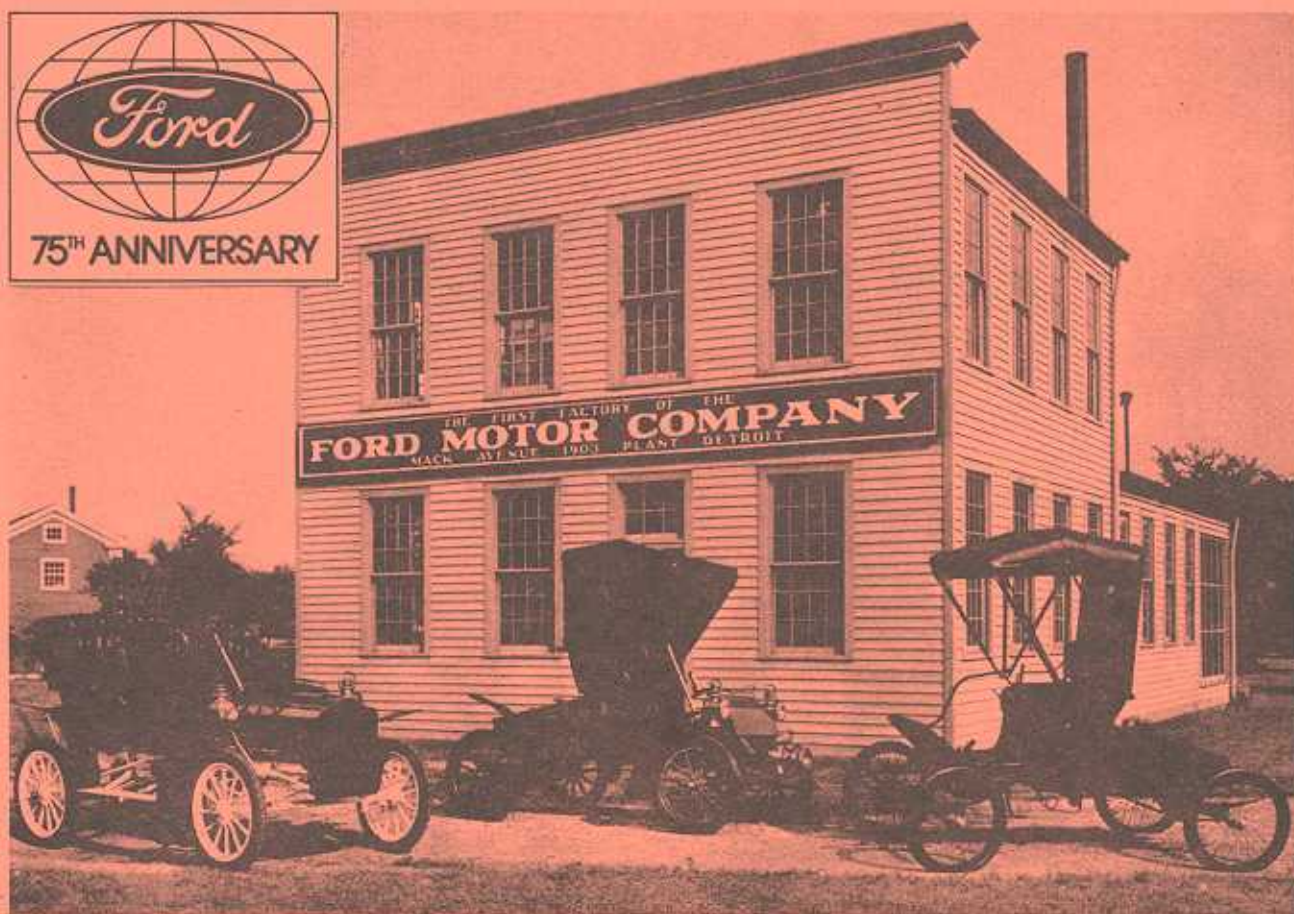


The DEARBORN HISTORIAN

Volume 18

Number 2



SPRING, 1978

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THE DEARBORN HISTORICAL COMMISSION



City of Dearborn, Michigan
HOME TOWN OF HENRY FORD
MAYOR JOHN B. O'REILLY

The seed for Dearborn's greatness was planted in the late 18th century when pioneer settlers industriously carved "ribbon" farms out of the Michigan wilderness lining the Rouge River. Their frontier spirit, enterprise, hard work and pride of community set an example for generations to come.

