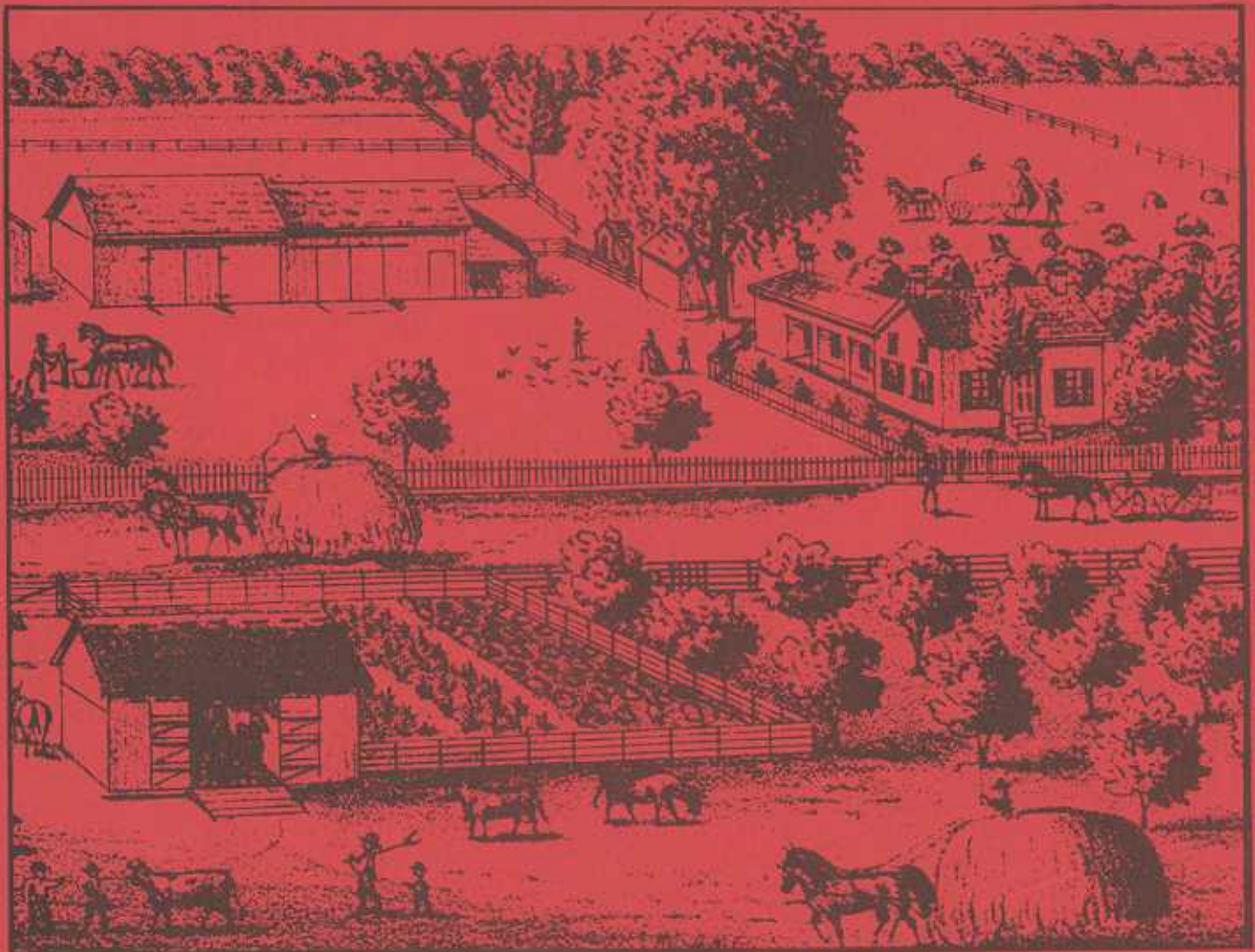


The DEARBORN HISTORIAN

Volume 10

Number 4



HENRY FORD BIRTHSITE
FORD ROAD AT GREENFIELD ROAD
DEARBORN, MICHIGAN

Autumn, 1970

Published Quarterly By
THE DEARBORN HISTORICAL COMMISSION

WHAT A MAN DOES FOR HIMSELF DIES WITH HIM - WHAT HE DOES FOR HIS COMMUNITY LIVES FOREVER



ORVILLE L. HUBBARD LL.B.
MAYOR SINCE JAN. 8, 1942

City of Dearborn, Michigan
HOME TOWN OF HENRY FORD

MEMBER UNITED STATES
CONFERENCE OF MAYORS

Dearborn is richly and abundantly endowed with a history and heritage uniquely its own, dating as far back as 1795.

For the past several decades, the Dearborn Historical Commission has worked diligently, and often against public indifference, to preserve the records and artifacts of Dearborn's growth from earliest pioneer days.

Evidence of the Commission's dedication and perseverance is today reflected in the continued operation of two municipally-subsidized museums.

But, as in any successful public venture, the key to future achievement and civic support lies in establishing effective communication with the People. This quarterly "Historian" represents one attempt on the part of the Commission and Museum Staff to reach an ever larger audience and create a heightened awareness and sense of pride in Dearborn's past.

Orville L. Hubbard

"IF I TRIED TO REPEL MUCH NEED ARISE FROM ALL THE CRITICISM MADE OF ME AND ALL THE ATTACKS LEVELLED AGAINST ME, THIS OFFICE WOULD HAVE TO BE CLOSED FOR ALL OTHER BUSINESS. I DO THE BEST I KNOW HOW, THE VERY BEST I CAN, AND I MEAN TO KEEP ON DOING THIS DOWN TO THE VERY END." — ABRAHAM LINCOLN

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915 Brady Street

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WINFIELD H. ARNESON, EDITOR

ISSUED QUARTERLY

COVER: It was on July 30, 1863, on a farm on the line of old Springwells and Dearborn Township, that an event took place, the aftermath of which was to have an impact on Dearborn and the world. What could be more fitting than the home of Henry Ford's parents, William and Mary Ford? The illustration is from the 1876 ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF WAYNE, MICHIGAN.

ART WORK: by Mary V. MacDonald, Curator of Exhibits

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THE HERITAGE OF THE PAST IS THE SEED THAT BRINGS FORTH THE HARVEST OF THE FUTURE
...The National Archives, Washington, D.C.



ORVILLE L. HUBBARD, LL.B.
MAYOR SINCE JAN. 6, 1942

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HENRY FORD and THE FARMER

Major General Gordon A. MacDonald (retired)

[EDITOR'S NOTE: In Volume 10, Number 3 of THE DEARBORN HISTORIAN, two articles covered the stories of how the Dearborn Historical Museum's Exhibit Annex developed ("Museum Exhibit Annex: Anatomy of a Major Exhibit", by Winfield H. Arneson), and farming in the Dearborn area in the 18th and 19th centuries ("Two Centuries of Farming in Dearborn Township", by Major General Gordon A. MacDonald.) In the current issue two papers conclude this general theme.

In 1863 Henry Ford was born on his parent's farm at what is now Ford and Greenfield Roads. In the accompanying article, General MacDonald continues the story of local farming. In order to appreciate the Ford philosophy, a background into the man's early and mature development is noteworthy. His contributions to the farm story locally and nationally, particularly in the early years of the 20th century are significant. The Ford farms plant research for food and industry, and the Fordson tractor (see "Farming With the Fordson", by Donald V. Baut, THE DEARBORN HISTORIAN, Volume 7, Number 4, 1967, pp. 61-70) are just a few examples which reflect Mr. Ford's perpetual interest in the farm and the farmer. W.H.A.]

Seven-year-old Henry Ford began his first day of formal education on a clear January day in 1871 when he walked the mile and one-half to the Scotch Settlement School house for the first time. This was no great hardship for a healthy farm-reared boy who was accustomed to a rugged outdoor life and to handling his share of household and farm chores.

Young Henry seems to have been an average scholar ... good in arithmetic but poor in spelling. His schooling was to continue here and at the Miller School until 1879 when it was deemed that he had sufficient schooling to insure a prosperous future. His conduct seems to have been that of any other mischievous and boisterous boy and he gave his first teacher, seventeen-year-old Mary Nardin, no special disciplinary problems. His school days were pleasant because most of his schoolmates were friends and neighbors and many of them were cousins.

FORD FAMILY COMES TO AMERICA

The first Fords to arrive in pioneer Michigan in 1832 were brothers, Samuel and George, sons of Irish landholder William Ford. Not long after their arrival in Dearborn Township, Samuel bought 80 acres up in the extreme north-eastern corner of Dearborn Township and George acquired 40 in the extreme southwestern corner of Greenfield Township, an arrangement whereby they were across-the-road neighbors.

Over the years, both cleared their lands, built substantial homes and farm buildings, and raised large families. As time went on, both increased their land holdings and acquired the status of prosperous farmers.

