

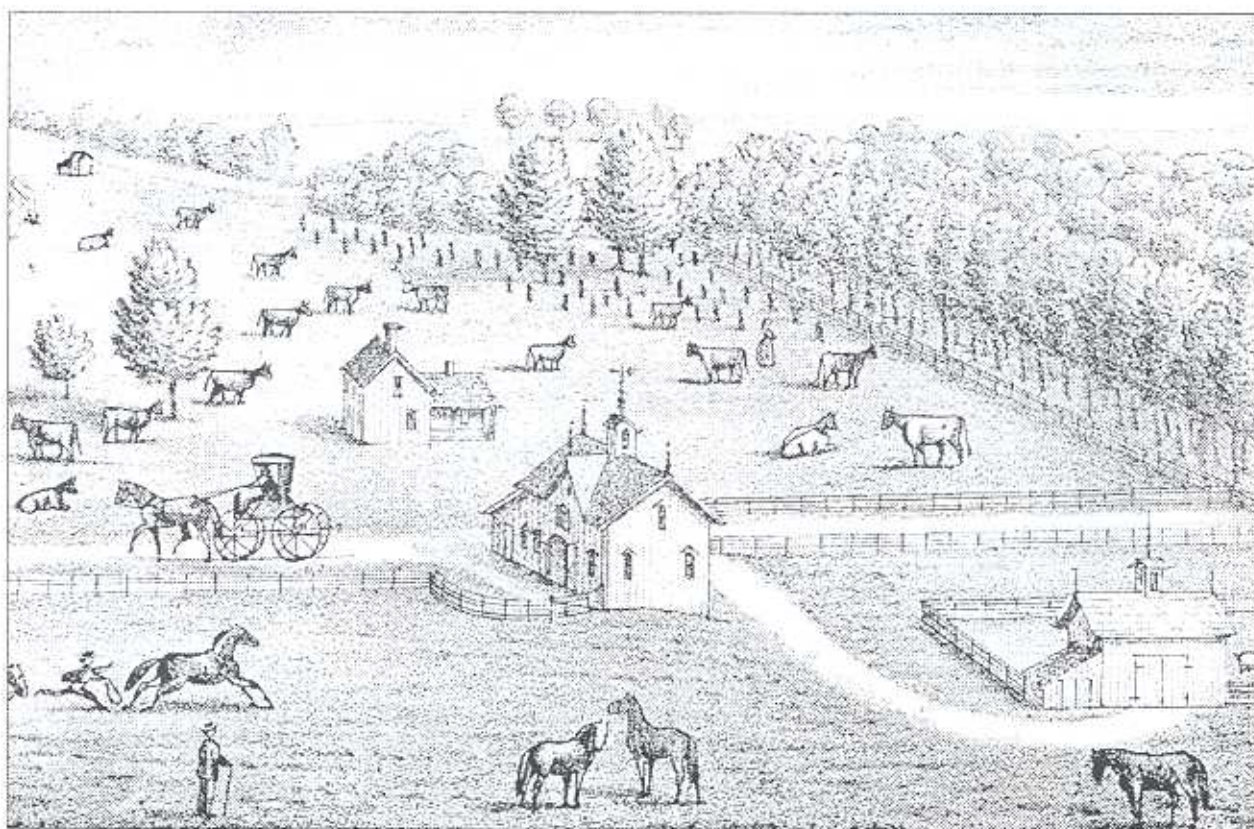
THE DEARBORN HISTORIAN

Quarterly of the Dearborn Historical Commission

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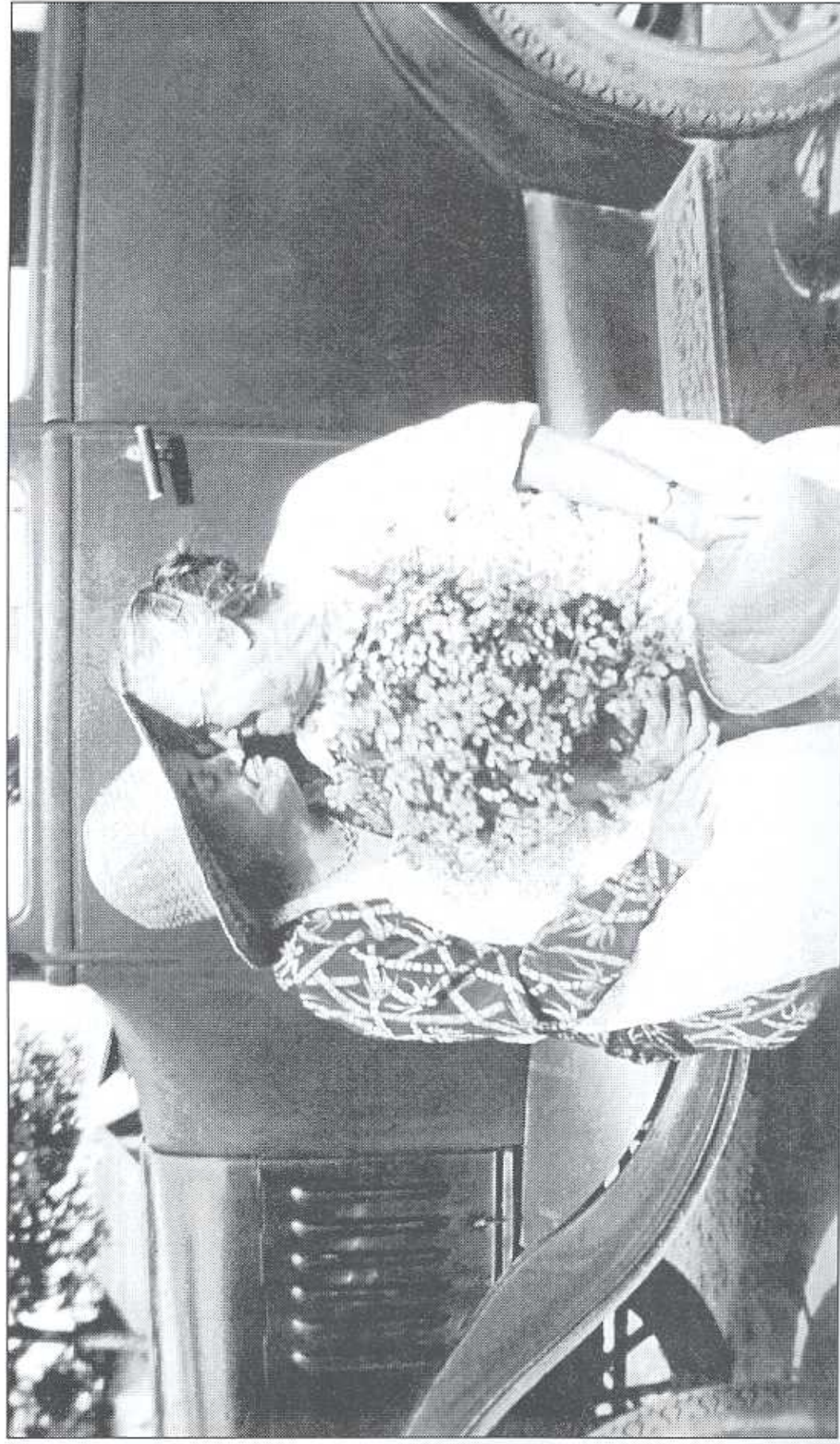
Included in this issue:

* *Dearborn: From Settlement to City*

* *Written in Stone: A Walk Through Dearborn's Cemeteries*

* *Get Your Paper*

SEEMS LIKE YESTERDAY



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Mary V. MacDonald, Editor

FRONT COVER: *Drawing of the farm residence of Gottfried Hebestreit, Esq. of Dearborn Township from the Illustrated Historical Atlas of Wayne County Mich. 1876.*

INSIDE FRONT COVER: *(Seems Like Yesterday) By the 1890s the Townships of Springwells, Greenfield and Dearborn had been thoroughly settled. Many of these early farming families remained in the local area. This photo, taken in 1929, shows Mrs. (?) Reckinger (left) and Mrs. Teresa Roulo (right) exchanging news on a summer afternoon.*

Correction: Volume 44, Winter 2004, Number 1, p.20, caption should read, Clyde M. Ford with Camilla and daughter Rylma (later Mrs. Charles LaChance) 1921. Thanks to John Wood who knew "Charlie" (not Larry) LaChance and notified us of the error.

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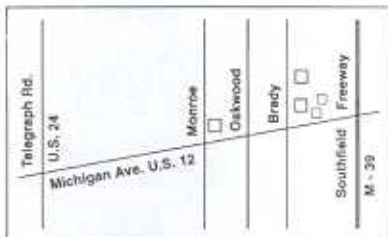
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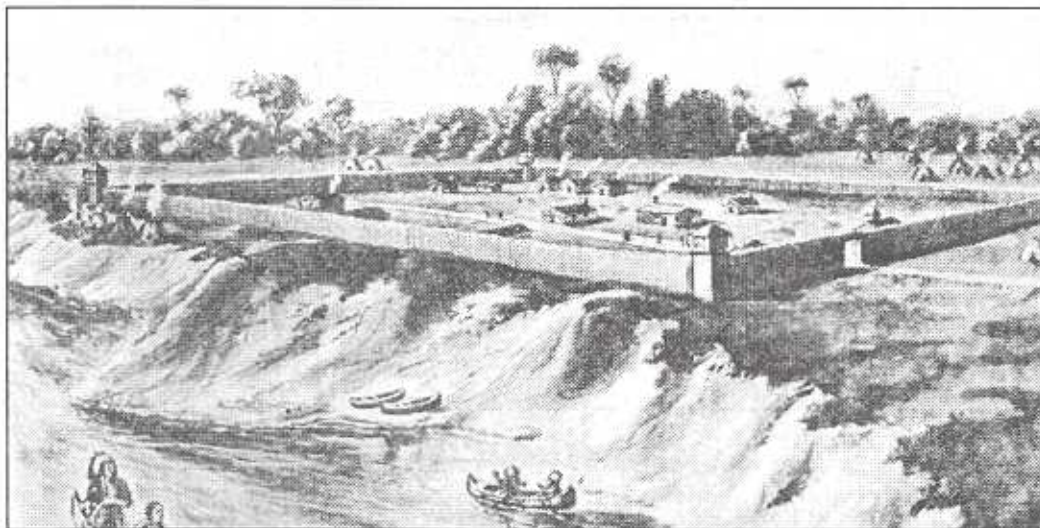
DEARBORN: FROM SETTLEMENT TO CITY

Kirt D. Gross

The arrival of Europeans in the Great Lakes Region dates to the early 17th century. In his book The Indians of the Western Great Lakes, W. Vernon Kintz used Champlain's first meeting with a Michigan Native Tribe (the Ottawa) in 1615, to mark this event (v). However, this meeting occurred east of Georgian Bay, and not in Michigan proper. In an article entitled "Euro-American Archaeology in Michigan: The French Period," Donald P. Heldman cites the 1634 arrival of Jean Nicolet, in the Straits of Mackinac, as "...thought to have been the first European to set eyes upon Michigan"(294). The French had colonized Canada and were making their way westward, looking for a water route to the Pacific Ocean. In the process, they were attempting to convert the Natives to Christianity as well as to establish trade networks. It was also during this period that the French Fur Trade was born. However, it was not until the 18th century that the fur trade dominated French endeavors in the Great Lakes. In the ensuing years French Jesuits established missions in Michigan, first in Sault Ste. Marie and then, with Father Marquette, in St. Ignace (294).

During the 17th and 18th centuries, the French established additional missions and forts to strengthen their land claims against the competing English. In Detroit, Cadillac established Fort Pontchartrain in 1701. According to George B. Catlin in The Story of Detroit, "Cadillac was not in the favor of the Jesuit mission priests of the north and he seemed to delight in annoying them. It was his plan to build up a prosperous trading center regardless of the welfare of the Indians, so he started outbidding the English traders in bartering brandy for furs" (11).