Recent years have been marked by an increasing awareness of our rich heritage and a genuine desire on the part of Dearborn citizens to know more about our city's roots.

This interest and concern, sparked immeasurably by an able and dedicated Dearborn Historical Commission, has helped bring about the growth of a fine city museum complex. More than 30,000 people now visit the recently restored Commandant's Quarters and the McFadden-Ross House annually to view ever-changing exhibits or take part in educational programs. "The Dearborn Historian" is published quarterly in an effort to spread a sense of history throughout our community.

But, if our museum program is to continue to flourish and grow, we need more citizen help. Family records and artifacts are needed so that our collection and knowledge may be expanded. With your help, we will be able to continue building a living picture of Dearborn's proud past for the benefit of our residents of today and tomorrow.

John B. O'Reilly

THE DEARBORN HISTORIAN

VOLUME 18 SPRING, 1978 NUMBER 2

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915 Brady Street
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Winfield H. Arneson, Editor

COVER: In this issue we recognize the 75th anniversary of the founding of the Ford Motor Company with an outline of highlights between the years 1903 and 1978. Illustrated here is a partial replica of the first Ford Motor Company plant in Greenfield Village. The original factory was located on Mack Avenue in Detroit. The first automobile the new corporation manufactured was the Model A (not to be confused with the Model A produced between 1928 and 1931 model runs) Runabout shown in the center. In the beginning about 15 cars were assembled in a day. The car seen on the left is a 1905 Model F, and on the right a Model A Prototype made in 1901. The photograph is reproduced here through the courtesy of Greenfield Village and Henry Ford Museum. The "official" Ford logo in the upper left is published through the courtesy of the Ford Motor Company.

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.



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FORD MOTOR COMPANY: 75 YEARS

Donald V. Baut and Winfield H. Arneson

June 16, 1903, was just another business day in Detroit as many automobile manufacturers were struggling to survive and compete. However, with the passage of time that date was to become very important to two men in particular and ten other men in general, and eventually to the industrial world. It was the day papers of incorporation for the Ford Motor Company were officially filed at the state capitol in Lansing.

Alexander Y. Malcomson, a prominent Detroit coal dealer, and Henry Ford, a 39 year old mechanical wizard, transferred their business holdings of Ford & Malcomson, Ltd. on June 18. These assets consisted of: machinery, tools, appliances, plans, specifications, blueprints and patents - for the new corporation - in exchange for 510 shares to be divided equally between the partners.¹

Twelve investors, including Malcomson and Ford, put their money into a risky venture but the action they took did, indeed, have a profound influence on an emerging industry destined to literally put the world on wheels. Today, three quarters of a century later, who could dispute this claim?

As reported by Allan Nevins² the following table lists the 12 investors and their shares as well as data regarding notes, cash paid or installment arrangements:

<u>Name</u>	<u>Shares</u>	<u>Remarks</u>
Alexander Y. Malcomson	255	Represented \$51,000 in stock
Henry Ford	255	
John S. Gray	105	Investment of \$10,500
John F. Dodge	50	Dodge Brothers investment represented \$7,000 in materials and a \$3,000 note
Horace E. Dodge	50	
Albert Strelow	50	\$5,000 cash
Vernon C. Fry	50	\$3,000 cash plus two \$1,000 installments later
Charles H. Bennett	50	Paid off a note in 2 equal installments
Horace H. Rackham	50	\$3,500 cash and remainder in 3 unequal installments
John W. Anderson	50	Paid in cash
Charles J. Woodall	10	\$1,000 note
James Couzens	25	\$1,000 cash plus a note for the balance

Thus, one of the world's great corporations was born, but what is more important is that it survived. Over two thousand automobile companies came and went.