It was not until 1847 that more members of the Ford clan decided to cross the Atlantic and join the brothers who had settled in the Township of Dearborn. Attracted by tales of wonderful things to be had in Michigan and bankrupt by a disastrous potato blight in Ireland, brother John Ford with his wife and seven children arrived in Dearborn Township and received a warm greeting from the other Fords. The oldest son of John Ford, William, would in time become the father of Henry Ford. He was born in 1826.

UNCLEARED LAND IN DEARBORN

At this time almost half the land in Dearborn Township was till uncleared forest or fields full of stumps. Much work was necessary to make it ready for the plow. John Ford spent many days searching for cleared land that he could afford and on which he could build a house and get started with the business of farming.

In January, 1848, he purchased 80 acres located in Redford Township on the north side of Division (Joy) Road and east of Evergreen Road. The fact that he paid Henry Maybury less than \$4.50 per acre may indicate that most of the land was uncleared. However, he was able-bodied, had growing sons to help him, and a number of relatives who would lend a hand in case of need.

All of the Fords brought with them from Ireland a long-time tradition of farm living. However, they soon discovered that earning a living from a half-cleared farm in 1850 was not easy. The land might produce enough food to keep a family going but it was a different matter when it came to earning ready cash with which to pay taxes and mortgage costs, buy seed, livestock, and tools, or acquire horses and oxen. Cutting and selling firewood and timbers brought in some ready cash and also hastened the clearing of fields. Parents expected that fairly young children would pitch in and help make a contribution to the family treasury.

As a youth, William Ford spent several years in off-the-farm work in helping extend the Michigan Central Railroad westward from Dearborn to Lake Michigan. Like most young farmers of the time, he was handy with all kinds of tools and was skilled as a carpenter. His wages were a welcome addition to the family finances and he often returned to the farm to help with the crops when needed.

Later he found steady employment with Patrick O'Hern who owned a good-sized farm located in both Dearborn and Springwells Townships. In their household, he met Mary Litogot, an orphan girl who had become a member of the childless O'Hern family.

In those days, an ambitious and hard-working young man could get started in farming with relatively little capital. William saved most of his wages and in September, 1858, bought 40 acres of improved land from his father,

paying \$15 per acre. On April 25, 1862, William Ford and Mary Litogot were married. They continued to live in the original log house occupied by the O'Herns but soon started construction of a fine new framehouse that would be the boyhood home of Henry Ford. The oldest son born of this marriage was Henry who arrived on July 30, 1863. He was the oldest of 4 boys and 2 girls who survived infancy.

THE MECHANICAL-MINDED HENRY FORD

At an early age, Henry Ford's parents became aware that he possessed an overwhelming curiosity and aptitude for things mechanical and they were wise enough to encourage this trait. He seemed most interested in moving objects and the application of various forms of power to useful purposes. In his early school days, he is known to have built a water-powered paddle wheel and a wheel operated by a jet of steam. He spent much time building gadgets and dismantling any piece of machinery he could lay hands on. He was no mere "tinkerer" but a genuine seeker after knowledge.

Before he entered his teens he had indicated a strong distaste for the drudgery of farm work. There is no indication that he shirked his duties on the farm nor did he ever lose his high regard for the role of the farmer in the national economy. He simply could see no sense in spending many hours of tiresome hand labor on a job that could be done better by a machine in a fraction of the time. Like many another boy of his era who achieved fame in later days, he looked far beyond the limits of his home environment at an age when he was still delving through McGuffey's Reader.

He got his first experience with a self-propelled highway vehicle at age thirteen when he became acquainted with the owner of a steam-operated traction engine. It was a huge, unwieldy machine that trundled along dirt roads at about two miles per hour and could furnish belt-drive power for threshing and sawing. Needless to say, young Henry learned how to operate it and could hardly be restrained from pulling it apart.

Another milestone in his engineering education occurred in 1876 when he received a watch as a present. He soon became proficient in taking it apart and putting it back together. It was not long before his services were in demand by friends and neighbors in keeping their watches and clocks in order.

Another great event of 1876 was when William Ford took a trip to the Centennial Exhibition at Philadelphia. There he saw all the latest inventions and developments in the machine world and spent many hours describing them to family and friends when he returned to his home. Certainly young Henry was entranced by his tales of the new internal combustion engines that operated on illuminating gas and were the forerunners of the gasoline engine that powered the automobile.

LEAVING THE FARM

When Henry Ford was a few months past his seventeenth birthday, he acted upon a long-cherished desire to leave the farm and seek experience in industry.

His first job at the Michigan Car Company took him only six miles from home but the job lasted only a few days. He then went to work for James Flower and Brothers Machine Shops where he stayed for nine months. While here, he found it necessary to augment his meager wages by working evenings at repairing clocks and watches for the McGill Jewelry Store. Later he went to the Detroit Drydock Company where he remained nearly three years, repairing and maintaining engines.

RETURNING TO THE FARM

By 1882, he concluded that he gained about as much experience on engines as he could hope to get by working in factories. He returned to the farm but not to the routine of farming. For the next several years he was busily occupied with such various activities as the installation and repair of engines, pulling stumps in fields with steam engine power, occasional work in Detroit factories on special jobs, and even a short course at a business college. It is apparent that always during this period, he was trying to satisfy some instinctive urge that he was unable to express in words. There seems to be no doubt that his mind was often occupied by thoughts of constructing a horseless carriage and with the experiments of contemporaries in that field. His close relation to farming was a constant reminder that eventually there must come a source of power that would help to lighten the load of the farmer and make farming more productive and profitable.

One of the most important events of his life occurred in the winter of 1883, when he first met eighteen-year-old Clara Jane Bryant. She was the oldest of the ten children of Melton Bryant, a farmer in Greenfield Township. They were married on April 11, 1888, and for the next 59 years she continued to give him unfailing trust and confidence in all his doings. Not long before the wedding, Henry took over from his father an 80-acre tract of timber land on what is now Ford Road. Soon afterward they built a new house, a sawmill, a workshop, and other buildings and continued to farm for several years.

INTEREST IN SELF-PROPELLED VEHICLES

Never completely reconciled to life on a farm, Henry Ford became more deeply involved in study and speculation about the future and practicability of self-propelled vehicles or horseless carriages as they were usually called. Although he had acquired a thorough knowledge of steam and other types of engines, he felt that some experience with electricity and its applications to motive power was an absolute necessity if he were to make any progress in the field of automotive transportation. In the fall of 1891, he decided to leave the farm once more and enter upon his final stage of dedication to industry. He and Clara moved to Detroit and he became a night engineer with the Edison Illuminating Company at a salary of \$45 per month.

Within two years he became chief engineer at a salary of \$100 per month and eventually to \$1900 per year. During this time he continued to devote his evenings and other spare time to continuing experiments with gasoline-powered engines and with vehicles in which to install them. He constructed

a number of models that operated with varying degrees of success.

He was acquainted with Charles B. King who in March, 1896, operated the first horseless carriage to be seen on the streets of Detroit. At this time horseless carriages of various kinds had appeared on the streets of European cities and they would soon become a common sight in the United States.

THE QUADRICYCLE

By working nearly every night with Jim Bishop in his little shop in the rear of his home on Bagley Avenue in Detroit, Henry Ford at last finished work on what he called a quadricycle in late May, 1896. In the early hours of June 4, 1896, they started the engine and Henry took off on a trip around the block and amazed some early risers over on Washington Boulevard.

In 1896, he went to New York as a delegate to a convention of the Association of Edison Illuminating Companies where he met a number of the country's most prominent leaders in the electrical world. He was able to inspect many of the world's latest models of automobiles. Best of all, he met and talked with Thomas A. Edison and formed the basis of a life-long friendship. Edison strongly urged him to continue with the building of his quadricycle and foretold his ultimate success. Upon his return to Detroit he sold his first model for \$200 and immediately started on another.

Later machines were heavier and stronger than the first and included many changes that improved the performance of the cars. Detroit Mayor William C. Maybury was one of his early financial supporters, and a Detroit industrialist, William H. Murphy, gave Henry Ford encouragement and backing. On August 5, 1899, the Detroit Automobile Company was incorporated and thus became the first company in Detroit to make motor cars. Names of many prominent citizens were included in the list of stockholders. Ford was a stockholder but paid no money in. The Company was slow in starting production, produced less than 20 cars during its corporate life, and went out of existence in January, 1901.

1903 - FORD MOTOR COMPANY

When it became evident that the Detroit Automobile Company would not survive, Henry Ford decided that the way to gain fame and prestige was to build a racing car and compete with the best cars on the market. The result was a 26-horsepower engine in a machine that was notable for its lightness and balance. In competition with the Winton on October 10, 1901, the Ford car won handily. Later came the famous Ford "999" which set nationally-known speed records that helped establish the Ford name for reliability. The resulting wave of enthusiasm was eventually to result in the incorporation of the Ford Motor Company on June 16, 1903. Alexander Malcolmson and Henry Ford headed the list of stockholders, followed by John Gray, John and Horace Dodge, Albert Strelow, Vernon Fry, C. H. Bennett, Horace Rackham, John Anderson, Charles Woodall, and James Couzens.