By 1707 land grants were being issued along the Detroit River by Cadillac. Later, these land claims would be granted by the King of France. Early settlers were given land that had access to the water and while the frontage was relatively narrow, the farms were deep, hence the name ribbon farms. Many of these early farms were granted to men with names still familiar to us today such as Campeau, Chene and Beaubien. The farms eventually spread, until the entire length of the Detroit River was occupied. By the 1780's farms were being established along waterways that fed the Detroit River such as the Rouge and its tributaries like Baby Creek, which is located in modern day Dearborn.



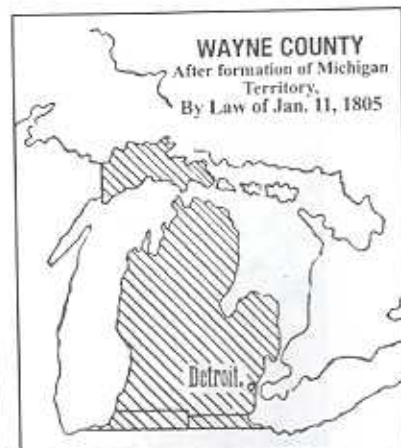
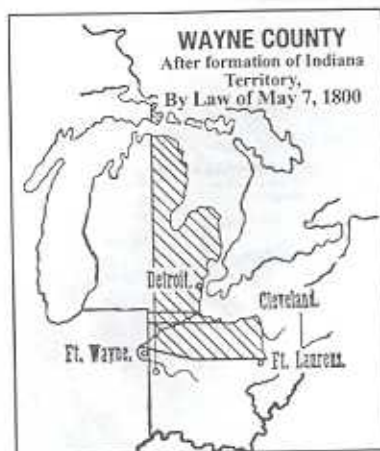
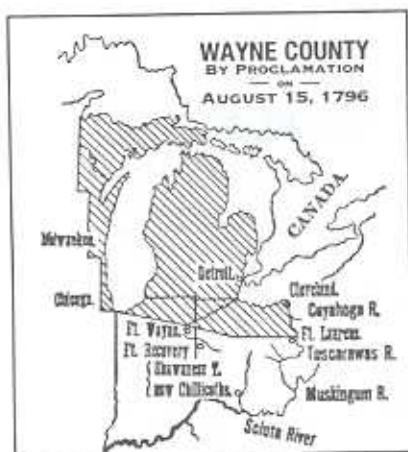
Cadillac's Old Fort Pontchartrain, in 1701, on the banks of the Detroit River.

Conflicts and competition for the territory grew between the French and the English. The French ultimately surrendered Fort Pontchartrain and other Michigan territory to the English in 1760. While the French had developed a working relationship with the Natives, British policy was antagonistic. Wars with the Indians resulted in the British losing much of their newly gained territory. Fort Pontchartrain did not fall at this time, but due to its poor condition, the British razed the fort and constructed Fort Lernoult in 1779 (Heldman: 304-7). According to Catlin, the British found Detroit to be "...a town of 300 dwellings and about 2,000 inhabitants" (33). It should be remembered that the American War of Independence was already well under way. Despite Britain losing the Revolutionary War in 1783, they did not immediately surrender Detroit and other frontier posts in the Northwest Territories. Nancy L. Woolworth cites a description of Detroit at this period, by George Morgan, an American Intelligence agent. He notes that:

...the Settlements on the Fort side of the River (Detroit) extend all the way up the Lake Sinclair[sic] to a place called Gross point[sic] which is 9 miles and down the River on the same side 3 miles to the River Rouge- Along the River Detroit are four Indian Settlements Containing in all about 34 cabins next at a place call'd the Huron Village on the East Side of the River 10 Cabins.... The Potawatomes have lately sold their lands at Detroit to the Inhabitants there and removed thence to Huron River sixty miles from the mouth of it [Huron River] empties into Lake Erie about four miles from the mouth of Detroit River between Detroit and Sandusky[sic]. Before the Wharves were built at Detroit, the Vessels us'd to winter in the River Rouge" (Dearborn Historian Vol. 36, No.1 1996: 4)

The British surrender did not happen until the signing of the Jay Treaty in November 19, 1794. Disputes with Canada over Detroit and Michigan continued until July 11, 1796. From this date forward the Michigan Territory fell under the jurisdiction of the United States.

The year 1786 is the acknowledged settlement date of what would eventually become the City of Dearborn. The names of these early settlers include Pierre Dumais, Pierre Drouillard and Jacque Duperon Baby, all of whom settled in Dearborn's east end, originally known as Springwells. In 1795, James Cissne became the first to settle in Dearborn's west end.

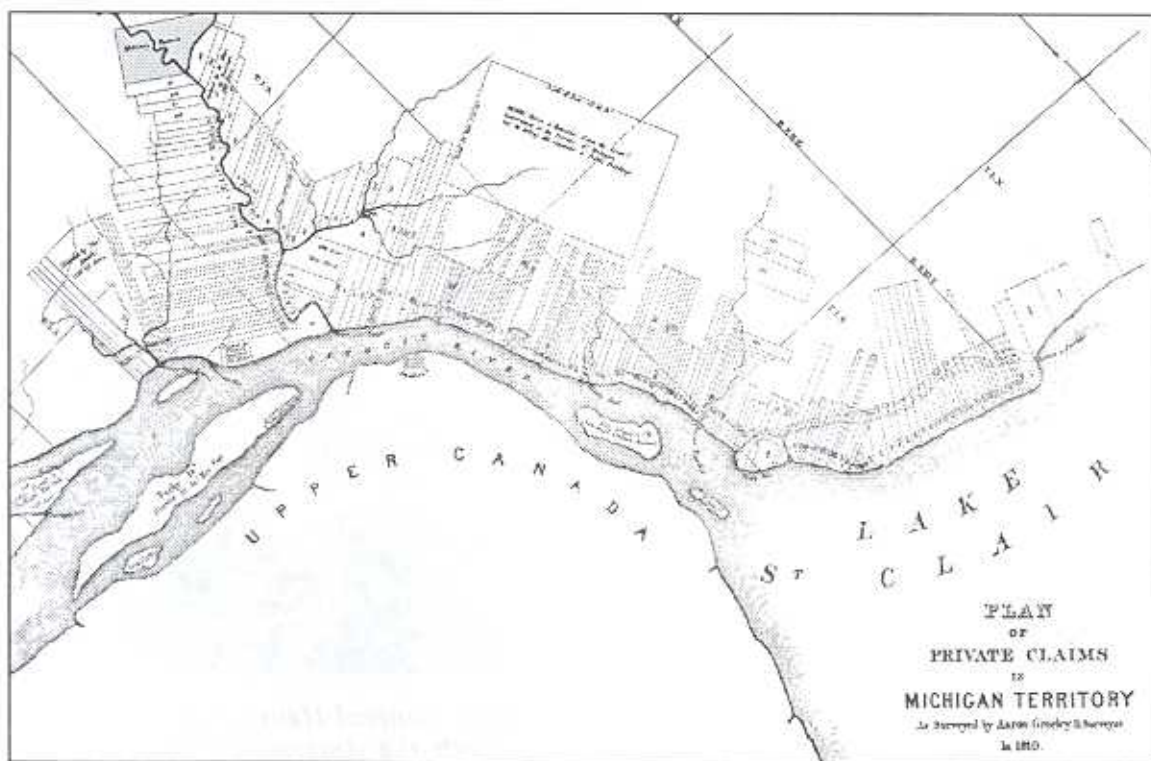


These maps are reproductions from Clarence Burton's History of Wayne County. Taken together they demonstrate some of the many changes in Wayne County at the end of the 18th century and the first half of the 19th century.

Meanwhile, Congress passed the Land Ordinance of 1785 that was applied to the Northwest Territory, which included Michigan. This ordinance provided that the land be surveyed and divided into a pattern of six-mile-square townships, oriented to Base Line Road (8 Mile Rd.) and a longitudinal meridian that runs from Ohio, through Jackson and up to Sault Ste. Marie. At this early date, the Michigan Territory had not yet been defined. Several disputes occurred in the Northwest Territory over boundaries. While I do not have the space here to outline these disputes, according to Clarence Burton in his History of Wayne County, in 1796, Winthrop Sargent, secretary and acting governor of the Northwest Territory, established Wayne County by proclamation. In this proclamation he declared:

It is directed that for the due execution of process, civil and criminal, the Governors shall make proper Divisions of the said Territory and proceed from time to time, as circumstances may require, to lay out the same into Counties and Townships...(Burton: 405)

Sargent's proclamation created a Wayne County that included all of Michigan and portions of Ohio, Indiana and Wisconsin. Obviously this proclamation would not be the last word on the definition of Wayne County. With the establishment of Indiana, Wayne County lost half of its territory in 1800 and slightly more with the formation of the Ohio Territory. The creation of the Michigan Territory in 1805 restored much of Wayne County's Territory, spanning what is today the entire State of Michigan. However, Wayne County was drastically reduced again by proclamation of Governor Cass as other Counties were being established in Michigan.



This is a reproduction of Aaron Greeley's 1810 Private Claims Survey Map. This map illustrates the layout of Detroit's earliest "Ribbon Farms." The dark line in the upper left corner is the Rouge River. The shaded area is the Military Reserve located at the fork in the River. This would later become the Detroit Arsenal in Dearbornville.

At this point I want to begin to focus my paper to the immediate area. Clarence Burton points out in his *History of Wayne County*, that

early settlers of New England adopted the township as the unit of local government, while in Virginia and some of the other southern colonies the county was made the unit (Burton: 417).

In the Northwest Territory the two systems are combined, with the Township "...free to exercise authority in all matters pertaining to local affairs..." while still connected to the County in affairs that concern the larger territory (Burton: 417). In 1827 Governor Cass divided Wayne County into nine townships: Brownstown, Bucklin, Detroit, Ecorse, Hamtramck, Huron, Monguagon, Plymouth, and Springwells (Burton: 418). Of special concern here, are the townships of Bucklin and Springwells.

In 1824, Bucklin was originally laid out as a township of considerable size. Its borders ranged from 8 Mile Road on the north, Van Born Road on the south, Greenfield Road on the east and Haggerty Road on the west. "It is said that William Bucklin, a pioneer justice of the peace, offered to act as township clerk without pay, on condition that the township bear his name" (Township Minutes, "Comments"). This Greater Bucklin Township was divided in half in 1829. According to Julia Gatlin Moore, the original submission of names for the two new townships, Lima and Richland, were rejected as it was "...illegal to give any township a name already assigned on the list of the United States Post Office Department" (Moore: 9). Therefore, two Chinese names were chosen to avoid further duplication of names. Thus the western half of Bucklin became Nankin



Lewis Cass was a personal friend of Major General Henry Dearborn and was instrumental in the naming of Dearborn Township. Cass served as a U.S. Marshall for Ohio, a Colonel of the Ohio Third Infantry, a Major General in the Battle of the Thames (Canada), Governor of the Michigan Territory, U.S. Secretary of War and U.S. Senator.



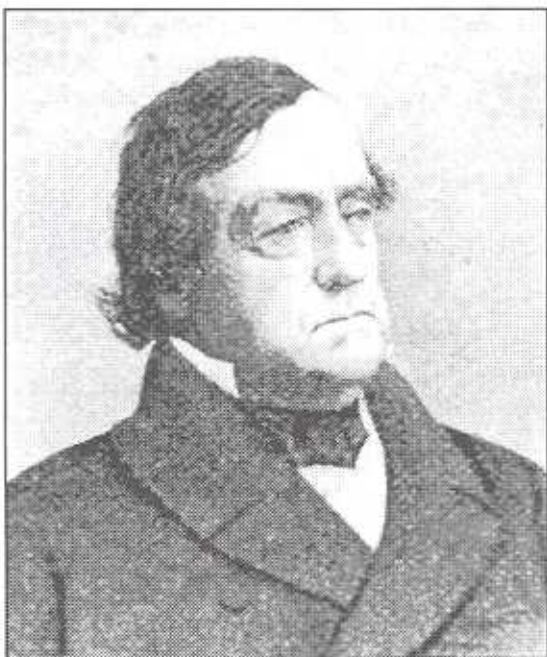
Major General Henry Dearborn served in both the American Revolution and the War of 1812 from 1751-1829. He was Secretary of War in 1801 and Commander-in-Chief of the United States Army during the War of 1812.