Since the World Headquarters of the far-flung Ford Motor Company today is in Henry Ford's home town, Dearborn, it is appropriate and important that THE DEARBORN HISTORIAN recognize in some small way the 75th anniversary of this significant milestone in American annals. Extensive narrative has been and will be written about the corporate giant of American industrial might. Therefore, we feel a somewhat detailed, yet impressive, outline of the rise and accomplishments of the Ford Motor Company be recorded in this manner. Dearbornites and the world can take pride in one company's significant progress from the era of the pioneering Model "T" days to the sophisticated marvels on the highways of today.

The following outline is by no means complete, or intended to be so, but it does recognize significant and diverse dates in the birth, adolescence and maturity of an automobile success story. The Historical Commission and the Historical Museum Staff take this opportunity to extend best wishes to the management and employees of the Ford Motor Company during their 75th anniversary.

FORD MOTOR COMPANY
1903 - 1978

- 1903 - February 28. Dodge Brothers, John F. and Horace E. sign formal agreement to go into business with Henry Ford and Alexander Y. Malcomson.
- June 16. Ford Motor Company incorporated under the State of Michigan. Stockholders: Alexander Y. Malcomson, Henry Ford, John F. & Horace E. Dodge, Charles H. Bennett, James Couzens, Vernon C. Fry, Horace H. Rackham, John W. Anderson, John S. Gray, Albert Strelow and Charles J. Woodall.
- Detroit Mack Avenue plant occupied.
- Model A introduced.

- 1904 - Model B and Model C went into production.
- Detroit Piquette Avenue plant opened.
- Ford Motor Company of Canada formed.

- 1905 - Model F and Model N introduced.
- Ford Manufacturing Company incorporated to make component parts.

- 1906 - Model K (6 cylinder) introduced to replace the Model B.
- Malcomson's interest purchased.

- 1907 - Building of the Highland Park plant began. Plant designed by Albert Kahn with aid from Edward Gray.
- Woodall, Bennett and Fry leave the company.
- Ford Manufacturing Company absorbed by present company.

- 1908 - October. The Model T introduced.
- The English branch of Ford Motor Company began.

- 1910 - January 1. Ford Motor Company officially moved into the Highland Park plant. It was the most advanced and efficient plant at that time and Michigan's largest.
- 1911 - Henry Ford wins the Selden patent suit after an eight year battle.
 - John R. Keim Mills of Buffalo purchased for machinery.
- 1913 - John Dodge resigned as director and vice-president of Ford Motor Company.
 - Mass production introduced to the world at Highland Park.
- 1914 - The five-dollar a day and eight-hour day introduced.
 - Fair Lane mansion construction began in Dearborn.
- 1915 - Henry Ford, et al., went to Europe in attempt to bring about peace.
 - Henry Ford Hospital opened in Detroit.
- 1916 - The brass radiator Model T discontinued.
 - Ford Trade School opened at Highland Park.
- 1917 - Henry Ford & Son organized to manufacture tractors and farm implements.
 - Construction of the Rouge plant began.
 - A plant in Cork, Ireland, opened.
- 1918 - Eagle boats (submarine chasers) built at the Rouge plant for the Navy.
 - The Dearborn Independent, a newspaper, purchased to become a magazine.
 - Nankin Mills purchased for power source.
- 1919 - Henry Ford bought out the remaining stockholders.
 - The Rouge plant converted from building Eagle boats to body making.
 - Assembly plants opened in Denmark and Spain.
- 1920 - Ford Motor Company transferred its incorporation from Michigan to Delaware.
 - Henry Ford & Son, Dearborn Publishing Company, Hamilton & Rossville Hydraulic Company, and Dearborn Realty & Construction Company amalgamated into Ford Motor Company.
 - Detroit, Toledo & Ironton Railroad purchased by Ford Motor Company.
 - Coal mines in Kentucky and West Virginia purchased.
 - Employees' investment plan began.
- 1922 - Lincoln Motor Company purchased from Henry and Wilfred Leland.
 - Ten thousand workers employed at the Rouge plant.
 - Assembly plants in Italy and Belgium opened.
- 1923 - Alleghany Plate Glass plant in Pennsylvania acquired.
- 1924 - The Henry Ford II and the Benson Ford ships built to commence the Ford Fleet.
 - Assembly plant opened in Sweden.
- 1925 - The first plane leaves Ford Airport initiating regular service.
 - The open hearth building began at the Rouge plant.
 - Assembly plant opened in France.