In the formative years following 1903, the Ford Motor Company wrote one

of the most brilliant chapters in the industrial history of the modern world.

NEVER LOST INTEREST IN FARMING

It might be imagined that the farm boy from Dearborn Township would have little time to think about farming once he became involved in the complex and demanding details of a growing industrial organization. But he was never quite able to deny the demands of this heritage, and his interest in the land and its uses kept pace with his amazing success in manufacturing automobiles.

ACQUIRING LAND IN DEARBORN - FORD FARMS DEVELOPED

As early as 1908, he had begun acquiring land in Dearborn Township north-east of the Village of Dearborn. By the spring of 1909, he owned more than 1,000 acres. Two years later, it was reported that his land holdings totaled over 2,150 acres with many more acres to be acquired. During the early 20's his farms in Michigan alone comprised more than 7,000 acres. These Ford farms were improved and maintained in good condition and were both productive and profitable.

Aside from his interest in farming, his main desire was to own the heavily-forested land lying along the north branch of the Rouge River as an unspoiled reserve for birds and animals and a haven to which he could escape when necessary. After several years of city living, Henry and Clara Ford decided where they would build their home. In 1914 and 1915, the walls of Fair Lane were rising on the bank of the Rouge and here they lived for the rest of their days. Fair Lane was an ideal place to insure privacy, quiet, a pleasant place for long walks and for communion with nature.

AGRICULTURE AND INDUSTRY WORK TOGETHER

The agricultural interests of Henry Ford were not merely a rich man's hobby that served to reflect a nostalgia for the rural life. His multitude of tests and experiments were primarily honest attempts to introduce scientific technology into American agriculture. During the 30's, much of his interest in agriculture centered in chemurgy ... putting chemistry to work in industry for the benefit of farmers and society in general.

Simply stated, his efforts were directed along a number of diverse lines over a period of many years. Some of the more important were:

1. To create a domestic source of rubber from plants found on farms and in forests in the United States.
2. To utilize otherwise waste products on the farm and process them into fuels, fertilizers, plastics and other useful products.
3. To discover more practical uses for processing farm crops into materials suitable for industry.
4. To discover more practical ways by which to apply motive power to all phases of farm mechanical operations.

In 1924, Henry Ford and Thomas A. Edison decided to cooperate in certain plant experiments in Florida. Over 7,000 acres were purchased near LaBelle and another 22,000 acres near Fort Myers. At a plantation near Way Station, more than 79 plants were tested for their rubber content and other useful qualities. Milkweed and goldenrod were two plants that seemed most promising but neither yielded enough rubber to be commercially feasible. In the late 20's, Ford Motor Company took over 22,000,000 acres in Brazil and attempted to establish rubber plantations. In the long run, the jungle defied efforts to domesticate the rubber trees and the project was phased out.

SOYBEAN RESEARCH AND FORD FARMS

Of all the large number of plants tested, soybeans proved to be the most promising in many ways. In 1932 and 1933, the company spent one and a quarter million dollars on soybean research. At one time, more than 300 soybean varieties were planted on 8,000 acres of the Michigan Ford Farms. Tests indicated an almost endless array of materials that could be secured from the processing of soybeans. Its extremely versatile oil was used in the manufacture of paints and enamels and also as a fluid for shock absorbers. In 1937, Ford scientists developed a fiber from soybean protein and were credited with being first to spin textile filament from a protein developed from a vegetable source.

Of all the plants tested, soybeans promised to be an excellent source of basic materials for plastics. The plastics were very strong and were readily adapted to being molded into desired shapes. A well-remembered photograph of the 30's shows Henry Ford swinging an axe against a car body made of soybean plastic and failing to make a dent. Soybeans were also processed into a wide variety of products including soups, pies, coffee, ice cream, and many others.

In association with the Ford soybean nutrition research, Dearborn born Dr. Edsel A. Ruddiman was a very active part of the late 1920's and early 1930's program. Dr. Ruddiman, a fellow classmate of Henry Ford at the Scotch Settlement School, had extensive experience with chemistry so he was a natural for this work after thirty distinguished years at Vanderbilt University. At the Chicago World's Fair in 1933, the Ford building at the exhibition presented a very interesting demonstration. [Note: This was the same reconstructed building which was destroyed in the November, 1962, Ford Rotunda fire on Schaefer Road.]

Dr. Ruddiman served as host at a Fair banquet one evening. Everything from "soup to nuts" was developed in the Dearborn Ford soybean fields and laboratory. This is the menu which surprised and probably delighted some of the guests:

Tomato juice seasoned with soy sauce
Roasted and salted soy beans
Celery stuffed with soy cheese
Puree of soybeans
Soybean wafers
Soybean croquettes with tomato sauce
Buttered green soybeans

Pineapple ring with soy cheese and soy dressing
Soybean bread buttered with soy relish
Apple pie with soy flour crust
Assorted soy cakes and cookies
Soybean coffee and soybean milk

Ford Farms offered Michigan farmers a chance to start growing soybeans by furnishing them with seed and guaranteeing them a cash market for their crops. In one year Ford Farms purchased three million bushels of soybeans from Michigan farmers. Farmers found they had switched to what became a real money maker in later years.

Detailed experiments were carried out in Florida and Michigan on such plants as ramie, sunflower, safflower, indigo, crotalaria, and peanuts. The results of the experiments with peanuts by George Washington Carver were, of course, well known to Ford scientists. Even sweet potatoes were tested as a source of alcohol for fuel.

Much attention was given to the use of sawdust as a source of cellulose from which to make rayon yarn. Two complete outfits for making rayon were built in the Ford shops. Henry Ford wore socks made from rayon produced in this manner. In like manner, practically everything on a farm that could be considered waste was given careful scrutiny and tested for its possibilities. Sawdust and corn cobs showed promise as a basis for fertilizers and for plastics.

In 1919, the Ford Farms that were actively in operation and producing crops in the Dearborn area were: Gullely Farm, Martin Farm, Newburgh Farm, Dearborn Farm, Belleville Farm, and Cherry Hill Farm. In addition, there were the Sharon Hollow Farm near Clinton and the Harrison Farm near Harrison. At this time (1919) about 4,000 acres were in wheat for which there was a world-wide demand. Other crops such as hay, oats, corn, and other grains were also in crops. The wheat was ground into flour and sold at the Ford Stores. In Georgia, at Richmond Hill, the Ford Farms planted up to 1,000 acres in diversified crops.

Henry Ford was genuinely interested in various approaches to the decentralization of industry and in the use of part-time farm labor in small factories. In the early 20's, Ford Motor Company established seven village-type industrial plants on small water-power sites. All were within a 20-mile radius of Dearborn. By 1934, the number had increased to 20 plants of this kind. Collectively, they employed as many as 2,400 men, most of whom were part-time farmers of the vicinity.

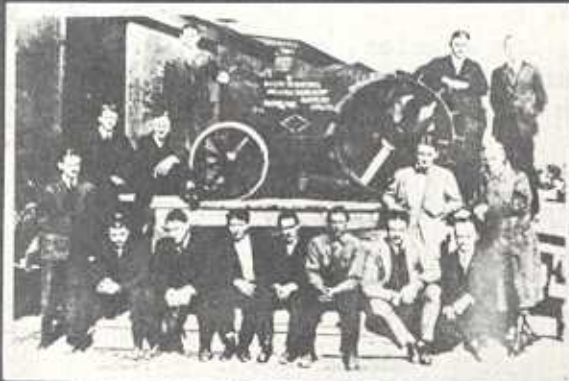
At this time, Ford Motor Company maintained a full-scale program of supplying tractors and trucks to agricultural and industrial schools for the use of students. In the early 40's, the Ford Farm Youth Organization was engaged in encouraging farm boys to make more intelligent use of farm power machinery.

In 1938, an interesting and valuable experiment in the education of farm

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*First Ford Tractor - Model F Leaving For
 Britain - 1917
 Henry Ford standing front row right*



1917 Fordson Tractor



*Model "F" Fordson Tractor
 Clearing Scrub - 1917*

*Illustrations from one of the panels in the Museum's new Exhibit Annex.
 All photographs on this and the opposite page are from the Historical
 Commission's Historical Records and Library.*



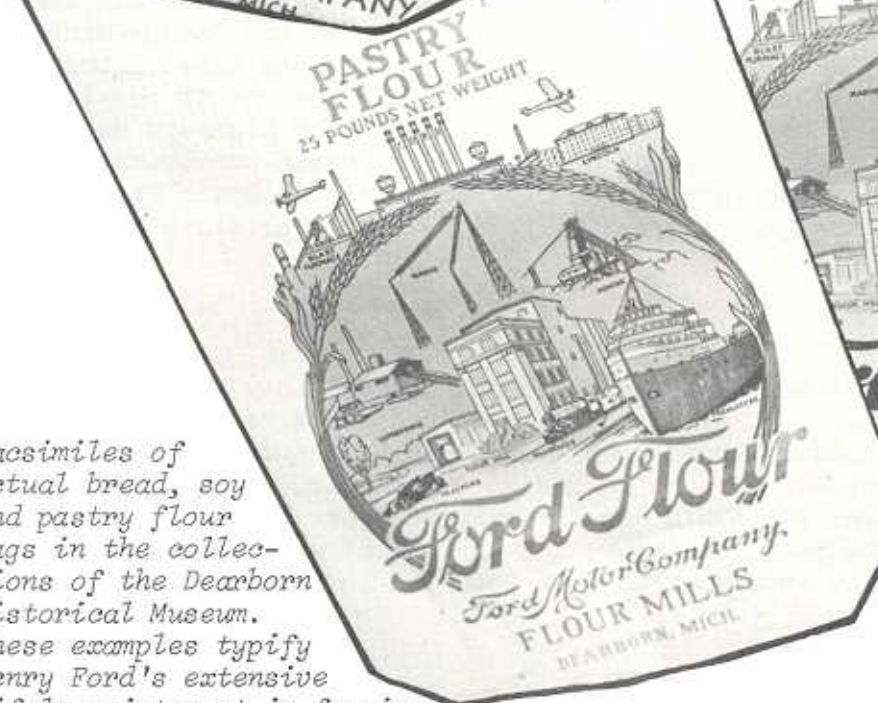
Left: Man shoulder deep in one of the Ford Farms soy bean fields during the 1930's.