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and the eastern half became Pekin. In 1833, the name of the Township of Pekin was changed to Redford, after a ford in the Red (Rouge) River. Later that same year Redford Township was divided in half with the northern section retaining the name Redford Township and the southern half receiving the name Dearborn Township. Governor Cass named the new township Dearborn after his close friend Major General Henry Dearborn. Henry Dearborn served "...as Secretary of War in 1801 and served as Commander-in-Chief of the United States Army during the War of 1812" (Moore: 7). Further, the Village of Dearborn, located within Dearborn Township, was so named on the same date in 1833, no doubt due to Cass' influence on the relocation of the Detroit Arsenal to Dearbornville.

This, however, was not the end of the constantly shifting township borders and name changes. In 1834, the name of Dearborn Township reverted back to Bucklin. In 1835, Nankin Township was divided in half. The southern portion retained the name Nankin Township, while in the northern half, Livonia Township made its first appearance on the map. In 1836 Bucklin Township reverted back to Dearborn Township once again. The name of the village was changed to Dearborn in 1875 (Moore: 117). It is curious that despite all of this activity, the minutes of the Bucklin/Dearborn Township meetings do not make mention of these divisions of territory or the name changes. Most of the minutes are concerned with the laying out of roads and the establishment of schools. However, there were curious ordinances that were passed and recorded in the Township Minutes. Here are some examples from 1837.

The Council:

- * Resolved that a bounty of two dollars be paid on every wolf killed in the town by an inhabitant of the township
- * Resolved that stud horses of the age of two years be prohibited from at large
- * Resolved that a fine of ten dollars be imposed on Stud Horses going at large contrary to the above resolution. (112-113).

Obviously animals, both wild and domesticated, were creating mischief.

As for the Township of Springwells, it received its name due to the numerous wells and springs that were located there. The French called this region "LaBelle Fontaine" or "Place aux Fontaines". According to Woolworth, it was Jacques Duperon Baby who became one of the first to receive a large tract of land along the Rouge River. It was Baby, a French-Canadian, who "...helped negotiate the French surrender at Detroit in 1760, who helped the British deal with Pontiac in 1763, and who was an interpreter for the British Indian Department since June 24, 1777. Baby was given a gift of land by the Potawatomi on the interior route of the Rouge River" (*The Dearborn Historian* Vol. 36, No.1, 1996: 5). Baby died in 1789 and his properties which had not been "...already sold or mortgaged to British settlers were inherited by his sons, Jacques Duperon dit James, Jean Baptiste and Francois Baby" (*The Dearborn Historian* Vol. 36, No.1 1996: 7). During the 19th century, Springwells continued to be settled and developed, eventually becoming a densely populated city with both residences and industry.

The region was largely farmland. However, industries were springing up to serve the community. Ralph Fader's survey of this period, "Springwells - 150 Years Later - 'Roots and Branches,'" discusses many of these early settlers and businesses. Included in this list are James and Joseph Cissne who farmed the land that is now the Ford Rouge Plant. The Roulos were early farmers in the area. The Millers owned the land where the "Little Red Schoolhouse" now Miller School stands. The Amman's Five Mile House and the Schaefer's Six Mile House were two of the early taverns in the area. The Haggerty Brothers and the Clipperts were two of the brick manufacturers in Springwells. Other businesses included dry docks and government shipyards, railroad car shops, a tobacco

factory, smelters for Detroit and Lake Superior copper and nurseries. Of course, many of the families who lived in Springwells had names, which are still recognizable and, in some cases, are reflected in many of the City's streets. These include Ternes, Neckel, Karmann, Horger, Ford, Gardner, Esper, Thayer and many others (Dearborn Historian Vol. 18, No.3: 72-73). It should also be noted that the borders of Springwells were not static either. Territory had been annexed from Springwells by Detroit 6 times between 1849 and 1917.

Insight into life in this early period of Dearborn can be found in William Nowlin's account called The Bark Covered House. Here he depicts his family's 1833-34 journey by boat, after the opening of the Erie Canal, across Lake Erie to Detroit. Once arriving in Detroit, he gives vivid descriptions of the arduous travel on the Chicago Road (now Michigan Avenue) to Dearborn where the Nowlin family began the work of clearing the forest and building a home. His narrative also describes other trials that pioneers had to contend with such as bears, snakes and mosquitoes.

From the earliest occupations in this region, waterways, such as the Rouge River, were widely used for transportation and movement around the region. Native Americans also followed the well-worn trails cut by animal migrations. Michigan Avenue is one such trail. Originally known as the Sauk Trail and the Chicago Road, Michigan Avenue, was and remains one of the main arteries out of Detroit; this one passing through Dearborn. Nowlin briefly describes the Chicago Road as:

When I reached the Chicago road again, it seemed anything but inviting. I could just see a streak ahead for of five miles, with the trees standing thick and dark either side (Nowlin, 26).

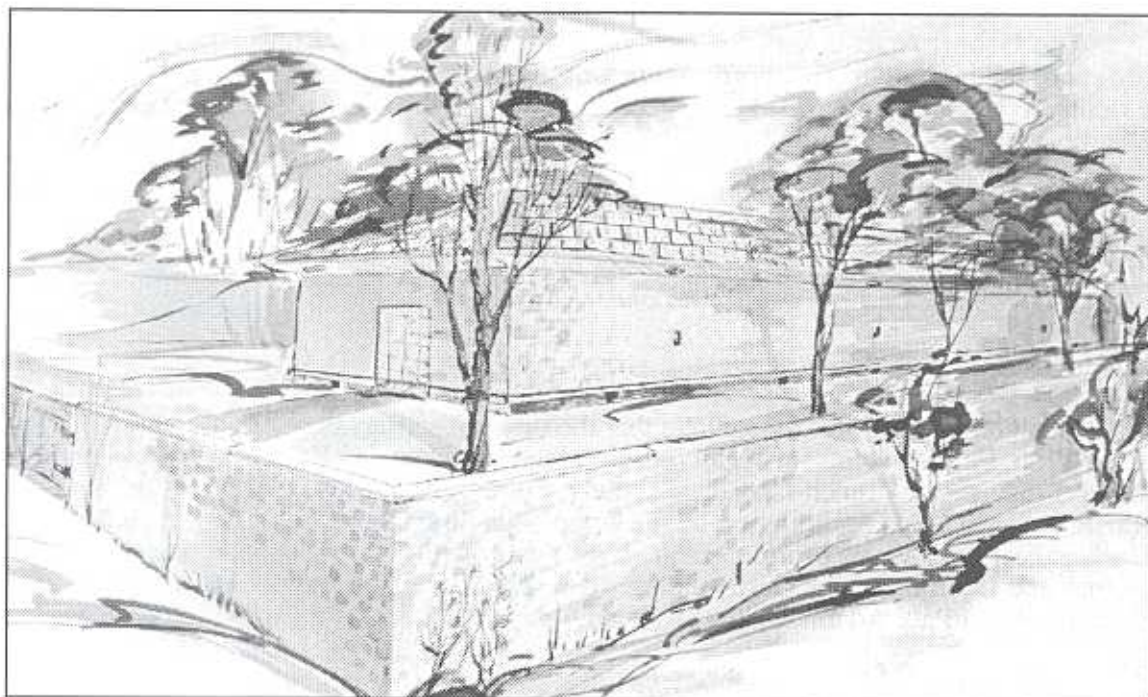
Certainly a different impression of the landscape than we have today.

Although widely used, travel on this road was difficult. As a result, taverns and inns were placed frequently along the path to Chicago to serve as rest stops. One author's account describes travel in the Detroit area as follows:

We found on leaving Detroit, in 1836, a wagon track, which for the first thirty-six miles wound through the heavy timbered lands of Wayne County. It seemed to us the worst road that mortal ever traveled over. Some idea may be had of its condition from the phrases and stories then in vogue about it. It was called 'a hard road to travel, "one continuous mud hole," 'a road without any bottom' (Pioneer Society of Mich. Vol. 5, 240).

Dearborn Township and specifically Dearbornville received a boost in growth with the relocation of the Detroit Arsenal. Shortly after the great fire of Detroit in 1805, the U.S. Government acquired a large tract of land near the Chicago Road (now Michigan Avenue, U.S. 12) and the Rouge River. This heavily wooded land, strategically situated high on a sandy ridge, was declared a Military Reserve. These "Military Reserves" supplied the U.S. Military with raw materials such as timber and clay for the construction of buildings, ships and gun carriages.

The original Arsenal in Detroit was constructed in 1816 at the corner of Jefferson Avenue and Wayne Street and supplied Fort Shelby. Its location was initially deemed a safe distance from the inhabitants of the fledgling city. However, with the growth of Detroit after the War of 1812, the Arsenal's location was considered a hazard by city government, due to the storage of gunpowder in close proximity to residents. The City also feared that, in case of an attack, it would become an object of destruction by an



This is an artist's rendition of the Powder Magazine, in 1839, at the Detroit Arsenal in Dearbornville. This building, now known as the McFadden-Ross House is part of the City of Dearborn's Historical Museum.

enemy. In addition, the dock used by the Arsenal formed a stagnant pool, which officials claimed caused the spread of fevers during the summer months. The decision was made; the Detroit Arsenal was to move to the Military Reserve in Dearbornville. On July 30, 1833, the cornerstone for the new Arsenal was laid at the Commandant's Quarters by Lieutenant Joshua Howard (The Dearborn Historian, Vol. 12, No. 2 1972).

Construction of the new Detroit Arsenal was completed in 1837, the same year that Michigan became a state. The complex consisted of 11 buildings enclosed by a wall 12-feet high and 2 1/2 feet thick (Haight, Floyd L., 1961: 3). Finally, the new powder magazine, located 930 feet east of the Arsenal, was completed in 1839. The powder magazine proved to be the catalyst for the move of the Detroit Arsenal.

Since much of the construction material for the Arsenal was obtained locally, the Arsenal provided jobs for many local residents. Brick manufacturers, such as Titus Dort, benefitted from the Arsenal's relocation to Dearborn. Dort eventually constructed a kiln on the Arsenal grounds and produced his bricks on site.

The Arsenal's primary function was to store, repair and issue munitions for the Northwest Territory. Roughly a dozen ordnance soldiers were permanently stationed at the Arsenal. These men were trained as artisans and were responsible for the maintenance of the arms, saddlery and other military equipment. However, when U.S. troops moved through the Detroit area, especially during the Civil War (1861-1865), Dearborn and the Arsenal parade grounds "...took on the look of a 'military town'" (The Dearborn Historian Vol. 36 No. 3: 1996). Munitions were shipped from the Arsenal, by rail, to the troops being mustered out of Fort Wayne in Detroit and Jackson, Michigan.

The Detroit Arsenal was the catalyst for the growth of business, industry and the arrival of the railroad in Dearborn. Work was begun on a line running from Detroit to St. Joseph in 1831 (Moore: 256) and according to Nowlin the first train came through Dearborn in 1837. He wrote:

At last we could hear the distant rumbling like the sound of a thousand horses running away, and we saw the smoke. As they came nearer we saw a long string of smoke disappearing in the air. The cars were approaching us rapidly, and stopped for no one. (Nowlin: 174).

The industrial revolution was about to arrive in Dearborn.