- 1926 - The first successful Ford tri-motor airplane flown.
 - Assembly plant in Germany opened.
- 1927 - The Model T discontinued with over fifteen million cars being built.
 - Model A introduced to the public.
- 1928 - Ford Motor Company had thirty-five branch plants in the United States and abroad.
- 1929 - Greenfield Village and Henry Ford Museum opened.
 - The Detroit, Toledo & Ironton Railroad was sold.
- 1930 - Cornerstones for assembly plants in Germany and Holland were laid by Henry Ford.
- 1931 - The Model A was discontinued.
 - Henry Ford gave 16 acres of land to Dearborn for disposal plant.
 - The first airport hotel, the Dearborn Inn, opened in Dearborn.
- 1932 - The last Ford tri-motor airplane was built.
 - The Ford V-8 engine made its appearance.
- 1933 - The Fords purchased controlling interest in the Manufacturers Bank of Detroit.
- 1934 - The Ford exhibit building "Century of Progress" opened at the Chicago World's Fair.
- 1935 - A glass plant, hot strip rolling mill and cold sheet finishing mill were built at the Rouge.
 - Seventy thousand people were employed at the Rouge plant.
 - The 1936 Lincoln Zephyr was introduced.
- 1936 - The Rotunda (moved from Chicago) opened in Dearborn.
 - Ford Field donated by Mr. & Mrs. Henry Ford to the City of Dearborn.
 - The Ford Foundation organized.
 - The Village of Alberta, Michigan, was built as a self-contained lumbering town.
- 1937 - Henry & Clara Ford transferred 11 hundred acres of land to Ford Foundation for homes, schools and streets in Dearborn.
- 1938 - 1939 Mercury introduced.
 - Henry Ford's 75th birthday anniversary celebrated.
 - Tire production began at Ford Motor Company.
- 1939 - World War II began in Europe. British Ford plants geared for war needs.
 - The 1940 Lincoln Continental introduced.
- 1940 - The Nazis marched into France, Lowlands, Norway and Denmark and seized control of the Ford plants for German war production.
- 1941 - Ford Motor Company signed its first labor contract.
 - Navy School opened at Ford Motor Rouge plant.
 - First plastic Ford auto unveiled.

- 1942-1945 - Gliders, tanks, universal carriers, Liberator bombers, trucks and jeeps were built by Ford Motor Company.
- 1942 - The last peacetime auto left the assembly line.
- Tire production ceased at Ford Motor Company.
- Willow Run Bomber plant built at Ypsilanti.
- 1943 - Edsel Ford died.
- Henry Ford II resigned from the Navy to enter employ of Ford Motor Company.
- Willow Run (Edsel Ford) Expressway was completed to facilitate workers commuting between Detroit and Willow Run Bomber plant.
- 1945 - Ford Motor Company resumed peacetime production of automobiles.
- Henry Ford II took over Ford Motor Company.
- 1947 - Henry Ford died.
- Lincoln Cosmopolitan was introduced.
- Employees investment plan ceased.
- 1948 - William Clay Ford became a director in the Ford Motor Company.
- The Lincoln Continental discontinued.
- Dearborn gets deed from Ford Motor Company to build Oakwood Hospital.
- 1949 - Model B-A introduced.
- Ford Division established.
- 1951 - The 1952 Ford Mainline, Customline and Crestline introduced.
- Ford Motor Company purchased the Fair Lane estate.
- 1953 - Ford Motor Company celebrated its fiftieth anniversary.
- Construction began on a new Ford Central Office Building in Dearborn.
- Ford land purchased by Michigan Bell Telephone for construction of office building.
- 1954 - The Ford Thunderbird introduced.
- 1955 - The Ford Central Office Building was completed.
- The Lincoln-Mercury Division discontinued.
- 1956 - The Continental and Lincoln divisions consolidated.
- A portion of the Fair Lane estate donated to the University of Michigan.
- 1957 - The Edsel introduced.
- The Ford Fairlane introduced.
- Ford Motor Company presents deed to Civic Center tract to Mayor Orville L. Hubbard.
- 1958 - The Edsel is combined with Lincoln and Mercury.
- Ground broken for a new police and municipal court building in Dearborn on land donated by Ford Motor Company.
- 1959 - Ford Motor Company began issuing common stock, the first to be made available to the public.