Above: Soy bean threshing time at a Ford Farms barn - 1930's. Machine at left is a steam thresher.



Facsimiles of actual bread, soy and pastry flour bags in the collections of the Dearborn Historical Museum. These examples typify Henry Ford's extensive lifelong interest in farming.



HIGHLIGHTS of MICHIGAN FARMING

Mary V. MacDonald

[EDITOR'S NOTE: In many ways the story of Dearborn area farming is the story of Michigan farming. It was the availability of farm land which attracted people from the East to come to Dearborn and to other areas of Michigan in the the early and middle years of the 19th Century. In the following article Curator of Exhibits Mary V. MacDonald outlines the facts and figures and background of one of the nation's most interesting stories of farming - that of agriculture in the State of Michigan. It is this story which is told, in part, to the school groups which avail themselves of it in the Museum's new Exhibit Annex. W.H.A.]

For one of the greatest earth-moving jobs in the history of the world, credit the series of immense glaciers that thrust down from the North to cover Michigan and most of the Northwest Territory with ice caps measuring thousands of feet in thickness. Like ocean tides, they ebbed and flowed as the climate became warmer or colder.

The great masses of ice moved southward, rasping and scouring and pushing the topsoil along with granulated and weathered rock. In time, all of this material became part of the glacial mass. When the ice melted and its front retreated northward, the soil remained as part of the land. Successive glaciers repeated this process throughout the ages and finally created the rolling terrain and deep, fruitful soils that would benefit the American farmer some fifty thousand years later.

Although all the soil in Michigan is glacial in origin, this does not mean that all the soils throughout the State are alike in texture and composition. Millions of acres of light sandy soils produced the famous Michigan white pine forests. There were swamps and muck areas along many of the state's rivers and lakes. Moraine hills such as those in Oakland County provided an almost endless supply of building sand and gravel for the highways and buildings of the future. Clay beds helped establish the cement and brick industries. However, most of the land in the lower half of the Lower Peninsula was well adapted for the general farming that would characterize the early days of farming in Michigan.

WHAT FIRST SETTLERS FOUND

When the first American settlers entered Michigan, they found that about 75 per cent of the total land area was covered by dense forests. Generally, the southern Lower Peninsula and the western Upper Peninsula were covered with thick stands of hardwood trees such as beech, elm, maple, ash, oak, and hickory. The northern Lower Peninsula and the eastern Upper Peninsula were mainly pine country with white pine, red pine, and the almost worthless jack pine in wide-spread tracts. The swampy areas that abounded in nearly all parts of the

state produced valuable products from such trees as the cedar, spruce, hemlock and birch.

The glaciers that carved out the basins of the Great Lakes also created the beds of thousands of smaller lakes and started the flow of many rivers and streams that now comprise an excellent drainage system for the state. Michigan has a much more temperate climate than many states lying west of it. The presence of Lake Michigan all along the western boundary of the Lower Peninsula has a cooling effect on the land in summer and a warming effect in winter. The growing season varies from ninety days up in Iron County to nearly one hundred eighty days in Berrien and adjoining counties. The average rainfall for the state is thirty-one inches with the southwestern counties getting more than the average.

INDIAN FARMING

The Indians inhabiting Michigan when the first white men arrived have left few traces of their efforts at farming. They had no tools adequate for felling trees and clearing brush and therefore sought the prairies and other open areas for planting their crops. The farming was done by the women and they simply poked holes in the soil and dropped in seeds of corn, beans, squash, and pumpkins but their harvests must have been meager. At the start of the Eighteenth Century, the French began establishing permanent forts and settlements such as Detroit. Their settlers brought wives and children with them and farming was a natural result. In order to give each settler some frontage on the river, the grants of land took the form of the famous "ribbon farms" that were often several miles in length but little more than a hundred yards in width. The French raised wheat in addition to the crops raised by the Indians but it is reported that their farming methods were neither efficient nor profitable. They had few farm tools and their small horses were not suitable for plowing and other heavy farm work.

BRITISH INTERESTS

When Great Britain took possession of Michigan and the entire Great Lakes Region from the French under the proclamation of 1763, its main effort thereafter was to establish trade with the Indian tribes who had formerly been allies of the French and enemies of the British. In an effort to propitiate the Indians, the British forbade colonial governments to grant lands to settlers west of a line joining the headwaters of the rivers flowing into the Atlantic Ocean. Troops were stationed with orders to enforce this limitation. Clearly, the British were not interested in promoting the establishment of any farming communities at this time.

AMERICAN INTERESTS

It was not until 1796 that the Americans actually took possession of Michigan although the Revolutionary War had ended in 1783. In this period the British had succeeded in establishing friendly trade relations with the Indian tribes who were still numerous and powerful. The threat of Indian trouble was a strong deterrent to settlement for many years. Efforts to create a permanent

local system of government in Michigan Territory moved very slowly. Few new settlers came to Michigan until after the close of the War of 1812. The westward surge of pioneers found it easier to follow the routes west through Pennsylvania to Ohio, Indiana, and Illinois. Michigan was by-passed in the process.

Not until 1807 was Governor William Hull able to conclude a treaty with the Indians to purchase a large tract of land in southeastern Michigan. It included an area about the size of six present counties. Later treaties and purchases of land in 1819, 1821, 1836, and 1842 covered nearly all the rest of the land now included in the State of Michigan.

However, the newly acquired land was not available for sale and settlement until it had been surveyed according to the latest rules set by the Federal Government that required the survey of a principal meridian and a base line and the setting-up of townships divided into 36 square miles. Because of the War of 1812, not even a beginning was made on the survey until 1815.

LAND SURVEY & LEWIS CASS

Surveyor General Edward Tiffin made a half-hearted start on the work but soon recalled the surveyors with the statement that Michigan land was so poor it was not worth surveying. He reported that all of the state was composed of poor, sandy soil and vast swamps and morasses. Not one acre in a hundred was fit for cultivation. Until the arrival of energetic Lewis Cass as Territorial Governor, it appeared that Michigan was destined to remain a wilderness.

Governor Cass got the surveys started again and this time he made sure they were carried to completion. He personally went on an inspection that covered Lakes Huron, Superior, and Michigan, and took him as far west as the Mississippi River. He took immediate action to start the construction of roads radiating out from Detroit in many directions. Without them, he realized that the interior of the Territory could not be reached by settlers. Most of these roads at first existed only as Indian trails passable only for foot travelers and pack horses.

At the outset, the roads were simply cleared strips through the woods and wheeled vehicles were lucky if they could travel a mile in an hour. Spring thaws reduced the roads to deep bogs and mudholes. In time, the roads were leveled and graveled and traffic could move rapidly and comfortably. In 1848, the Plank Road Act was passed by the legislature and construction of several plank toll roads was started immediately. Plank roads were expensive to maintain and never became very profitable. Although the tolls were modest by today's standards, there was not enough traffic to make them pay. The planks rotted, warped, wore out, and broke. Eventually, the plank roads were replaced by gravel-surfaced highways.

Better roads meant that new settlers could reach the lands they wanted and farmers could haul their produce to market at low cost. Towns and villages sprang up along the highways and provided the farmer with not only

local markets but a convenient place to purchase the necessities of life not raised on the farm. Grist and saw mills were built where water power was available. In time, stagecoaches provided fast transportation across the state.

MICHIGAN FEVER

In 1820 the population of Michigan Territory was only 8,765. But events were shaping up and it was not long before the effects of "Michigan Fever" were being felt in no uncertain way. The first steamship reached Detroit in 1818 and thereafter lake traffic increased from day to day. The Erie Canal connecting the Hudson River to Buffalo was completed in 1825 and travelers from the east could reach Michigan in days instead of weeks and months. The Erie and Kalamazoo Railroad reached Adrian from Toledo and after a year of horse-drawn operation became the proud owner of a steam locomotive. Three railroads and two canals were planned to span the state from east to west.

