?

R: Ah, 1904.

I: '04, okay. So all the time that you remember then you had indoor plumbing here.

R: Yeah. there was a bathroom there.

I: Okay.

R: A toilet. Upstairs was just a washbowl and a toilet. You know, and a ah bathroom that measured about 4 feet by 4 feet.

I: But it was a flush toilet, a flush toilet?

R: Yeah, as far as I can remember.

I: That's pretty good, I didn't realize that they went back that far, yeah. So there had to have been a central sewage system. I know the sewage plant was down on the north end of town. You know where I mean down on Adams Street.

R: Yeah, yeah. I can remember being down there, but I don't know when it was built.

I: Yeah. I got to get the information on that. City Hall probably will have that or if I look through the papers long enough, I'll find it.

R: Yeah. [laughs]

I: That gets to be a long job reading all those newspapers.

R: Yeah.

I: But this, if I remember reading, well perhaps Washington Street was more the promenade and more where the commerce took place on Washington Street.

R: Yeah.

I: Just as it would today. But right now, Franklin is a thoroughfare, all the traffic coming down here. But at that time Franklin was probably a popular street, but more of a side street.

R: Yeah there wasn't too much traffic because there were only about a dozen automobiles in town.

I: Who owned those, can you remember? Johnston you said or Johnson.

R: Yeah, Tom Johnston and Jay Johnston, his boy and he was with that boiler shop and ran it for years.

I: That's J. F.?

R: J. F., right.

I: Yeah. I remember him. Well who else, how about the Harbecks?

R: Yeah, ..Harbeck had a Hudson.

I: Did he?

R: Yeah. And, of course, Loutit's.

I: Yeah, they would.

R: They had a Bourne(?). And Hatton, I forgot what kind they had.

I: They began to do a lot of work for General Motors with the leather. He might have owned a General Motors car, Hatton.

R: Uh-huh. He had a big car, but I don't recall just what the make was.

I: Well how about your dad?

R: He bought a seven passenger Studebaker and I think it was 1914.

I: Open car.

R: Right. And Armstead went in with that Johnston, Armstead, Campbell, the two of them each had a seven passenger Studebaker. [laughter] And that was a great sport. Take a ride on Sunday afternoon.

I: Oh sure.

R: Over to Muskegon or maybe to Grand Rapids. But mostly you'd go to Muskegon, stop over there for a soda or a sundae and then drive back the same afternoon.

I: Boy you remember that. Of course, you would have been about 10 or 11 years old.

R: Yeah.

I: Perfect.

R: Yeah and I'd, of course, I remember bumping into a couple of cows at different times.

I: Oh is that right?

R: Because the farmers would be moving their cows from one field to another and they'd be down the road.

I: Yeah, sure.

R: Of course, you never knew which way they were going to go.

I: Turn around and charge the car.

R: Oh it didn't charge it really, than tried to get out of the way, you know. But they, you know, get excited and run the wrong way, of course, seeing my dad bump into a couple of them.

I: Now those were all dirt roads that you were on too, weren't they?

R: Right.

I: And it would be the old Grand Haven Road.

R: Right.

I: Yeah, sure. Well, even though it was still only 12 miles away, I bet it seemed a lot longer than that when you are traveling at what, probably 20 miles an hour?

R: Oh they ran fast, they ran faster, they probably don't remember. I think they probably went 40 or 50 miles an hour.

I: If the conditions allowed it.

R: What's that?

I: If the roads allowed it.

R: Oh yeah, that's right. Mostly you'd be able to drive 20 or 30 miles an hour.

I: Now your mother would be one of the passengers as well?

R: Oh yeah. The whole family would get in the seven passenger car.

I: How big a family did you have?

R: Well I had two sisters and a brother. And I guess grandmother lived with us when I was small.

I: Here again right in this home.

R: Yeah, right here.

I: Now are you the only one left?

R: I'm the only one that's left.

I: And you have no family, no

R: No never been married.

I: Yeah, no offspring. But you probably do have nephews or nieces or

R: Yeah. I have a brother who married a couple of times. And his first wife is D. J. Cannon's daughter.

I: Okay.

R: And I had a letter from her just a couple weeks ago. She lives in California. And she just lost her, she's been married two or three times and she had a big family. And how did she put it? She lost