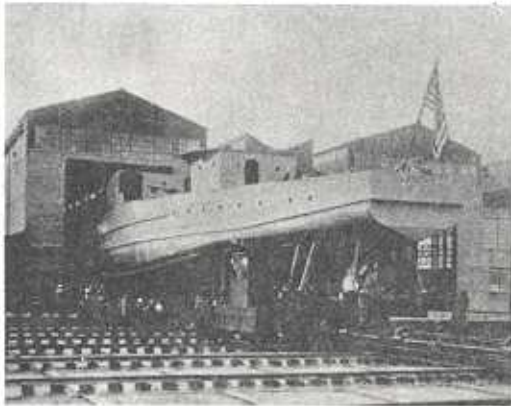
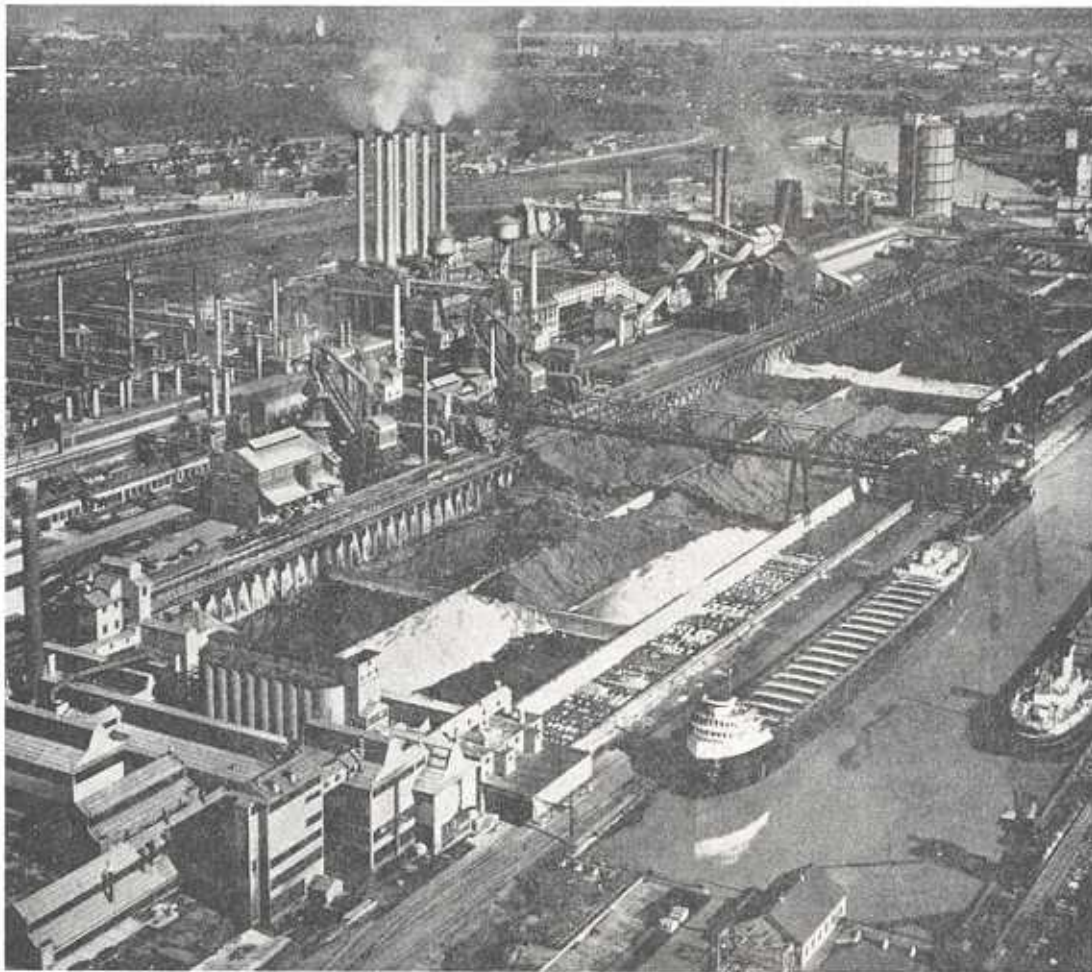
- The Edsel discontinued.
- 1960 - The Mercury Comet introduced.
- 1961 - Philco purchased by Ford Motor Company.
 - Electric Autolite purchased by Ford Motor Company.
- 1962 - The Rotunda burned.
- 1963 - Ford Motor Company's Research and Engineering Building was built in Dearborn.
 - July 30. 100th anniversary of the birth of Henry Ford. Many celebrations held in Dearborn and elsewhere.
- 1964 - The Ford Mustang introduced.
- 1967 - The Ford Torino and the Mercury Montego introduced.
- 1969 - The Ford Maverick, Cobra and the Mercury Marauder introduced.
 - The Henry Ford Centennial Library completed.
- 1970 - The first Ford Capri was imported into the United States.
 - The Ford Pinto was introduced.
- 1971 - The extensive Fairlane Development was begun by the Ford subsidiary, Ford Motor Land Development Corporation.
- 1973 - Ford Motor Company built its last convertible.
 - The Renaissance Center was begun in Detroit.
 - America's first mass produced metric system automobile engine begins, Lima, Ohio.
- 1974 - Parklane Towers were dedicated on Ford Land Development Corp. land.
- 1975 - Statue of Henry Ford is unveiled at the Henry Ford Centennial Library.
- 1976 - Ford Land Development Corporation oversees the opening of the Hyatt Regency Hotel, the Fairlane Medical Center, and the Fairlane Town Center.
- 1977 - 100 millionth Ford automobile produced.
- 1978 - Company celebrates Diamond Jubilee.
 - Operations found in 30 countries.
 - Rouge plant improvements and beautification completed.
 - Automobile nameplates included: Lincoln (Continental, Continental Mark V, Versailles); Mercury (Bobcat, Capri, Cougar, Marquis, Monarch, Zephyr) and Ford (Fairmont, Fiesta, Granada, LTD, LTD II, Mustang II, Pinto, Thunderbird). *****