Although the canals never reached completion, the railroads survived many setbacks and, under private ownership, finally played a vital part in the build-up of southern Michigan. Completion of the railroads was expedited by free rights-of-way and grants of large tracts of land that could be sold to farmers by the railroads.

Governor Cass and those who succeeded him were enthusiastic press agents for Michigan. Changes in the law made it possible for a settler to buy a minimum of 80 acres at \$1.25 per acre. Time payments could be arranged. A land office was set up in Detroit and others were located in various towns across the state. Sales at the Detroit Land Office went from 92,332 acres in 1825 to 217,943 in 1831. In the ten year period from 1830 to 1840 the population of Michigan increased nearly 700 per cent from 31,640 to 212,267. During the summer months, as many as two thousand people arrived in a single day at Detroit by steam or sail across Lake Erie. Hotels and rooming houses were bursting at the seams to contain the new arrivals.

Most of the earlier settlers who made their way across Michigan to locate a farmsite were anxious to include some of the "dry prairie" acres in their farms. Scattered throughout the forest areas were large and small natural meadows of astonishing fertility on which grasses grew to a height of four or more feet. These prairies needed no laborious clearing and were ready for the breaking plow as soon as the new farmer wished to get started. They could produce bumper crops of grains, hay, or any other plants without the use of extra fertilizers. These prairies would be considered small in comparison to those of some of the states like Kansas but none could compare with those of Michigan in beauty, fertility, and moisture supply. Land speculators sometimes obtained tracts of prairie land and then offered it for sale to new settlers at exorbitant prices.

Much less desirable were the "wet prairies" that could not be drained and were valuable mainly for raising hay. "Oak openings" were cleared areas of a different kind. Various explanations have been given for these clear areas but

it seems likely that differences in soil structure, drainage, and similar factors were the real reason and not the result of forest fires. For example, a "plain" differed from an "opening" in that the soil of the former contained more sand and gravel. Prairies were most numerous in southeastern Michigan and as far north as Newaygo County along Lake Michigan. In the eastern part of the state, none was found north of Shiawassee and Wayne Counties.

Breaking land for planting of crops was usually an operation that called for neighborly cooperation. It took six or eight oxen to pull a breaking plow through the heavy sod and matted roots of prairie soil. First plowing of land cleared from the forest was often slow and difficult because the ground might be full of tree roots. In the first years of a farmer's occupancy of new land, he might have to plant his crops or mow his hay among the stumps of trees that were still waiting to be pulled.

SELF-SUFFICIENT FARMERS

For several decades after 1820, the farmers of Michigan were mainly self-sufficient in that nearly everything they ate or wore was raised on the farm. For fuel, wood was plentiful and could be cut in the farm wood lot. Wild game and fish were plentiful in the early days after which the farmers' own cattle, hogs, sheep, and poultry kept meat on the table. Markets for farm crops were local and barter with the trading store or with neighbors was common. Obviously a local market could not absorb large amounts of specialized crops as when all the farmers in a certain area decided to specialize in raising wheat and very little else.

Specialized crops could become a reality when the means of transportation and communication progressed to a point where all the farming areas of the state were tied together and crops could be shipped to outstate markets and even to the Atlantic coast and finally, foreign markets. In 1852, both the Michigan Central and the Michigan Southern Railroads pushed through to Chicago from Detroit and improvement of highways was accelerating. By the time Michigan became a state in 1837, the farmers were producing a million bushels of wheat in a year. By 1840, wheat production had doubled and by 1850, it had reached five million bushels. By 1869, the agricultural census showed well over a million acres of wheat being grown in Michigan. This was about 20 per cent of the total acreage of improved land in farms at this time. Wheat acreage continued to increase up until about 1900 when competition from the great wheat growing states, like Kansas, caused a reduction to about half the former acreage.

Increased acreages of the feed crops, corn, hay, and oats, served to replace the abandoned wheat acreages on the farms. This increase was accompanied by an increase in the number of livestock, particularly cattle and hogs. Potatoes did not assume importance as a cash crop until about 1885. Beans and sugar beets, as grown in the general area of Saginaw Bay, did not become important until about 1905. Farmers, who at one time preferred to maintain herds of dual-purpose breeds of cattle suitable for both dairy and beef, took a trend toward only dairy types after 1900. Beef breeds took a corresponding decline.

Census reports of 1860 showed that there were 14 counties in Michigan with over 2,000 farms each. These counties included the two southern tiers at the southern boundary of the State. At this time, only 94 farms were reported in the Upper Peninsula where railroad facilities for many regions would not become available until ten to twenty years later.

In 1850 the average size of Michigan farms was 129 acres. This average decreased to 86 in 1890 and then slowly increased to a little over 100. Development of Michigan agriculture reached a peak in the period 1910 to 1920 so far as total acres of land in farms and total number of farms is concerned. By 1930, there were nearly two million less acres in farm lands than in 1920.

FARM MECHANIZATION

The history of Michigan agriculture is, in a sense, the history of farm mechanization. It is estimated that in Colonial times it took the labor of 85 per cent of the population to produce enough food and fiber to support the population. Today the job is done by less than 12 per cent of the population even though it produces a great part of the raw materials used in industry and the consumption of food per individual is much greater. It is estimated that each of the persons of the 12 per cent has at least 50 times more horsepower at his command than the farmer of 1870. On the average, each agricultural worker in the United States produces enough food and fiber to support at least 23 persons. The figure is nearer 45 persons for farms operated by big corporations with high-level incomes.

The first portable steam engines for farm use came into existence in 1850 to be followed by the steam traction engine in 1876. The first gas traction engines were produced commercially in 1903 and the first gasoline track-type tractor in 1908. Wheel-type tractors came into use in 1915 but low-pressure rubber tires for farm tractors were not introduced until 1932 to permit higher speeds and better traction. Probably the most significant forward step in soil preparation came in 1837 with the invention of the self-scouring steel plow that cut plowing time in half and greatly reduced horse-drawn power requirements. The walking gang plow came in 1867 and the chilled steel plow process in 1869. The spring tooth harrow came in 1869 and the disk harrow in 1877. Long before the emergence of the tractor, such labor-and-time-saving machines as gang sulky plows and deep tillage implements were in use. Refinements such as hydraulic remote controls were perfected as farm tractors acquired more power and utility.

Historically, a grain combine was built in Michigan in 1836 but it was not until 1847 that the reaper got into quantity production and it was not until 1878 that the first twine binder came into use. Corn pickers and huskers and potato diggers antedated the farm tractor by twenty to thirty years. The first mower or grass-cutting machine was patented in 1822 but the first hand dump rake with steel teeth was not available until 1850. In similar manner, machines for planting and cultivating various crops had been invented long before 1860 but the majority of Michigan farmers lacked the capital with which to buy the expensive equipment. Furthermore, many of these implements were

far from being perfect. They frequently broke down and there was no such thing as spare parts. The agricultural census for the years 1850 and 1860 continue to show that the Michigan farmer got along with very little factory-made implements and the average inventory was only about \$100 per farm. But the Civil War was in the offing and this caused some changes.

MICHIGAN FARMERS AND THE CIVIL WAR

At the outset of the Civil War in 1861, Michigan ranked high among the agricultural leaders of the West and was keeping pace with Ohio, Indiana, and Illinois. It ranked ninth as a wheat-growing state and fourth in the production of wool. In the decade ending with 1860, the area of improved lands in Michigan increased from a little less than two million acres to nearly three and a half million.

In spite of the manpower shortage caused by the drainage of some 90,000 young men into the army, there was no apparent reduction in the amount of crops raised during the conflict. Women and boys took to the fields and labored with the men. Labor-saving machines had been invented and were coming into heavy demand on Michigan farms. Improved plows, reapers, and mowers gained wide use and cut down on labor needs. Even more important, practically all the farm land lying below a line from Bay City to Grand Rapids was now cleared and improved and available for cropping. No longer was it necessary to spend many hours of labor on clearing forests and pulling stumps.

In the decade ending in 1870, the value of agricultural machinery owned by Michigan farmers rose to nearly 14 million dollars ... more than doubling the 1860 figure. Improved seeders, shellers, drills, plows, rakes, harrows, cultivators, mowers, and threshers were in use. Heavy draft horses were replacing the slow-moving oxen as pulling power for the new machines.

IMMIGRATION CONTINUES

Immigration into Michigan continued at a high rate during the war years. Population rose to 1,184,282 by 1870. Availability of cheap land was one of the principal inducements. Many agencies had land for sale. Railroad companies had millions of acres granted for financing the lines. The State Land Office, the United States Land Office, and private owners were ready to supply the demand. The State Land Office alone sold over half-a-million acres in 4 years. One of the most welcome sources of new farm lands was the operation of the Homestead Act of 1862 which provided free 160-acre tracts of land to actual settlers if they remained in residence for five years.