It can be inferred from the above that the original settlers in the region were French. After 1760, English colonists began settling in the Detroit area. Heldman notes that "after about 1780...many French-Canadian settlers from Detroit moved to the mouth of the Raisin River to avoid assimilation by the British and, after 1796, by the Americans" (309). During the 1800s waves of immigrants, largely from Northern Europe, began to arrive in Detroit and Dearborn. The German presence in Dearborn was significant during the 19th Century. Willi Paul Adams writes in The German-Americans An Ethnic Experience:

The first peak of German immigration to North America came in the year 1854, when more than 220,000 arriving Germans were registered in American ports. Decisive factors that unleashed this wave of emigration were the repeated crop failures that began in 1846 in southwestern Germany, especially potato rot. In the wake of the failed revolution of 1848, according to rough estimates, some 6,000 political refugees made the transatlantic trek, the majority of whom had first sought interim sanctuary in Switzerland, France or England (4).

Locally, many Germans settled in Greenfield Township. Greenfield Township developed out of a portion of Springwells Township in 1833. The eastern section of Greenfield Township (near Warren and Schaefer) was later annexed back to Springwells Township. Much of Greenfield Township would later become annexed by the City of Detroit. According to the 150th Anniversary publication by Saint Alphonsus Parish called A Century of Conquest, "a little German community had been established in 1837," in this area of Greenfield Township (9). "We find the name of Peter Korte mentioned as a farmer in Greenfield in 1837, John Horger in 1839, and Jacob Esper in 1843-all from Prussia" (9). The Esper family opened the doors to their home for the initial church services. The above book explains that the Esper's living room served as a chapel, the "...adjoining room became a sacristy and confessional..." and the priest stayed in one of their bedrooms (21). Later they would donate four acres of their farm for the establishment of a church building in 1852, creating St. Alphonsus Parish.

On the West Side of Greenfield Township and in neighboring southeastern Redford Township, and northeastern Dearborn Township, many settlers were from Ireland and Scotland for which the "Scotch Settlement" is named. This was a large tract of land that stretched approximately from Ford Road to Warren and from Greenfield to the Rouge River. One of the earliest families to settle in the "Scotch Settlement" was the Ruddiman Family, who arrived from Aberdeenshire, Scotland, in 1843. According to an article entitled "The William Ruddiman Family," by Catherine Ruddiman, William and Catherine (Noble) Ruddiman lived in a log cabin near Southfield Road, between Joy and Warren roads (now within the City of Detroit), until 1860 when their brick farmhouse was constructed on their sixty acre farm. William and Catherine had 10 children. (The Dearborn Historian Vol.25, No. 3, 1985: 67-70).



Among the many German immigrants who settled in Springwells was the Esper Family. Father Peter (left) and Father Michael (right) were the sons of Jacob and Catherine Horger Esper.

Litigot O'Hern in 1861 and in 1863, their son Henry was born. It is said that as a child, Henry was well acquainted with the Gardner children and used to play in the Gardner home. Apart from Henry's contributions to the auto industry, he had a deep appreciation of history and as a result established the Henry Ford Museum and Greenfield Village in 1929. Among the pieces that he collected for the Village was the Gardner home (mentioned above), as well as a reconstruction of the Scotch Settlement School. Furthermore, as a favor to his friends, the Ruddimans, Henry had the original Ruddiman farmhouse (located in Detroit) dismantled brick by brick and reconstructed in Dearborn. The home remained in the Ruddiman family until 1981 (*The Dearborn Historian* Vol.25, No. 3, 1985: 67-70). Much of the history of Henry Ford is well known. He established the Ford Motor Company in 1903 with his first factory being located in Highland Park, Michigan. By 1917 Ford had begun construction on a new factory in Springwells Township on the Rouge River. His offer of \$5 a day served as a beacon for workers all over the United States and indeed, the world. For example, Russell M. Magnaghi followed the arrival of Italians to the area in *Italians in Michigan*. Here he notes, "according to the 1900 federal census 905 Italians lived in Detroit"(7). "Within the decade there were 5,724 in Detroit alone"(7). Further, with the boom of the auto industry, by "...1915 some 683 Italians worked among 13,000 foreign-born workers employed by the Ford Motor Company" (7). Further, in *Ethnicity in Michigan: Issues and People*, Jack Glazier and Arthur W. Helweg chart the major periods of immigration for Michigan between the years 1880-1990. Their chart, while not showing hard numbers, does illustrate the time periods in which waves of specific ethnic groups immigrated to Michigan. Slovaks, Cornish,

Another of these early families, who settled in the Scotch Settlement, was the Gardner Family. Richard Gardner, from Wroxton, Oxfordshire, England, arrived in the United States in 1828. He married Elizabeth Gauld, from Aberdeenshire, Scotland, who arrived in Dearborn in 1831. After they were married, they settled on their Greenfield Township farm in 1832. Richard served as a Supervisor, Assessor and Justice of the Peace for twenty-four years (*The Dearborn Historian* Vol. 73: 73-4). Like the Ruddiman Family, they too had 10 children. The Gardner home was moved from its original location to Greenfield Village. In 1996, the house was again relocated to the grounds behind the McFadden- Ross House, becoming part of the property of the City of Dearborn's Historical Museum.

Samuel Ford bought property in the Scotch Settlement (near what is now Joy Road and Greenfield) in 1832. Samuel's brother, John, emigrated from Ireland with his family and purchased 80 acres in Dearborn in 1848. John and his wife Thomasine, had seven children of which, the oldest was William. William married Mary

Norwegians and Czechs, for example, show peaks in immigration between the years 1880-1930. Caribbean Islanders arrived between 1890-1940. Muslims, including Turks, Kurds and Bosnian Muslims, emigrated from 1890-1940 and Arabs from 1890-1970 (70-71).

While Glazier and Helweg's book discusses waves of immigration to the State of Michigan as a whole, a great many of these people settled here in Dearborn. A 1996 article in the Dearborn Press and Guide reported that the Dearborn School system and its bilingual staff worked with 37 different languages. The most widely spoken foreign language is Arabic followed by Spanish and Romanian. The other languages include Albanian, Polish, Urdu, Italian, Armenian, Bisana, Bulgarian, Chinese, Creole, French, German, Greek, Gujarita (sic), Hindi, Hungarian, Ismari, Japanese, Kannada, Kasmari, Korean, Kurdish, Lithuanian, Mandarin, Pakistani, Persian, Portuguese, Punjabi, Russian, Slavic, Tagalog, Turkish, Ukranian, Vietnamese and Yugoslavian (Slaughter, July 18 1996). This diversity makes Dearborn truly a cosmopolitan city!

Of course with the arrival of so many people, housing was needed. The Wayne County Atlas of 1876 demonstrates that all of the land in Dearborn Township had been claimed. In the main, tracts of farmland had been purchased in 40-acre parcels. Some of these local farms were significantly larger. An examination of the atlases from 1904 to 1929 reveal that this farmland was being rapidly subdivided. Indeed, by 1929 most of Dearborn's currently recognizable neighborhoods were already well defined. I mentioned previously that Dearbornville incorporated and changed its name to Dearborn in 1897. At this point in history the City of Dearborn existed within the larger Dearborn Township. Therefore, Dearborn was essentially surrounded by Dearborn Township. In 1927 Dearborn incorporated as a city and became the City of Dearborn. Meanwhile, borders had been shifting back and forth between Greenfield Township and Springwells Township. Greenfield was finally annexed by Springwells in 1873. In 1919, Springwells incorporated as the Village of Springwells and then as the City of Springwells in 1923.



Wedding photo of Joseph H. and Anna (Esper) Schaefer (seated). Standing left to right: Elizabeth and Joseph Esper, Bernard Korte and Mary Schaefer, May 9, 1993.

This year the City of Dearborn is celebrating the 75th Anniversary of Consolidation. The creation of the new city, with its modern borders, involved the consolidation of three autonomous areas. These areas included the City of Fordson (formerly Springwells), the City of Dearborn and east and west Dearborn Townships.

Henry Ford and the building of the Ford Rouge Plant in 1917 had a tremendous impact on the infrastructure of the City of Springwells. Ford provided considerable assistance to the City of Springwells regarding public works and other projects. As a gesture of thanks to Henry and in honor of his son, Edsel, the name of Springwells was changed to Fordson in 1925. Because Henry Ford's business interests were deeply rooted in Springwells and due to his sentimental attachment to Dearborn, it was he who had originally proposed the merger of the cities to the recently elected first mayor of Springwells, Joseph M. Karmann. Henry Ford contended that consolidation would provide a bigger, better and more efficient city. Rumors circulated that the consolidation would feature the Rouge Plant serving as anchor for the east end and "aeroplane factories" anchoring the west. Proponents of the merger further argued that consolidation would offer "...lower taxes, more efficient transportation, better city planning, improved business conditions, development of the Rouge River, and [the] establishment of a municipal hospital" (Ralph G. Fader, "Consolidation: From Rumor to Reality," The Dearborn Historian, Vol. 19, No. 2 1979: 41).

However, support for the proposed consolidation was not universal. Many Fordson residents and business leaders initially feared that the consolidation would benefit the smaller City of Dearborn at the expense of Fordson. The population in Fordson was approximately 26,000 residents; whereas Dearborn had approximately 9000. Dearborn residents also had concerns regarding tax issues, control over the consolidated government and the retention of the Dearborn name.

The State of Michigan mandated that the consolidation would be approved by a simple majority vote in the four effected areas. When the dust settled in June of 1928, Fordson voters approved the consolidation by a slim margin of 87 votes. The City of Dearborn, on the other hand, voted decisively in favor of the consolidation with 1263 votes for and 685 against. Both the eastern and western sections of Dearborn Township also strongly supported consolidation.

A nine member Charter Commission was also elected in June. A draft of the new City Charter was organized for voter approval. In this Charter the issue of the city's name was addressed and after reviewing several other propositions, the name "Dearborn" was entered into the Charter. Another important issue, that the Charter resolved, concerned voter representation. Given the unequal distribution of voters between the east end and the west end, the first election provided that "... five Councilmen must reside in either the Fordson or the Dearborn Township area and two councilmen must live in old Dearborn. After the first election all of the Councilmen would be elected at large" (44).

The Charter was brought to the people on December 12, 1928, and was ratified by the people of Greater Dearborn on January 9, 1929. Also in December, voters elected Clyde Ford to preside as the first mayor of the new City of Dearborn.

In the 75 years following the consolidation, the City of Dearborn has continued to grow. Many of the original settlers still have descendants who live in the City. Churches such as St. Alphonsus and Sacred Heart share deep histories here in town. And of course, the Ford Motor Company still calls Dearborn home. The City has experienced many changes and there are many stories to tell. From the earliest settlements during the 18th century to the formation of a fully modern, industrial city, the history of the City of Dearborn is as long and winding as the river that flows through it.

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“WRITTEN IN STONE” A WALK THROUGH DEARBORN’S CEMETERIES

Helen K. Mamalakos

The Greek word for cemetery is “koimeterion” which, literally translated, means “sleeping place.” Cemeteries are much more than final resting places. They are, in fact, historical places with rich histories, waiting to be discovered and recognized by us, the Dearbornites, who have chosen to walk through and seek information regarding our past.

Setting aside the beauty of a cemetery (several parks were designed after famous cemeteries at the turn of the century) and concentrating solely on the historical information available in such places, one finds that the majority of information regarding the “sleeping community” comes from tombstones.

Tombstones have varied from their inception at the turn of the 19th century and have grown. While the early tombstones, placed on graves, were made of wood and then later, limestone, today’s grave markers are usually granite or marble and some are very artistic in design.

Much can be discovered when one walks through a cemetery looking at the tombstones. From these marble markers one can determine the age of the departed, their gender, their position in life (dear mother, father, sister, etc.), sometimes, even their social standing or prominence in the community (ornate tombstones). Indeed, one’s final resting place may give us clues as to the people who lived in our community.

Dearborn has been host to several resting places in its 75 year existence. Because of rezoning and the individual buying of the property on which the cemetery existed, (i.e. Old Hill Cemetery was one of Dearborn’s earliest cemeteries which was located on the property where the Ford Rouge Plant is today).