FOOTNOTES

1. *Nevins, Allan, Ford: The Times, The Man, The Company, New York, Charles Scribner's Sons, p. 237.*
2. *Ibid., p.238.*

OOPS AND NOTES. In the Spring, 1978, issue of The Historian, Curator of Research Donald V. Baut notes a few errors cropped into his article, "Ford Motor Company: 75 Years Later." The Model N was introduced in 1906. Charles J. Woodall left Ford Motor Co. in 1906. In 1919 not only Henry Ford but also his wife, Clara, and son, Edsel, bought out the remaining stockholders. Ford Motor Co. purchased coal mines in Kentucky and West Virginia in 1922 and 1923. Fordson Coal Co. was established at the time. The Henry Ford Museum was dedicated in 1929 but it was not until 1933 that Greenfield Village was opened. The last tri-motor was completed in 1933. One hundred ninety-six planes were built between 1926-1933. In 1937 Henry and Clara Ford donated the eleven acres that was to become Springwells Park (Ford Foundation). The Willow Run Bomber Plant was begun in 1940 and completed in early 1943. The 1949 Lincoln Cosmopolitan was introduced in the fall of 1948. The Michigan Bell Telephone Company's office at Southfield and Michigan was completed in 1963 (not 1953). The first stock sold to the public by Ford Motor Company was in January, 1956. The market price was \$64.50. The Research and Engineering Building was completed in 1964. Although the Edsel was discontinued in 1959, 2,846 cars were produced for the 1960 model.

The lower right photograph on page 45 is from Gate #4 looking west and not east. In the large photo the upper left building is the iron foundry and not the steel mill. Miller road is not in the distance but is hidden by the foundry.



Top: An air view of the Rouge Plant of Ford Motor Company. Note the slip with the Henry Ford II and the Benson Ford of the Ford fleet. Also seen in the center are huge piles of iron ore and coal used in the making of steel. The steel mill is at the upper left. In the distance (left) is Miller Road.

Lower left: The first Eagle boat leaving the "assembly line." This was the first product made at Ford's Rouge plant in 1918. Sixty of these submarine chasers were made here before the end of World War I.