Most of the land settled in this period was in the central and northwest portions of the Lower Peninsula. The area around Grand Traverse Bay filled up in a hurry when landseekers found that the climate was surprisingly mild and promised to be well adapted for raising fruits and cereals. Nearly 4,000 homestead entries were made in the first four years of the Homestead Act and nearly half-a-million acres were taken up in this manner.

Farmers in the Lower Peninsula became noted for their prosperous-appearing farm homes, barns, fences and well-tended fields. Value of farm lands increased 70 per cent in the period 1860-1867 and the dollar value of farms more than doubled during the ten years ending in 1870. Total number of farms grew from 62,422 in 1860 to 98,786 in 1870 while the amount of land in farms increased about 43 per cent.

Soil depletion was the principal cause of a decline in the yields of wheat and other grains, as well as potatoes, after several years of heavy cropping. Wheat sold for as little as 75 cents per bushel in 1861 but boomed to \$2.55 in 1866. Other farm crops showed similar increases. Production of hops for brewing beer had a phenomenal war time growth but the demand dwindled in later years. Production of flax jumped to 240,000 per year. Wool growing flourished and the price went to more than \$1 per pound at one time.

The decade ending in 1870 was one of tremendous expansion of farm animal husbandry in Michigan. During the war period, the value of animals increased more than 100 per cent to over 52 million dollars. There was a notable increase in the number of horses and mules on farms. A big demand for these animals by the military accounts for much of this increase. There was also the need for the faster-moving draft animals for pulling the new labor-saving machines.

The Michigan Agricultural College was proving its worth by introducing pure-bred cattle, sheep, hogs, and horses and showing farmers how to build up high-producing herds of dairy and beef cattle. A second agency for collecting and disseminating information about farming became operative when the State Board of Agriculture was set up in 1861. With the aid of many forward-looking farm organizations, great strides were taken toward more economical and efficient farming methods.

FARMING IN THE UPPER PENINSULA

For many years, the copper and iron mines of the Upper Peninsula teamed up with the far-reaching pine forests to provide employment for a rapidly increasing population. Many of the miners and lumbermen who thronged to the north were Swedish and Finnish immigrants who had worked in the forests and mines of their native countries.

The majority went to work in the mines. Others easily found employment in the lumber woods and mills. Practically all of them had a profound desire to become land-owning farmers and enjoy their independence. In the late 1800's, few realized that settlement of the land for farming would always be a secondary consideration in the Upper Peninsula. Even though they knew the growing season was very short and the winters very severe, many miners and lumbermen saved their wages and bought land with the intention of working in the mines or woods during the winter and improving their farms during the summer.

A comparatively small part of the population of the Upper Peninsula lives on and derives income from farms. Of the relatively small areas of good crop-

land, much of it lies in the center of the Peninsula in Menominee and Delta Counties. There is a large glacial lake clay area in the Keeweenaw Peninsula or "Copper Country" and another clay district in the east, centering around the Soo.

The number of farms and the farm population have been decreasing with the closing of some of the mines and the virtual end of the great lumbering era. There is some tendency toward larger farms and an increase in farm income. Farm mechanization and use of efficient farming methods have aided greatly. Dairying has steadily expanded and brings in about 50 per cent of the farm income. In some areas, there have been exceptionally high yields of potatoes where soil and climate conditions have been favorable. In cropland harvested, a peak of about 465,000 acres was reached about 1920 but the acreage was later stabilized at about 400,000. In the Upper Peninsula, the market has always been mainly local because of high transportation costs to distant markets.

HARVESTING THE MICHIGAN FORESTS

During the early part of the Nineteenth Century, the rapidly increasing population of Michigan and neighboring states created a demand for lumber that the old hand-sawing methods could not meet. A few water-powered saw mills were in operation in southern Michigan as early as 1825 but one of these mills produced little more than two or three thousand board feet of lumber per day. It is believed that Harvey Williams built the first steam-powered saw mill at Saginaw in 1834. Within a few years, many more steam mills were in operation along the upper Michigan shores of Lakes Huron and Michigan. All were located at the mouths of rivers which floated the pine logs down from the interior.

By 1854, the sixty saw mills of the state were cutting well over a million board feet of lumber per year. Most of it was delivered to market by Great Lakes shipping. Invention of the circular saw brought a tremendous increase in saw mill production. At a later date, the band saw caused an even greater rate of cutting.

In the latter half of the century, the railroads pushed their way up through the lumber country and changed the picture remarkably by opening up areas that previously could not be reached. Hundreds of miles of privately owned narrow gauge railroads were built into the timber lands and enabled the lumber companies to cut and haul logs in the summer as well as in the winter. New mills were built; new towns sprang up. Some of these towns still exist; others became ghost towns.

As a natural consequence of the wasteful methods of harvesting trees, the pine country developed extensive areas of dry-as-tinder fire hazards composed of drying branches and pine needles as well as stumps. All waste materials were highly combustible. Inevitably the forest fires came; nothing could stop them except heavy rainfalls. The fires destroyed all the small pine seedlings, the pine cones, and even the layer of humus that enabled new trees to get started. A thousand years of natural growth could not repair the damage.

In the pine forests were occasional islands of good soil that would support farming. Cut-over and burned-over land could be purchased by paying a small amount of delinquent taxes. Hopeful settlers came and purchased; struggled to make a living; and finally gave up in defeat. The soil was too poor, too sandy, too acid. Scrub timber quickly took over the cut-over land and in a few years, some of it could be cut for pulpwood.

Much progress has been made in recent years in reforestation and the forests are starting to grow again. Trees are a crop just like any other growing plant but trees take many years before the crop can be harvested.

Michigan cut a little more than 2 billion board feet of lumber in 1870. In 1880, the cut was well over 4 billion. The State hit its peak production in 1890 when four-and-a-quarter billion board feet of lumber were shipped from the mills. Thereafter, the supply of logs steadily dwindled until by 1899, the cut had dropped to little more than three billion board feet. The supply of trees and logs was simply not replaceable or inexhaustible.

Some mills took to sawing and processing hardwoods and began producing such items as flooring, veneers, barrel staves, and an almost unlimited variety of tools, appliances, furniture, and other manufactured articles ranging from tooth picks and clothes pins to wagons and carriages. Eventually, the wood went into automobile bodies. Cedar was cut for fence posts, railroad ties, shingles, and telephone poles. Paper makers were glad to get spruce as pulpwood.

DECLINE OF LUMBER

After 1900, there was a decline of output of lumber and wood products in Michigan. One by one the mills were dismantled or abandoned and the machinery sold or salvaged. With their employment gone, most of the workmen took off for the booming industrial centers in Michigan and nearby states. Some remained and started to farm their land and met with varying success. Some of the mill towns shrunk to smaller size and some disappeared completely.

Although lumbering devastated vast tracts of land when it destroyed the forests, it did have some redeeming features. It furnished payrolls for its workmen; it provided local markets for farm-raised products; it helped build towns and cities, roads and railroads, bridges and buildings. It helped agriculture get started in many areas that are still operating as efficient and profitable farm units. Many farmers and land owners still get income from trees sold and cut by selective logging.

THE FUTURE OF FARMING IN MICHIGAN

Because Michigan is best known as an industrial state, the importance of its agriculture often goes unmentioned. Recent changes have been marked by the decrease in the number of farms and an increase in the size of the average farm. As the degree of mechanization increases, it becomes necessary to cultivate more

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SUPPLEMENTAL INFORMATION

MAJOR MILESTONES IN FARM MECHANIZATION

The following six tables show some of the significant changes which have come about in the development of agriculture since the days of 18th century Dearborn ribbon farms up to recent times. The source of all of these dates and the development is from LAND OF PLENTY, published by Farm Equipment Institute, Chicago, 1959.

T A B L E I

SOIL PREPARATION

- 1788.....Thomas Jefferson applied mathematics to the plow moldboard
 1797.....Cast-iron moldboard plow patented
 1814.....Iron plow with replaceable parts patented
 1837.....Steel plow industry began
 1847.....Revolving plow moldboard patented (disk plow)
 1860's...Chisel cultivators came into use
 1864.....Successful sulky (riding) plow
 1867.....Walking gang plow supported on wheels
 1868.....Soft-center steel for plows
 1869.....Chilled plow process patented
 1869.....Spring-tooth harrow patented
 1877.....Disk harrow with concave blades patented
 1880.....Lister produced commercially
 1884.....First three-wheel riding plow
 1895.....Heavy-duty, deep tillage chisel to penetrate subsoil of irrigated land
 1898.....High-lift, frame-type gang sulky plows
 1900.....Heavy-duty, deep tillage implements in commercial production
 1910.....Rod weeder for fallow land farming
 1915.....Unit frame tractor plows introduced
 1923.....Combination tool carrier for heavy-duty implements
 1924.....Offset disk harrow
 1927.....One-way or wheatland disk plows first sold in large numbers
 1935-40..Lift-type mounted plow introduced
 1941.....Hydraulic remote control of drawn implements
 1949.....Wheel disk harrow introduced
 1953.....Safety trip plow beams in use

(Table IV Cont'd)