The number of formal recognized cemeteries that Dearborn has today is three. They are:

1. St. Alphonsus Cemetery, (located in the east end of town on Schaefer Road),
2. Northview Cemetery, (located in the west end of town on Outer Drive), and
3. Mt. Kelly Cemetery, (located in the west end of town on Cherry Hill).

These final resting places have endured a great deal over the years. They have been upgraded, admired, vandalized, and renovated. Now let’s turn our attention to the very lively history of Dearborn’s three major cemeteries.

St. Alphonsus is, by a narrow margin, the oldest cemetery in Dearborn. Its first recorded burial is of Nicholas Blesser who died on September 21, 1849. Mr. Blesser was buried within days of his death, which was the custom during that time period. It is at this point that it is important to note that Mr. Blesser was buried in the original St. Alphonsus Cemetery. The congregation of St. Alphonsus Parish started the original cemetery. The Parish established a small cemetery on the north side of Warren where Schaefer Road runs now. When it became necessary to move the cemetery because of the northern

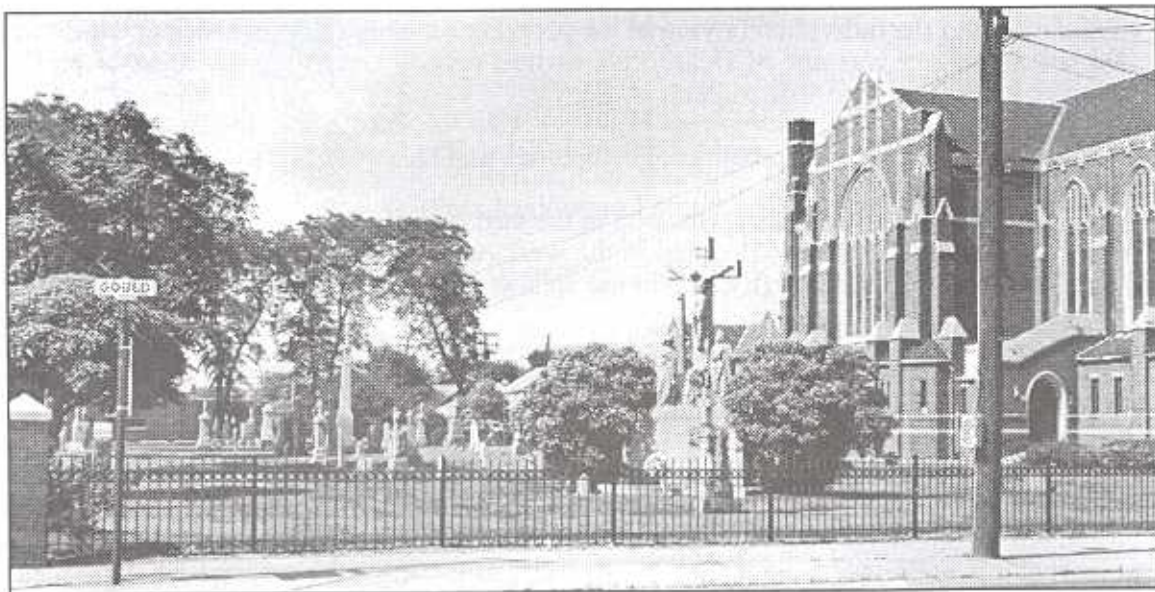
extension of Schaefer Road, the Church congregation hustled to move those buried there to their current location. It is important to note that not all of the bodies in the original cemetery could be moved, as they were, often, unidentified graves. These unmarked graves were left at their original site and the site was paved over for the expansion of Schaefer Road. The Cemetery now rests next to St. Alphonsus Church on the corner of Gould and Schaefer. The upshot is that there are human remains buried underneath Schaefer Road, a road well traveled daily.

St. Alphonsus Cemetery, though the smallest of all cemeteries, is perhaps, the most beautiful. The largely German Catholic immigrants, who settled that area of Dearborn (the east end, Aviation subdivision), brought with them the art of masonry from their homeland. As a result, there are several beautiful statues and remarkable stone markers at St. Alphonsus Cemetery. The Cemetery, along with the Church and the rest of the church campus, was designated as a Michigan Historical Site on August 29, 1998.

There are over 250 graves within an acre area at St. Alphonsus Cemetery. The names on the tombstones read, as the late Richard Marsh noted in his 1998 article, "St. Alphonsus Church Grounds":

"Many of the names of the people buried in the cemetery read like a street map of east Dearborn. These include Theisen, Esper, Schlaff, Henn, and Horger."

Also among those at eternal rest at the Cemetery is Patrick O'Herin (O'Hern), grandfather of our own Henry Ford. After the death of her parents, O'Herin(O'Hern) adopted Mary Litigot, mother of Henry Ford. It is a well documented fact that O'Herin (O'Hern) and young Henry Ford were very close. The name, O'Herin, appears as O'Hern in several different publications regarding Mary Litigot. The spelling, used in this article, is taken directly from the tombstone in St. Alphonsus Cemetery.



View of Saint Alphonsus Church and Cemetery taken from Gould Street in the summer of 1980. The entire Church Complex became a Michigan Historic Site in the late 1990s.

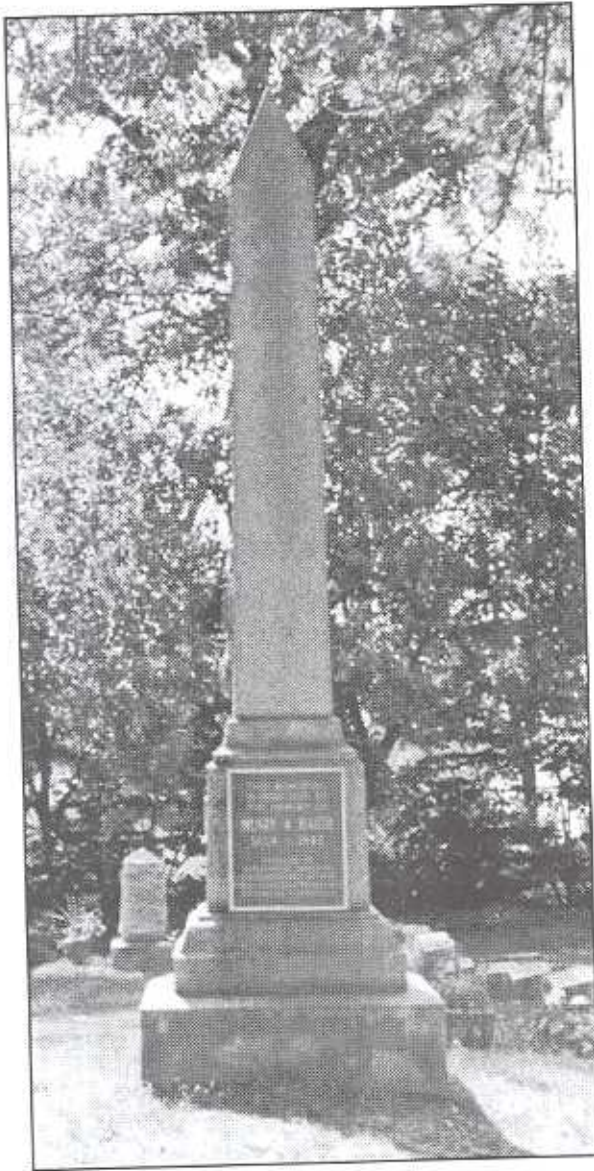
Whereas St. Alphonsus Cemetery is the smallest in Dearborn; Northview Cemetery is the largest. This cemetery rests on 18.5 acres of land along Outer Drive in West Dearborn. Well-known Detroit attorney and Dearborn historian, Henry Haigh, founded the Cemetery. It was Mr. Haigh who founded the Dearborn Historical Commission in 1928, the first commission that was established in the City of Dearborn.

Mr. Haigh headed the Northview Cemetery Association, which was officially organized on February 19, 1869. It was this Association that bought the land on which Northview is located. The Association, then, incorporated in 1883 and legally owned the Cemetery until 1913 when the Articles of Incorporation became defunct. At that time, Mr. Haigh, personally, bought out the outstanding shares of the Cemetery. For many years, the Haigh family owned and operated the Cemetery.

Right: Tombstone of Cpl. Christopher Racho, of the U.S. Army, killed on August 30, 1870, while on duty at the Detroit Arsenal in Dearbornville. A new tombstone replaced the crumbling original marker in 1971, through the efforts of the Dearborn Historical Commission and the Allied War Veterans. The stone was funded by the Dept. of Defense, U.S. Government.



Left: View of Northview Cemetery from the west. These grave markers date back to the mid 1800s.



Large marker inside of Northview Cemetery shows the final resting place of Henry A. Haigh, founder of the Northview Cemetery Association.

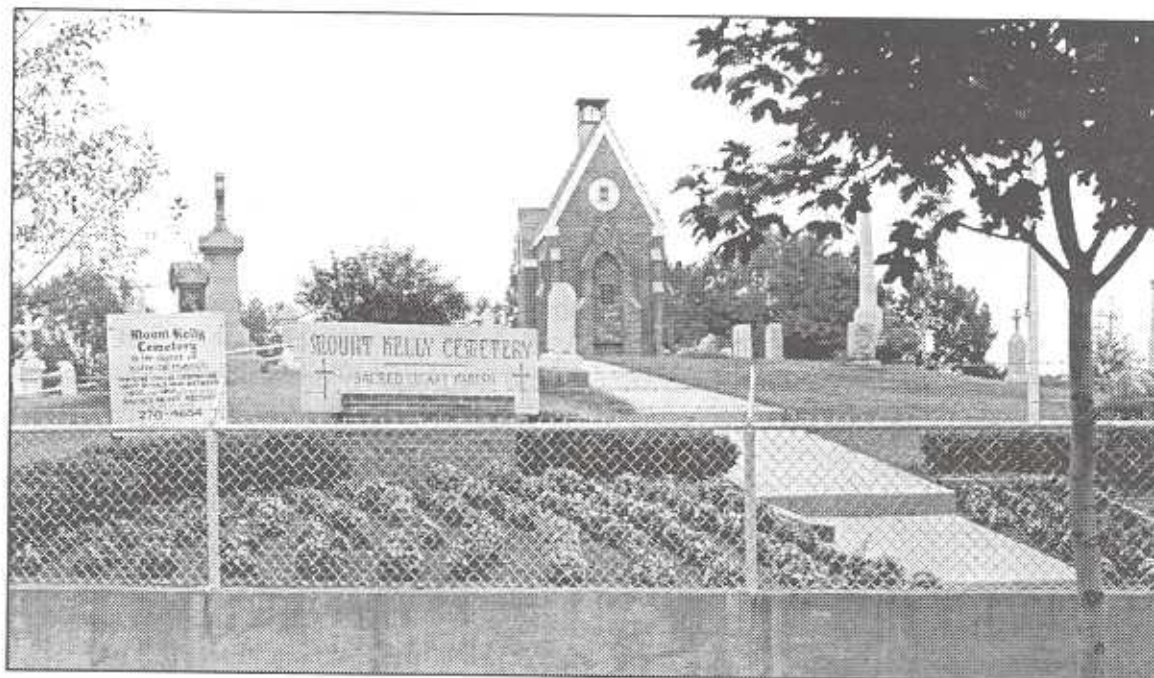
There are about 4,000 people buried at Northview Cemetery. This figure includes a variety of famous Dearbornites. Among the flowing trees and quiet interior are graves that have been moved from family cemeteries that existed as far back as the 1750s. As noted in an article by the late Richard Carden, the Chauvin (or Chovin) Family was originally buried on their ribbon farm in Dearborn. When that land was sold, the bodies were reinterred in the Northview Cemetery. Mr. Carden wrote of this:

"What we have in Northview Cemetery is something that is very unique—the resting place of Dearborn's early pioneers, dating back to the early colonization of North America."