Lower right: A view of a part of Ford Motor looking east toward Gate No. 4, the main gate to the Rouge Plant.

Photos courtesy of The Dearborn Press, 1957.

RIVER ROUGE PROJECT

The Saga of the Paving of the River Rouge

Winnie Goeboro

[EDITOR'S NOTE: The River Rouge has changed much in Dearborn in recent years as may be noted as one crosses the famous meandering waters at numerous locations. Today, modern engineering has literally paved a V-shaped ditch in an attempt to control periodic flood conditions. The pros and cons of the issues raised by this project have been debated extensively.]

Mrs. Ray (Winnie) Goeboro, as a concerned Dearbornite, has studied the project in depth and the following account is her story. It is another chapter in the ever-changing community of Dearborn. Although it is recent history, it eventually becomes part of our heritage for those people yet unborn. W.H.A.]

The writer of this article researched and voiced concern about the fate of the River Rouge long before most Dearbornites realized what plans had been made and also the consequences of the plans made by officials. The information is offered in the hope that such projects can be forestalled in the future.

For greater enlightenment and information to the reader, this article about the River Rouge channeling project will entail several flashbacks in time. It is the familiar pattern, that with the passage of time, an event takes on an added importance, in relation to more recent events. This cause and effect phenomena in the case of the River Rouge channeling project proved to be revealing and of some importance in understanding the development of the project over the past thirty years.

In May, 1970, many of us were aware that some kind of construction work was underway on the River Rouge in the vicinity of the Ford Motor Company turning basin. However, there was no real interest or concern on the part of the public as the work area was remote from the daily life of the majority of people. As it turned out, the construction work on the River Rouge channeling project evolved into a much larger undertaking than had been anticipated in the early stages of planning. Because of this the project work was divided into two sections (A and B) for the purpose of letting bids to contractors.

Section A of the project which was underway in 1970 only involved the River Rouge from the Ford Motor Company turning basin north to the I-94 Bridge and had already been funded by Congressional appropriations. Bids for the construction of Section B involving the River Rouge from the I-94 Bridge to 1/4 mile north of Michigan Avenue were opened in April of 1972. Congressional appropriations for Section B were to be voted on in the summer of 1972.

During this same period there was a marked growth in concern for the environment. New groups as well as established organizations became more vocal about the need to give more attention to the relationship of a quality life and the preservation of natural environment. Congress passed the Environmental Protection Act (EPA) in 1970. One of the stipulations of the EPA was that all construction involving Federal funds required an Environmental Impact Statement (EIS).

This chain of events made it necessary for the Army Corps of Engineers, who had planned the entire project and would oversee construction, to prepare and file an EIS before the work on Section B could be given to a contractor and before Congress would appropriate funds. The EIS draft on Section B of the River Rouge Flood Control Project was issued in the early spring of 1972 and in accordance with the EPA requirement, comments were invited. The final EIS was issued complete with the comments in June of 1972. The comments included statements from the Departments of Interior, Commerce, Agriculture, Transportation, Housing and Urban Development and the Environmental Protection Agency; all of which expressed some reservations about all or parts of the proposed project.

Letters from organizations such as; Audubon, Michigan United Conservation Clubs, Sierra Club, River Rouge Basin Council, Rescue the Rouge, etc., as well as individual citizens echoed the concern of the Federal Departments. There was a chorus of protest written into the final EIS, and most pointed out that it was important to preserve this last element of green space existing in the area and suggested that other methods could be devised to control periodic flooding. There were also comments that the true problem, that of pollution from the numerous sewer outlets along the River Rouge, was not being considered. These sewer outlets also added to the flood problem in times of heavy rain. Comments from local government officials in the area strongly endorsed the project and felt it was greatly needed.

At this time, June, 1972, through the knowledge gained from the EIS, this writer became actively involved in researching the background of this project. The background gained through long years of membership in the League of Women Voters and their study of water resources in the late 1950's proved of value in obtaining documents and resource material for a thorough research.

Much research was done by phone and letters; mostly with P. McAllister, of the Detroit District Corps of Engineers, with John Dingell, United States Congressman, and with various staff members of the Wayne County Road Commission. It was thus, information was obtained about the events which had actually triggered the impetus for this project.