- 1949.....Portable batch drier available
- 1950.....Self-propelled windrower
- 1954.....Corn head attachment for combine available commercially
- 1958.....Shelling attachment for corn pickers

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T A B L E V

SPECIALIZED EQUIPMENT

- 1840.....Wooden hand pump - first use of suction to lift water
- 1842.....First grain elevator constructed
- 1844.....First American incubator invented
- 1850.....Feed cutters - self-feeding, knife cutting against steel
- 1854.....Self-regulating windmill
- 1855.....Portable grinding mills with metallic plates
- 1850's...Picker-wheel type sheller, hand and power
- 1850's...Specialized garden implements
- 1860.....Self-feeding device for corn shellers
- 1865.....First manure spreader, wagon type
- 1877.....First commercially known spreader - endless apron
- 1878.....First milking machine using vacuum principle
- 1879.....Centrifugal cream separator introduced
- 1883.....Steel windmill and tower
- 1885.....First American factory-made incubator
- 1887.....First traction sprayer
- 1890.....Gasoline engines for stationary power
- 1895.....First milking machine with intermittent suction
- 1897.....Litter carrier and feed carrier introduced
- 1900.....First power sprayer operated by gasoline engine
- 1900.....Riding, single-row stalk cutter
- 1902.....First commercially successful cylinder corn shellers
- 1902.....Steel stanchions for dairy cows
- 1902.....Portable grain elevators
- 1904-05..Steel stalls and alignment device to make stanchions adjustable
- 1910.....Electric water systems produced in quantity
- 1910.....Colony-type heated brooder for baby chicks
- 1911.....Pressure regulator and air chamber for power sprayers
- 1912.....Automatic, individually operated water bowls for cows
- 1914.....Land leveler for irrigation farming
- 1914-17..Power-operated milking machines introduced
- 1916.....Garden tractors introduced
- 1920.....Hammermill introduced
- 1924.....Electric ventilating system for dairy barns
- 1925.....Two-row, tractor-drawn rolling stalk cutter
- 1925.....Air blast type sprayer introduced
- 1926.....Jet-type pumps introduced

(Cont'd)

News From The Museum

JUNIOR HISTORIANS BEGIN 8TH YEAR. In October the Dearborn Junior Historians began its 8th year as the Museum's youth group, ages 10-14. The boys and girls learn about history, museum work, participate in projects, help the Museum in various ways and go on field trips to other museums or places of historic interest. In November they visited Henry Ford's Fair Lane Mansion.



MUSEUM GUILD GOES TO TOLEDO. The Museum Guild of Dearborn went on a field trip on November 10th to the Toledo Museum of Art. The Guild, composed of representatives of the various organizations which meet regularly at the Museum, had a conducted tour of this fine museum. We urge our readers to visit the Toledo Museum in the near future.



HISTORICAL RECORDS ACQUIRE IMPORTANT PAPERS. Recently, the Historical Records and Library in the McFadden-Ross House acquired two extensive collections of Dearborn related material. Former Mayor John L. Carey made a large donation of items concern ed mainly with the years 1930-1948, including numerous photos, several scrapbooks, documents, awards, certificates, official records, letters, telegrams, posters, campaign and election material, publications, invitations, programs, ribbons and b idges, and miscellaneous papers totaling 733 articles. Dearborn's former Superintendent of Schools Ray H. Adams contributed 947 items dating from 1847 to 1941 which included personal papers and manuscripts; school records, reports, minutes of meetings, accounts, elections, contracts, publi-cations, programs, etc.; photographs; scrapbooks containing early manuscripts, and an antique wooden chest. These contributions are most welcome additions to our collection of local history and we are grateful to the donors.



MIDWEST MUSEUMS CONFERENCE. Chief Curator Winfield H. Arenson and Curator of Exhibits Mary V. MacDonald attended the annual meeting of the Midwest Museums Conference in Indianapolis, Indiana, in September. Also in September, the Chief Curator along with Curator of Research Donald V. Baut and Bertha Miga of the Research Department, attended an afternoon session of the Michigan Archivists meeting at Oakland University.



NEW EXHIBITS. Recent exhibits in the Changing Exhibits Room at the Commandant's Quarters include: "Case History", "Recent Accessions", and "Ahead of the Times" (hair accessories).



MUSEUM NEEDS: Early radio & radio equipment (excluding console models), old toys & games; bean and pea sorter; cobbler's bench; items pertaining to early aviation, i.e., pilots' goggles, helmet, gloves, jackets, insignia, dirigible model; models of early steamboats or sidewheelers, trains, etc..

ACCESSIONS: July - September, 1970

Mary Haight's and donor's personal papers, letters, records & documents; photos, slides, & film; school & organization publications & programs; silver, glass & china table service pieces; extensive collection of sterling silver spoons including commemorative, souvenir, plain & engraved (1880's-1905); and exhibit items	MR. FLOYD L. HAIGHT
Ladies 1965 pleated dress	MRS. FRANK ALEXANDER
Ladies 1891 two piece wool costume	MRS. GLADYS V. SCHULTZ
Early ladies apron with tucking & lace trim	MRS. ELEANOR ZEMER
Photos of Franklin & Erastus D. Thomas	MRS. JEAN E. NELSON
Montgomery Ward's 1966 Catalog	MR. WINFIELD H. ARNESON
Armand Marseille doll, chair, wool quilt & tablecloth	MS. MARY ZIEGLER
Wood chair, tin cream can & linens	MR. & MRS. ANGELO CERRITO
Excellent bride doll	MRS. ILA S. TAYLOR
Froe, hay knife, cow chain, & pulleys	MR. CLARE ENGLISH
Iron griddle, peach parer & 1925 Marilee doll	MUSEUM GUILD OF DEARBORN
Color tinted photo of Rouge River scene	MR. & MRS. JUDSON M. WEBBER
Photos & picture post cards of Dearborn places, homes and personalities (early 1900's)	MRS. MARION TUCKER DOBBINS
Extensive collection of late 1800's to early 1900's items including costumes & accessories, household goods and personal effects	MRS. FRANCES B. TITCHENER & MRS. SUE G. WALCUTT
Early Dearborn photos & picture post cards	MRS. BARBARA HUTCHESON
Copy of 1865 marriage certificate	MRS. HERBERT DE KLEINE
Drawing of J.S. Haggerty Brick Co.	MRS. CHARLES GILBERT
Cast iron hardware	MR. FRANK SZILVAGYI
Pictorial history of Civil War in 2 volumes	MR. & MRS. PAUL A. BURNS

Polk's 1954 Directory of Wayne, Garden City and Inkster

Winchester shotgun (1914)

Mahogany table of about 1855-60

Oliver Typewriter of about 1917

Books & metal tool pieces

Picture post cards of Wagner House & Ford Motor Plant

Extensive collection of material relating to Dearborn Public Schools including photos, photostats, manuscripts, and records

Memorial to Honorable Arthur M. Smith and 1897 book on bicycling

Painting of a Cemetery by Julia Gatlin Moore

Two formal evening gowns of about 1945-50

World War I U.S. Marines uniforms, accessories & overcoat; ladies dresses and suits

Composition doll

Horseshoe tongs, blacksmiths lathe and pick up tongs, files, planes & plane bits

MISS MARY V. MAC DONALD

MR. C. H. WALLIMAN

MR. & MRS. JOHN E. McNEAL II

MR. CAVINS BAUGHMAN

MR. CARL E. CHRISTENSON

MISS SHELLY PORTER

MR. LEONARD H. MAZUR, Prin.
DEARBORN HIGH SCHOOL

MRS. ARTHUR M. SMITH

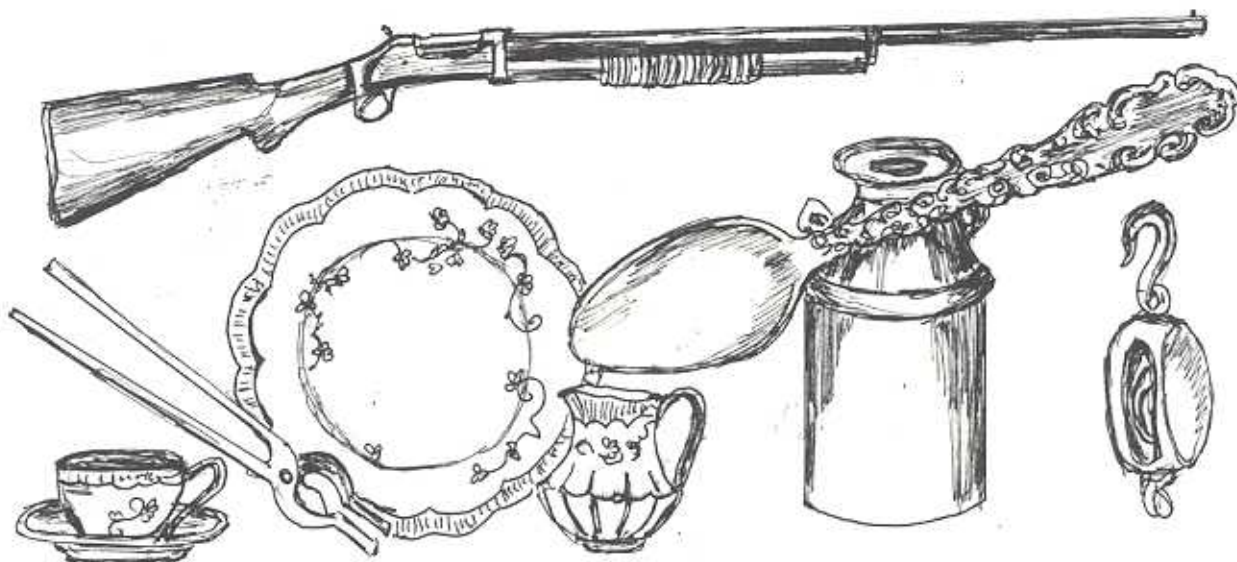
MRS. FREDERICK A. MOORE, JR.