The Chauvin Family was not the only farming family to end up at Northview Cemetery after they had been originally buried on their family farms. This is also true of the Sloss Family. The Big Sloss Cemetery, also called the Pepper Road Cemetery, was on the east side of Oakwood Boulevard at Village Road. This property was once part of the Sloss Family farm. The graves of the Big Sloss Cemetery were moved when Henry Ford purchased the land and the graveyard was formally declared abandoned (October 2, 1914). Those remains were reinterred in Northview Cemetery, and some went to Woodmere Cemetery, (a small portion of Woodmere Cemetery is within the City of Dearborn limits). Northview Cemetery also includes the remains of those buried in The Little Sloss Cemetery, (also called the Mason Street Cemetery), which was located on the north corner of Mason and Monroe.

Adding to the noted Dearbornites buried in Northview are most of the Haigh family; Christopher Racho, a soldier killed at the Detroit Arsenal; several 24th Michigan Infantry Civil War soldiers; and internationally known actor, George Peppard. Also, it is an interesting historical side note that Evangelist Joseph Morrell, best remembered for once walking on a tightrope across Grand Falls in New Brunswick, Canada, is also buried here. Further research indicates that Mr. Morrell stopped midway on his tightrope journey to perform a handstand.

The Cemetery has no plots for sale and no plans for expansion. It is a part of Dearborn history to be explored and noted for historians as a very special place.



View of Mount Kelly Cemetery, owned by Sacred Heart Parish, after its extensive renovation. This photograph, taken September 12, 1980, depicts the Cemetery from Cherry Hill Road.

The final Cemetery, to be explored, is Mt. Kelly Cemetery. This was originally the Daly Family land. William Daly immigrated to the United States with his parents in 1837. He settled in Dearborn in 1842 and he became quite a well-known farmer for the majority of his life. He also served the community as a Highway Commissioner, a Justice of the Peace, County Supervisor for the poor, and a School Director for several years.

The actual beginnings of the Cemetery were in 1858, when William and Mary Daly donated 4 acres of land to Sacred Heart Church to be used as a graveyard. There are several Daly graves dating back to the late 1880s which acknowledges the Daly Family.

The name, Mt. Kelly, however, dates back to about 1860, when they named the Cemetery for Reverend Patrick O'Kelley, who served at Sacred Heart Parish from 1856-1858. Father O'Kelley is remembered for giving physical and spiritual aid to his parishioners. The red brick structure, built in 1875, was erected over his grave. It seems appropriate that this little building, holding the remains of a very reverent man, looks like a church.

As Dearborn grew, Cherry Hill Road began to encroach on the cemetery property. Identified graves were relocated in the Cemetery but several unidentified graves were paved over with the extension of Cherry Hill Road.

The Cemetery is very well-kept and is noted for its exceptional attention to history. Mt. Kelly Cemetery underwent a major renovation/clean-up project in the late 1970s. The community was very impressed with the results and, consequently, the parish had received several awards from the City Beautiful Commission of Dearborn.

While there are only three cemeteries that are completely in Dearborn, there is part of another cemetery that is included in Dearborn's boundaries. This is the Woodmere Cemetery, which is mostly in Detroit. However, a section, north of Baby Creek, is in Dearborn and is located on the border of the City's south end.

Originally, the land on which Woodmere is located, was an Indian hunting ground and, later, farming property of the French settlers. A Woodmere Cemetery Association was formed in 1867 and the Cemetery was dedicated on July 14, 1869. One of the important Dearborn families buried there is the Ross Family. Nathaniel and Elizabeth Ross owned acres of land in Dearborn's west end. It was one of their children, Mary Elizabeth Ross, who donated the Ross House (and the property on which the Quality Inn Motel is located now in west Dearborn), to the City of Dearborn with the stipulation that the house would be opened and maintained as a historical museum and named "McFadden-Ross" to honor both her mother and her father. Woodmere Cemetery is now privately owned and has plots available.

Another cemetery in Detroit, privately owned, that has a strong Dearborn connection is the Ford Family Cemetery. This very small graveyard is located on Joy Road, two blocks west of Greenfield. Among those buried there are Henry and Clara Ford. It is interesting to note that the graves of Henry and Clara are protected by long slabs of concrete which have been placed on top of the graves and serve as markers for the site. There is, also, a strong iron cage covering both these graves. This encasement of the Ford graves was done after Clara was buried there. It seems that several people came to visit the graves and chipped away tiny parts of the headstone to keep as a souvenir. The cage was then put up to discourage this behavior.

St. Martha's Episcopal Church, which is directly behind the Ford Family Cemetery, was built with money donated by Clara Ford. Mrs. Ford thought that having a church next to a cemetery invited better maintenance of the grounds. The Ford Family Cemetery is very well kept and is enclosed by a black wrought iron fence.

Several other cemeteries, located outside the boundaries of present day Dearborn, have important Dearborn connections. The Maplewood Cemetery, for example, was in Springwells Township. This small Cemetery, located on the north side of Michigan Avenue just east of Lonyo, served the people of Springwells from about 1860 to 1892 when the Maplewood Cemetery Association disbanded and moved those buried there to another location. The Maplewood Cemetery was on land that was owned by Henry Haggerty, brother of John Haggerty, famed Dearborn brickmaker. John Haggerty, however is buried at Grand Lawn Cemetery in Detroit.

There is, indeed, a great deal of information and social history to be found in our local cemeteries. These final resting places offer Dearbornites not only the chance to visit their loved ones but also the chance to seek and explore their own heritage. The whole cemetery experience is not only about the physical beauty of the final resting places or the headstones, it's about the people. People make history and these places offer us more information about those people. When the pieces of their lives are put together and reviewed perhaps then they will "rest in peace" in our historical records.

"GET YOUR PAPER!"

H. Brent Bachman

I'd spent the better part of 1952 going through the "cowboy" phase of my life, as most boys do at one time or another. The glamorous "ride 'em cowboy" lifestyle, guns blazing, "Hi Yo Silver!" out on the prairie, rounding up a herd of cows to get 'em to market had been replaced by the reality of cleaning out horse stalls, combing and currying the horses, unsnarling manes and tails, chasing down wild cats and kittens, cleaning saddles and bridles, hoisting hay bales, "frogging" hooves, getting kicked, etc. along with the smell. I decided there had to be greener pastures. When 1953 rolled around, I was soon to be 14, and although I don't know where the idea came from, I thought the newspaper business sounded real good. I talked to my parents, who had subscribed to the Detroit News for years, and they called the proper people at the News. Soon after, I found myself re-employed as a newspaper boy. But this was different! My customers were all businesses on Michigan Avenue in West Dearborn. Mom and Dad, bless them, bought me a heavy-duty bike to deliver my papers. But I was also instructed that this was my job, my responsibility, fail or succeed, mine and mine alone.

The Detroit Newspaper office was located in a small building extension at the rear of Maples Bowling Alley at Michigan Avenue and Haigh Street. The interior consisted of several large tables and one light, one door, and no windows. We, carriers, parked our bikes outside and went in to get our papers from Bob Richards, the newspaper captain and our "boss." He let us know when we had new customers, as well as those who might have stopped taking the paper. He also presented us with the bill of what we owed for our papers.

We took our papers outside and sat on the ground while we folded each paper and put them in our heavy cloth bags until the bags were full. Folding a newspaper was an art. A certain number of folds and then it was tucked into the last fold and twisted with the hands until it was tight. It had to be this way so it didn't open up when thrown. Very few of my papers were thrown, so I didn't have to be so particular, but it also made it easier to stuff the bags full. One bag could hold about 50 papers. This was fine Monday through Saturday, but the Sunday papers were a whole different story. Sunday papers were so big they could not be folded, so they had to go in the bag flat. This cut down on the number of papers that could fit in the bag. So on Sundays, many carriers started out carrying a large load of papers under one arm or resting them on the handlebars until 20 or more papers had been delivered, then moved to delivering from the bag. Then it became a matter of balancing the bags you had - the more bags, the more difficult. I had a handlebar bag and a double bag that went over the carrier on top of the rear wheel fender.

There were probably 10-15 carriers working from this office, and we covered a pretty big territory. Unfortunately I can't remember any of their names. Most carriers delivered in neighborhoods, but I had Michigan Avenue, and to be honest, I wouldn't have had it any other way. I enjoyed the hustle and bustle of people shopping, going in and out of the many stores. Cars and buses up and down the street, the lights from the stores, especially at Christmas, and the streetlights at night - it was exciting for someone my age. I felt I belonged there; I was a businessman too. Remember, at this time there was no Westborn Shopping Center - it was Retreat Field, our athletic field for baseball in the spring and summer, ice skating and hockey in the winter. It stretched from Nowlin to Outer Drive and from Michigan Avenue to the railroad. There was no viaduct at the tracks on Nowlin - you had to ride your bike over them. Living on Olmstead just past the curve, I always rode my bike out to Nowlin and turned right, headed to Michigan Avenue, over the tracks and very carefully made my way across Michigan. Then to Haigh, turning left and going around to the back of the bowling alley to the paper office.

When I first started the job, after loading the papers on my bike, I'd put my route book on the handlebars through the book's big ring. Each customer's card was in the book in the order I delivered. Once I got into the swing of things, I only carried the book on Fridays when I collected payments.

Across the bowling alley parking lot was an apartment building on Garrison (now the Colony House Condominiums). My first customers were there. I always started on the north side of Michigan working my way east to Monroe, then over to the south side west toward Outer Drive. After deliveries at the apartments, I headed down Garrison to Howe, then right to the side door by the garage of Howe-Peterson Funeral Home where I left their paper. Out onto Michigan to the Sacred Heart rectory, across Military to Muirhead's, then several customers at the Sloss Building, across Tenny to Dearborn Music Shop, Gagnon's Furniture, Household Finance, across Howard Street to Randolph Radio & TV and the Photo-Lux camera shop. I then continued east on Michigan to Monroe and across Michigan to the south side. I had customers at Dearborn Toggery, Hocking-Gilles Shoes, Dearborn Public Market, Barney Lachman Jewelers, Father & Sons, King's Boot Shop. Then across Mason to Good Housekeeping, Sanders, Calvin Furniture, and the First National Building. Here I'd go around the corner to the side door and get on the elevator with a full bag of papers for customers in the apartments above the bank. I believe there were eight or 10 floors, and I had customers on each one.

Finished there, I'd get back on my bike and cross Howard Street to Price's Men's & Boys' Wear and Daly Bros. Furniture. Then to Dearborn Realty, cross Tenny and Military to Jamie Johnson Realty and Logan Glass. Next, across Haigh to Pioneer Cleaners. At this point, I was finished with Michigan Avenue, but still had four duplexes on both Jefferson and Washington streets to do. This would leave me at Nowlin and the railroad tracks and just five minutes from home.

Michigan Avenue was very quiet early on Sunday mornings; back in the 50s, stores didn't open on Sundays as they do today. And although the Sunday papers were bigger, I had fewer customers. Fridays were my favorite days. On Fridays, I collected from my customers as I delivered the papers. Most were pretty good about paying on time; while a few were hard to get to pay the bill. (My customers were great to me at Christmas; nearly all of them gave me nice tips.) Once I had collected enough to pay for my papers, the rest was mine, so I usually treated myself. I alternated between a chocolate soda at Cunningham's and a Cream Puff Hot Fudge at Sanders. I remember standing behind seated customers until they were done. Saturday morning when I picked up my papers, I'd pay my bill to Bob Richards.

It wasn't a really hard job, but it was an everyday job, come rain or shine. Only once did my parents help me out. We had had nearly 12 inches of snow by early evening one day and my mother showed up in the car to help me. I kept the route until early 1954, then moved on to the next chapter of my teenage life.