MRS. ARTHUR W. HOLK

MR. & MRS. FRED BILBROUGH

MS. DOROTHY BAUME

MR. JOHN EDWARD LaBEAU



THE DEARBORN HISTORICAL SOCIETY REPORTS

Forthcoming Meetings:

THURSDAY, FEBRUARY 4, at the Henry Ford Centennial Library:

Long-time Dearborn resident Arthur Allan Smith will speak on "War Whoops and Warpaint Around the Great Lakes." Mr. Smith is a prominent Dearborn attorney and amateur archaeologist whose interest in Indian relics began when he was ten years old. A member of the Michigan Indian Affairs Commission, our speaker is also a member of the Indian Archaeological Society and is listed in "Who's Who in Indian Relics." He is also president of the Detroit chapter of the Federal Bar Association.

THURSDAY, MARCH 4, at the Henry Ford Centennial Library:

"The Ford Archives - Twenty Years of Research Service" will be the topic of Henry E. Edmunds, director of the Ford Archives. Mr. Edmunds had compiled a distinguished record with the War Production Board, the International Monetary Fund, and the National Archives in Washington, D.C., when he visited Dearborn in 1950 to gather materials for Ford's 50th anniversary. The result was the start of the Ford Archives, a pioneering achievement in business history, and a model for industry.

THURSDAY, APRIL 1, at the Henry Ford Centennial Library:

"The Fight to Restore Abraham Lincoln's Capitol Building" will be discussed by William K. Alderfer, Illinois State Historian, who is well known in Michigan as the former director of the Historical Society of Michigan. He will speak on the restoration of the old Illinois State Capitol Building in Springfield, Illinois, where Abraham Lincoln served as a legislator, delivered his "House Divided" speech, and campaigned for the presidency in 1860.

AT OUR NOVEMBER MEETING

A large number were present at the Clinton Inn in Greenfield Village at our November meeting to hear John H. Brickner discuss the history of the Inn. Mr. Brickner used recordings of our songs to set the period for his listeners, including one of "Michigania", which was an early commercial jingle selling Michigan to the eastern part of the country.

Built in 1832, the Clinton Inn in Clinton was a regular stop on the stage-coach trip between Detroit and Chicago. The road it stood on was one of five military roads authorized in 1831, and was of the "corduroy" type, logs laid over stringers. It was noted for its wrecks. In the early days, even in good weather it took eight days to get to Chicago from Detroit.

The building is in a Classical Revival style. One of its notable features is the spring floor in the ballroom. This is one of only two in the area, the other being at the Botsford Inn, which was also restored by Henry Ford.

For many years the Clinton Inn was a social center for its area, but in time, with increasing competition from the railroads, it lost its regular clientele and began going downhill. The last dance held in its ballroom in Clinton was a Leap Year Ball in 1876. By 1912 it had become so dilapidated that it could no longer be used. Henry Ford brought it to the Village in 1927-28.

THE WINTER STUDY CLUB
(Continued from Volume 10, Number 3)
Katherine M. Cushman

We can learn a great deal about the Winter Study Club, since the printed or written programs for the work of each year are available for almost every year since 1895-6, and the minutes are almost complete since 1906-7.

The members customarily chose one major topic for the year. A typical program would be a number of papers presented on Michaelangelo, his life and times or on English literature. Four years were spent on the history of England, only three on the history of the United States.

Poetry was a favorite medium of expression for club members for a number of years. Several examples survive which show the affection with which club members regarded their organization.

The author of the first is not known, but it was printed on the program of the Symposium discussed in the last HISTORIAN:

For though to distant lands we pass
And strange stars o'er us shine
We'll not forget our "Winter Club"
And days of Auld Lang Syne.

We'll banish care and banish wrong
To friendship's joys incline
We'll press the hand and swell the song
And hail our Auld Lang Syne.

The author of the second two was Mrs. Herbert M. Snow, a long-time president of the group:

It's a jolly good time we are having today,
A jolly good rollicking time.
The Secretary never can write all we say
So we'll help her out with a rhyme.
We're ending the year with a dash of rare fun,
The speeches are ended, the papers are read.
Now comes in the joke and the laugh and the fun
For jollity fattens and laughter will clear up the head.

Here's to the woman of the Club
Whose mind is broad and keen
Who never gives a thoughtless snub
Or does a thing that's mean

Whose heart is glad when others win
The good for which they strive,
Whose hand helps up the ones that aim
And keeps their hope alive.

Who fills each day with loving care
and trusts the God of love
That when the end of earth draws near
There'll be a life above.

TEN YEAR CUMULATIVE INDEX of THE DEARBORN HISTORIAN

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CODE TO CERTAIN ABBREVIATIONS USED
WHICH MAY NOT BE CLEAR

- Cent. Comm. - Centennial Committee
- Comm. - Commission
- D.H.C. - Dearborn Historical Commission
- D.H.M. - Dearborn Historical Museum
- D.H.S. - Dearborn Historical Society
- ded. - dedication
- exp. - experiments
- imp.(of) - improvement of
- Med. - Medical
- prog. - program
- Reg.(of) - Registration of
- res. - research
- resig. - resignation
- ret. - retired
- St. J.R. - St. Joseph's Retreat
- St. - State

Note: Volume 2, Numbers 2-4, 1962, were not
published.

BOOK NOTICE

THE BARK COVERED HOUSE, or BACK IN THE WOODS AGAIN
by William Nowlin

A graphic and exciting description of real pioneer life in the wilderness of southeastern Michigan. 4th edition. A reprint of the Milo M. Quaife edition of 1937. First published in 1876. Present printing is an offset process published by the DEARBORN HISTORICAL COMMISSION, 1967. xxxvi+342 pp. Maps & illustrations. Indexed. Softbound.

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

* Historical Markers

* Publication Program

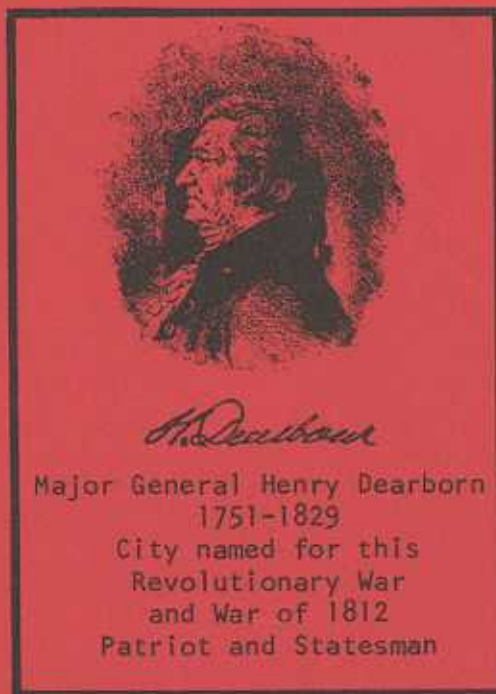
Quarterly: THE DEARBORN HISTORIAN
Book: THE BARK COVERED HOUSE
Free Literature: Arsenal, Museum,
Research, Local History, Indian,
Dearborn Story, Dearborn's Names,
& Other Special Pamphlets

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 Genealogical Society
- * Dearborn Historical Society
- * Historical Society of Michigan
- * Michigan Archaeological Association
- * Michigan Museums Conference
- * Midwest Museums Conference
- * National Trust for Historic Preservation
- * Organization of American Historians
- * 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.



Major General Henry Dearborn
1751-1829

City named for this
Revolutionary War
and War of 1812
Patriot and Statesman

Dearborn Historical Museum



Exhibit Annex

1833 Commandant's Quarters

Museum Office and Storage Building



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

*Commandant's Quarters
21950 Michigan Avenue
Telephone: 561-9735*

*Office Telephone:
274-8170*

HOW TO GET TO MUSEUM



*McFadden-Ross House
915 Brady Street
Telephone: 561-9438*

Free Admission

Open 10:30 A.M. to 5:30 P.M., Tuesday-Friday

9:00 A.M. to 5:00 P.M., Saturday

2:00 P.M. to 5:00 P.M., Sunday

Closed Monday except for tour and lecture appointments