EPILOGUE

Small world! Three interesting coincidences from the places on my delivery route: the apartments above the bank at Michigan and Howard, where I had numerous customers, were the same apartments my parents had lived in when they married in 1934. Second, the Colony House Condominiums, which were the apartments on Garrison behind the bowling alley where I started my route every day, became home for my daughter Rebecca. She lived there for several years and sold her condo in 2003. Finally, a small door next to Gagnon Furniture led to the second floor studios of radio station WKMJ 1310 AM, the home of the late Van Patrick and "Rockin" Robin Seymour. As a teenager, my wife worked with Seymour at the radio station.

MICHIGAN AVENUE - 1955

(Even Numbers - North side)

(Odd Numbers - South side)

Jefferson Street

22734 Vacant

22735 Dearborn Precision Jig Boring
 22727 Pioneer Cleaners
 22723 Place Tavern
 22719 Trahan Barber Shop
 22713 House of Graeme Florist
 22707 Eleanor's Dress Shop
 22705 Marshall TV
 22701 Jimmy's Cafe

Haigh Street

22688 Maples Bowling Alley
 22644 General Finance Loan Co
 22634 private home
 22630 Miller Furniture
 22628 private home
 22626 private home

22691 Dearborn Tavern
 22677-83 Auto Equipment Co.
 22667 Logan Glass Co
 22643 private home
 22625 private home
 22623 private home

Howe Street

22600 Huchla Gas Station
 22546 Howe-Peterson Funeral Home
 22436 Sacred Heart School
 22430 Sacred Heart Church & Rectory

22615 Jamie Johnson Real Estate
 22547 Peters Upholstery
 22501 Wrigley's Supermarket
 22431 Zolkower's Dept. Store
 22411 A & P Supermarket
 22403 M & M Drug Store

Military Avenue

22372 Withers Speedway Gas
 22370 Muirhead's
 22340 SLOSS BLDG (Drs & Lawyers)
 22324 Frumin Furniture Co

22361 Stuart Wilson Used Cars
 22331 Esper Gulf Service

Tenny Street

22302 Jeffers Auto Service

22290 Dearborn School of Ballet
 22286 Dearborn Music Shop
 22282 Dearborn Book Shop

22274 Lawyers Office
 22266 Gagnon Furniture
 22256 Household Finance Co.
 22254 vacant
 22242 Elsie's Beauty Shop
 West Dearborn Radiator Service

22315 Dearborn Federal Savings & Loan
 22395 Lim's Garden Restaurant
 22293 Bank of Dearborn
 22291 General Public Loan Corp.
 22287 Dearborn Realty
 22285 Boyd Co.
 22283 Frutchey's Tailor Shop
 Checker Dry Cleaners
 22275 Daly Bros. Furniture
 22263 Price's Men's & Boys' Wear
 22255 Dr.Foley
 22201 Detroit Edison Sub-station

Howard Street

22198 Thielman Drug Store
 22194 Dearborn Stationery Supply
 22192 LaMode Dance Wear
 Costumes by Lynch
 22190 Stork Shop
 22184 Aviation Cafe
 22180 Randolph Radio & TV
 22174 Dearborn Soda Bar
 Greyhound Bus Lines
 22168 Calvin Theatre
 22164 Bartimocci Shoes
 22158 B. Maier - Dentist
 22154 Calvin Sweet Shop
 22150 Michigan Bell
 22148 CALVIN THEATRE BLDG
 22146 Photo-Lux Camera
 22142 Dearborn Optical Center

22100 Dearborn Public Library

22199 AAA Insurance
 22193 Christian Science Reading Rm.
 22191 Panos Shoe Repair
 22189 Eleanore's Beauty Salon
 22187 FIRST NATIONAL BLDG (apts)
 22177 MEYERS BLDG(11 offices)
 22175 Dearborn Show Bar
 Meyers Sea Food
 22167 Ternes Supply Co.
 22155 Calvin Furniture Co.
 22151 Singer Sewing Machine Co.
 22147 Becker Shoes
 22141 Hoff-Roe Lingerie
 22137 Sanders
 22135 Goodhousekeeping Shop
 22123 Budney Shoes
 22121 Sally's Beauty & Gift Studio
 Bungalow Coffee Shop
 22119 The Yardstick
 22117 Bungalow Cafe
 22113 Gateway Gift Shop
 22101 Manufacturers Bank

Mason Street

22096 Hess Gas Station

22078 vacant
 22074 vacant
 22070 Kindy Optical
 22062 Robelle Shop
 22058 Marlene Shop
 22054 United Shirt Co.
 22046 Neisner Bros. Department Store

22020 Kresge Co.

22008 Detroit Edison
 22000 Fanny Farmer Candy

22097 Winkleman's
 22091 Maley Bros. Shoes
 22087 King's Boot Shop
 22085 DeRoy Jewelry
 22079 Father & Son Shop
 22075 Albert's Womens Shop
 22067 Barney Lachman Jeweler
 22065 Dearborn Public Market
 22063 Candler's Quality
 22057 Friedberg's Diamonds
 22053 Linda Lee Shop
 22051 Brown's Jewelers
 22041 Zuieback's and Sons
 22037 Hocking-Gilles Shoes
 22035 Richard's Boy's & Girl's Wear
 22027 Dearborn Togger
 22023 Wise Shop
 22015 Beck Shoes
 22011 Stuart's Apparel
 22001 Cunningham Drugs

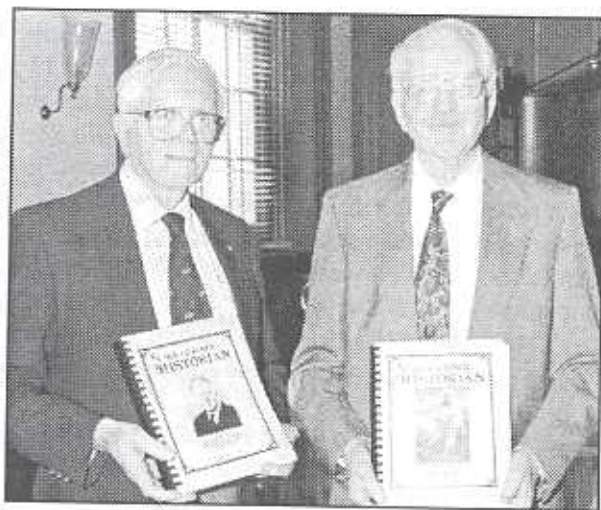
Monroe Street

Information from Polk City Directory -1955 edition City of Dearborn
 Dearborn Public Library
 March 11, 2003

MUSE EDITORIAL

FORD R. BRYAN: BENEFACTOR TO HISTORY AND DEARBORN

Winfield H. Arneson



Winfield H. Arneson and Ford R. Bryan at event honoring Mr. Bryan for his contribution of numerous articles to The Dearborn Historian.

The world of history, the City of Dearborn and our local Historical Museum lost a great friend and confidante in May. We have had so many people and groups who have done many marvelous things for both the Dearborn Historical Museum and the Dearborn Historical Commission. We appreciate all of these contributions. However, I want to recognize some of Ford Richardson Bryan's diverse contributions. Mr. Bryan did so much for the Edison Institute, the Fair Lane Mansion, the Dearborn Historical Society, the Dearborn Historical Museum and other organizations.

Ford Bryan departed this life on May 14, one day after his ninety-second birthday anniversary. I considered him to be an outstanding friend whom I learned to know, respect and appreciate for more than twenty-five years. The Museum's first real exposure to Ford was through a

series of articles he wrote for our publication, The Dearborn Historian, beginning in 1978. After Ford's wife, Ellen, died in 1980, he became a prolific author, publishing five books between 1989 and 2003. Most of his research was done at the Edison Institute causing some people to wonder if he was part of the staff.

Ford told me years ago that the reason he decided to focus all of his writings on Henry Ford and the Ford Motor Company was that he was proud to have worked at Ford Motor Company for a total of 33 years - 10 years in various chemical laboratories at the Rouge Plant and the remaining years at the Ford Scientific Laboratory in the Research and Engineering centers. He thought it was important to share some of the amazing stories of Henry Ford's life with the public. Those of us who have read Ford's articles have learned much about Henry Ford and Dearborn. Further, he was a distant relative of the Ford Family.

As President of the Henry Ford Heritage Association, Michael Skinner, noted in his editorial which appeared in their organization's periodical, The Ford Legend, that the early articles Ford wrote for The Dearborn Historian became the basis for his first book, The Fords Of Dearborn.

Let me just list here some of the projects Ford Bryan contributed to our local history story. Of course, most obvious are the over seventy articles he wrote for The Dearborn Historian. He was a loyal and faithful member of the Dearborn Historical Commission serving as Secretary and

Auditor. He resigned due to health problems. He volunteered at the Dearborn Historical Museum where he greeted visitors and consulted with staff. He paid to have 4,500 reprint copies of the classic 19th century book, The Bark Covered House by Dearborn Pioneer William Nowlin; first printed in 1876. Some 1,500 copies of these books were, at his insistence, hardbound. All of the proceeds go to the Museum Guild of Dearborn to assist them with their work at the Museum.

Ford purchased a much-needed printing press for the Museum that is in use by staff today. He gave an extremely generous donation to the Dearborn Historical Foundation for a library in our proposed new Museum building. He purchased practically all of the photographs for his many articles from the Edison Institute. When the Richard Gardner House came to the Museum, he bought two gas fireplace units and later donated a MacIntosh computer.

Ford, at his own expense, commissioned H. Nissely to build four ship models pertaining to Dearborn's history for the Museum's collection. They are: (1) a detailed model of the 1833 156 foot steamer "Michigan" (which plied the Great Lakes back in the 1830s); (2) a model of the U.S.S. Dearborn (a WWII frigate); (3) a model of the Eagle Subchaser of WWI (made at the Ford Rouge Plant); and (4) a replica of the river boat "Argo" (which plied the Rouge River). He purchased a chandelier for the Commandant's Quarters during the 1992-1993 interior renovations. Ford gave the curators an open-ended account to purchase various artifacts at our many "Antique Shows." During his research at the Henry Ford Archives, he discovered that there was a large oil portrait of Lieutenant Joshua Howard, the first commandant of the Arsenal, in the Museum's collection. He acquired it from the Edison Institute's storage and paid for its extensive restoration. This is the only portrait we have of Joshua Howard as he appeared while at the Arsenal.

I would like to conclude by listing just a few of the articles Ford Bryan wrote for our publication, *The Dearborn Historian*. If you are not familiar with some of the subject matter, please come to the Museum Archives at the McFadden-Ross House and read some of these interesting articles. "Yankee Schoolmaster" was Ford's first paper in 1978. The long list includes: "Model T Travel In The Early Twenties;" "Gulley Farm-Valley Farm;" "Patrick Ahern, Henry Ford and Fair Lane;" "The Samuel Ford Story;" "Samuel Forde 1792-1842 - First of The Fords To Come To Dearborn;" a 3 part series called "Dearborn's Chemical Park - (1) Dr. Duffield, Pharmaceutical Chemist, (2) Henry Ford's Waterworks, (3) The Carver Food Laboratory;" "Dearborn's Early Ford Dealers - Addison & Clyde Ford;" "Dearborn's Foundation;" "Concrete Homes for Dearborn;" "Henry Ford's Experiment At Richmond Hill;" "Richmond Hill Revisited;" "The William S. Ford Family;" "Our Itinerant Historian;" "Revival Of Old-Fashioned Harvesting;" "Henry's Gasoline Rail Car;" "The William S. Ford Family;" "Before Fair Lane;" "Henry's Uncle Henry;" "Henry's Other Uncle Henry;" "Village Of Fordson Squashed By Dodge Brothers;" and "Dearborn's Woodbridge Park Zoo."

Ford Bryan wrote several books all relating to Henry Ford, his company and family. His books are available at the Dearborn Historical Museum buildings and other local bookstores.

One may easily gather that Ford Bryan's topics had something for everyone. He wrote clearly and in an interesting style with the reader in mind. Now you know why Ford Richardson Bryan contributed so much to Dearborn history. He was a generous benefactor to the Dearborn Historical Museum and to many other history-related institutions and organizations to help future generations remember their past. Ford Bryan will be missed!



NEWS FROM THE MUSEUM

"Written in Stone:" Something new and exciting is being offered by the Museum in October. A tour of Dearborn's cemeteries will take place on Sunday, October 10, 2004, from 2 p.m. - 5 p.m. with a repeat of this tour scheduled, at the same time, on Sunday, October 17th. Transportation, provided by the Dearborn Trolley Company, will depart from the McFadden-Ross House parking lot. You will see a slide tour of Northview Cemetery followed by a walking tour of Mt. Kelly and St. Alphonsus Cemeteries with your hostess, staff member Helen Mamalakis. You'll learn all about "Who Was Who" in Dearborn. Refreshments will be served at the Museum following the tour. The cost is \$15.00 per person. Act soon, there are only 30 seats on the trolley! Call (313) 565-3000 for information and/or reservations.

75th Anniversary of the Consolidation of Dearborn Booklet is for sale at the Museum's McFadden-Ross House and Commandant's Quarters or at the Dearborn City Hall Store. The booklet portrays the history of consolidated Dearborn from 1929-2004. Cost \$10.00. If you purchase the booklet you can also buy the 75th Anniversary pin for a total of \$12.00

We are sorry to report the death of David L. Hall on June 2, 2004. He volunteered for so many years at the Museum. David also was a member of the Players Guild of Dearborn, the Dearborn Historical Society, an active member of Christ Episcopal Church and a volunteer at the Henry Ford. Our deepest sympathy goes to his devoted wife Barbara and his family.

Museum Secretary transferred: Genevieve Tarlow, who was a staff member at the Museum for five years, is now working at the Ford Community and Performing Arts Center. We wish her success in her position and a bright future.

Antique Appraisal Clinic: On Saturday, October 2, 2004, the Museum Guild of Dearborn will hold its annual Antique Appraisal Clinic at the McFadden-Ross House from 10 a.m. to 4:00 p.m. This is your chance to get your valuables or collectibles appraised by DuMouchelle Galleries. \$10.00 per item, limit 5 handheld items. Sorry, no evaluations on weapons or musical instruments. The last customer must be in line by 3:30 p.m. to be accommodated.

Lecture Series: We start our 22nd Annual Public Lecture Series at the McFadden-Ross House, Wednesday, October 6, 2004, at 7:30 p.m. The first program, entitled "Renaissance Detroit: The Rebirth of Detroit's Historic Buildings," will be given by John Gallagher, Detroit Free Press writer. Don't miss our interesting and fascinating programs with a variety of topics, delivered by some of the best lecturers in the area and beyond.

The Great Pumpkin and Friends return to visit the McFadden-Ross House on Saturday October 23, 2004, from 1 p.m. to 4 p.m. Wear a costume and join us for a fun-filled afternoon of Halloween activities for children ages 3-12
NO CHARGE.

[MVM]

RECENT DONATIONS

Photographs relative to Oxford School and Dearborn High School, c. 1927-1977	M. JANE COLLINSON
Article, "Henry Ford Educator," 2004	KRISTIN M. JANUS
Book, <u>UNSAFE ON THE HIGHWAY</u> by G. Allan Hagelthorn, 2004	G. ALLAN HAGELTHORN
Books: <u>THE ARMY OF THE POTOMAC</u> <u>MR LINCOLN'S ARMY</u> by Bruce Catton, 1951 <u>THE ARMY OF THE POTOMAC</u> <u>A STILLNESS AT APPOMATTOX</u> by Bruce Catton, 1953 <u>ARMS AND EQUIPMENT OF THE</u> <u>CIVIL WAR</u> by Jack Coggins, 1962 <u>CIVIL WAR GUNS</u> by William B. Edwards, 1962 <u>CONFEDERATE ARMS</u> by William A. Albaugh III and Edward N. Simmons, 1957	BETTYSUE PISULA
Yearbook, 2004	EDSEL FORD HIGH SCHOOL
Yearbook, 2004	FORDSON HIGH SCHOOL
Yearbook, 2004	DEARBORN HIGH SCHOOL
Video Tape of the Ford Family Cemetery, August 2003	SYLVIA PRESSMAN
Abstract of Titles, c. 1950	DOWNRIVER GENEALOGICAL SOCIETY
Programs, yearbooks, and Educational aids relative to Dearborn High, 1935-1981	WINNIE E. GOEBORO
Postcards of the Ford Motor Company, c. 1930	FRANCES B. SATTES NANCY SPILKER
Book, <u>LANDMARKS OF WAYNE</u> <u>COUNTY AND DETROIT</u> by Robert B. Ross and George Catlin, 1808 Genealogy, Agnes C. (Babel) and Joseph M. Esper Family, Dec. 2001	DEBORAH OWENS VERONICA ESPER DROZDOWSKI
Special use typewriter for scoring music, c. 1950	LOIS RENN
Cub Scout Uniform shirt, c. 1947 Poster, Feb. 24, 1990 Panda Bear, c. 1943 Large collection of broadcast tapes from a weekly series that Mr. Eurich aired on radio, 1986-1989	THOMAS EURICH, JR.
Orville L. Hubbard sewing kit Clay Funeral Home sewing needle card	MARION J. BOLEN
Wooden bucket, c. 1850	ROSEMARY JEFFERSON
Doll trunk, c. 1937	JOANNE CUTRIGHT
From the Estate of Al Spooner artifacts, papers, reports and photographs	JACQUE COOMBS

A decorative border of stylized, symmetrical scrollwork and floral motifs surrounds the central text. The design is intricate, with swirling lines and leaf-like shapes, creating a classic, elegant frame for the event information.

Antique Appraisal Clinic

Sponsored by the Museum Guild of Dearborn

Du Mouchelle Art Galleries

Will Evaluate Your Antiques and Collectibles

Saturday, October 2, 2004

10:00 A.M. - 4:00 P.M.

Must Be Registered BY 3:30 P.M.

At the McFadden-Ross House, 915 Brady St.
Just North of Michigan Avenue
(313) 565-3000

\$10.00 Written Appraisal for
Insurance Purposes per Item,
Limit Five Hand Carried Items
Please no Musical Instruments
or Weapons

First Come
First Served

All proceeds will be used for Museum restoration projects.

22nd Annual
**public
Lecture** Series

Presented as a community service by the
Dearborn Historical Museum

915 Brady, Dearborn, Michigan 48124

For information call (313) 565-3000

All programs are presented on the 1st Wednesday of the month at 7:30 P.M.



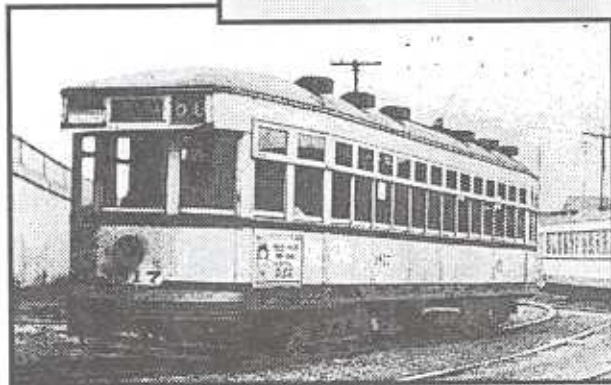
**October 6: "Renaissance Detroit: The
Rebirth of Detroit's
Historic Buildings"**

Detroit Free Press writer John Gallagher will discuss the history of the rise, fall and rebirth of the historic Michigan Central Railroad Building and the Book Cadillac Building in downtown Detroit.



**November 3: "Great Lakes
Archaeology"**

Dr. David Barondess, Professor of physical anthropology and archaeology at Wayne State University, will give a presentation on the pre-history of the Great Lakes Region and how physical anthropology and archaeology inform our understanding of pre-historic Michigan.



**December 1: "Transportation:
Interurban,
Streetcars, Buses"**

Find out how "we" get around! Jack and Kenneth Schramm will provide a lecture on the history of transportation in the Detroit Metro area. You are invited to bring your own stories, pictures, artifacts and memories of your travels around town.



Halloween Is Coming

to the Dearborn Historical Museum's
McFadden-Ross House, 915 Brady, Dearborn

October 23, 2004

1 p.m. to 4 p.m.

Come and join us for an open house and a fun-filled
afternoon for youngsters ages 3-12. There will be
crafts, candy and Halloween games.

Wear a Costume and enjoy the fun!

For Information call (313) 565-3000



Written in Stone:

A Tour of Dearborn's Three Cemeteries

Sunday, October 10, 2004, 2 p.m. - 5 p.m.

or

Sunday, October 17, 2004, 2 p.m. - 5 p.m.

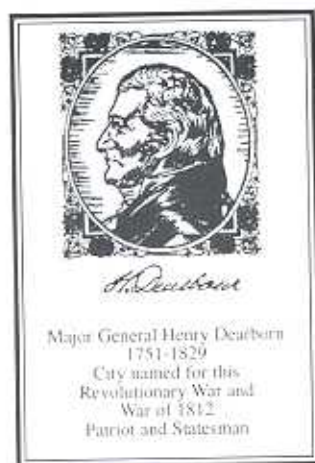
Something new and exciting is being offered by the Museum in October, a slide tour of Northview Cemetery followed by a walking tour of Mt. Kelly and St. Alphonsus Cemeteries. You'll learn all about "Who Was Who" in Dearborn. You will tour the cemeteries with your hostess, staff member Helen Mamalakis.

Dearborn's Classic Trolley Company will provide transportation to the cemeteries and back to the McFadden-Ross House parking lot. Refreshments will be served at the Museum following the tour.

The cost is \$15.00 per person.

**Tour begins promptly at 2 pm.
at the McFadden-Ross House at 915 Brady Street**

Limited to 30 people per tour by reservation only.
Call (313) 565-3000 for information and/or reservations.



DEARBORN HISTORICAL MUSEUM AND COMMISSION SERVICES

* Exhibits

Preservation of Two Historic Arsenal Era (1833-1875) Buildings
Exhibit Annex: Early Farming & Shops
Period Rooms
Changing Exhibits
Special Exhibits

* Education

Guided Tours
Local History Lectures
Pioneer & Indian Lectures
Museum Collection Lectures
School Education Program
Museum Lecture Series

* Cable TV (Through the Arsenal Gates)

* Volunteer Program

* Souvenir Counter

* Special Events

* Cultural-Civic Meetings

* Research

Historical Records & Library

Local History Files
Manuscripts & Archives
Microfilms
Books & Journals
Pamphlets & Newspapers
Photographs & Slides
Tapes
Maps

* Historical Markers

* Publication Program

Quarterly: THE DEARBORN HISTORIAN
Book: THE BARK COVERED HOUSE

Free Literature: Arsenal, Museum, Research, Local History, Indian, Dearborn Story, Dearborn's Names & other Special Pamphlets

The Museum Sponsors the Museum Guild of Dearborn

The Museum is a member of:

- * American Association of Museums
- * American Association for State & Local History
- * Dearborn Community Arts Council
- * Dearborn Historical Society
- * Historical Society of Michigan
- * Michigan Archaeological Association
- * Michigan Museums Association
- * National Trust for Historic Preservation
- * Society of American Archivists

The Museum and Commission assume the responsibility of collecting, preserving and disseminating all aspects of Dearborn's long heritage by means of its educational, exhibit, and research facilities.



DEARBORN HISTORICAL MUSEUM
915 Brady Street
Dearborn, Michigan 48124

PRESORTED
STANDARD
U.S. POSTAGE PAID
Dearborn, Michigan
Permit No. 1398



Michael A. Guido
Mayor

RETURN SERVICE REQUESTED

DEARBORN HISTORICAL MUSEUM



1831 Gardner House

*1833 Commandant's Quarters
(Listed on the National Register of Historic Places)*



*McFadden-Ross House, Historical Records and Library
(Originally the 1839 Powder Magazine)*