The scene changes back to April, 1947, at the time of the typical spring thaw and rains. The River Rouge, as usual, rose high on its flood plain and covered the roads between East and West Dearborn. This high water also flooded the power house at the Fair Lane estate, which of course knocked out all electricity at the Ford mansion. This event received worldwide attention because it was the same time as the passing of Henry Ford. In fact, some people still erroneously believe that the flood caused the death of Mr. Ford.

At the time there were claims of millions of dollars of damages from this great flood. This writer remembers the whole scene very well as it was the spring that my husband and I were dating, and since he lived in East Dearborn and I lived in West Dearborn, it took a great effort to meet at the arranged times. It was obvious to this writer in retrospect that the damage all occurred to installations and/or facilities that were located on the floodplain. This included Michigan Avenue which was much lower than it is today.

Because of the personal knowledge of this flood, many lengthy discussions were held with P. McAllister. During one of these phone conversations the ques-

tion was raised about public hearings on a project of this magnitude. McAllister assured me that there had been a public hearing, and so, from him, I was able to obtain a copy of the minutes of a meeting held in Melvindale on Tuesday, March 1, 1949. This document revealed the type and amount of damages that were claimed from the flood of 1947.

The purpose of the 1949 meeting, as stated by a Colonel Rumaggi of the Corps of Engineers, was to investigate the River Rouge and its tributaries, in accordance with the Flood Control Act of 1948. The Corps of Engineers, Detroit District, was assigned to be the agency to conduct the meeting and "to prepare a report and survey for flood control and allied purposes on the River Rouge and its tributaries." Colonel Rumaggi, quoted portions of the Flood Control Act of 1936 at the end of his opening statement, "Three requirements on the part of local interests: first, the furnishing of necessary land and rights-of-way; second, the release of the United States from any damages due to construction; and third, maintenance of any works erected."

The Flood Control Act of 1944 firmly established the Army Corps of Engineers to be the Federal Agency to have jurisdiction whenever local governmental units requested assistance with flooding problems.

Public officials and citizens attending this meeting in 1949, represented most of the facilities where damage had occurred in April of 1947. Each person was allowed to make a statement and points of interest brought out at the meeting are all recorded in the minutes. Specific points: damage included flooding of basements because of the high water submerging of the 14 Detroit sewer outlets, which had no reverse traps; most of the property damage was to buildings located on the River Rouge floodplain; 1925 precipitation greatly exceeded that of 1947, but high water in 1925 was lower by 8 to 10 feet; the River Rouge serves a drainage area of 298,960 acres; the situation has been aggravated by urban development since World War II and improved drainage facilities have increased the quick storm run-off to the River Rouge; and practically all of the several hundred county drains originally built to serve agricultural communities empty into the River Rouge system.

This information was supplied by city engineers from several cities including Plymouth, Dearborn and Detroit. The causes of the flood were summed up by the then city engineer of the City of Detroit: the two main reasons for the flood problem is the accelerated discharge caused by the rapid development of the river basin with resultant greater run-off; and the capacity of the River Rouge being curtailed by eliminating the floodplain through building and filling in.

All of the information from the 1949 meeting was to be studied by the Corps of Engineers, so that they would develop a proposed project to alleviate the flooding conditions of the River Rouge.

Since the Corps of Engineers must deal through and with a local governmental agency and the River Rouge Flood Control Project involved many jurisdictions, the Wayne County Board of Supervisors (now Board of Commissioners) passed a resolution on June 30, 1959, which designated the Wayne County Road Commission to be the local agency to deal with the Corps of Engineers. This resolution also described the River Rouge project as construction "to widen and reopen the River Rouge." This resolution for the proposal was presented to and accepted by

the City Council of Dearborn at that same time.

Once accepted by the local governmental agency, the planned project was recommended to Congress in April, 1961, and was passed by Congress as the River Rouge Flood Control Project included in the Flood Control Act of 1962. Beginning with that date, the United States budget would include a line item "River Rouge Flood Control Project" with the appropriation needed by the Army Corps of Engineers to proceed with the project.

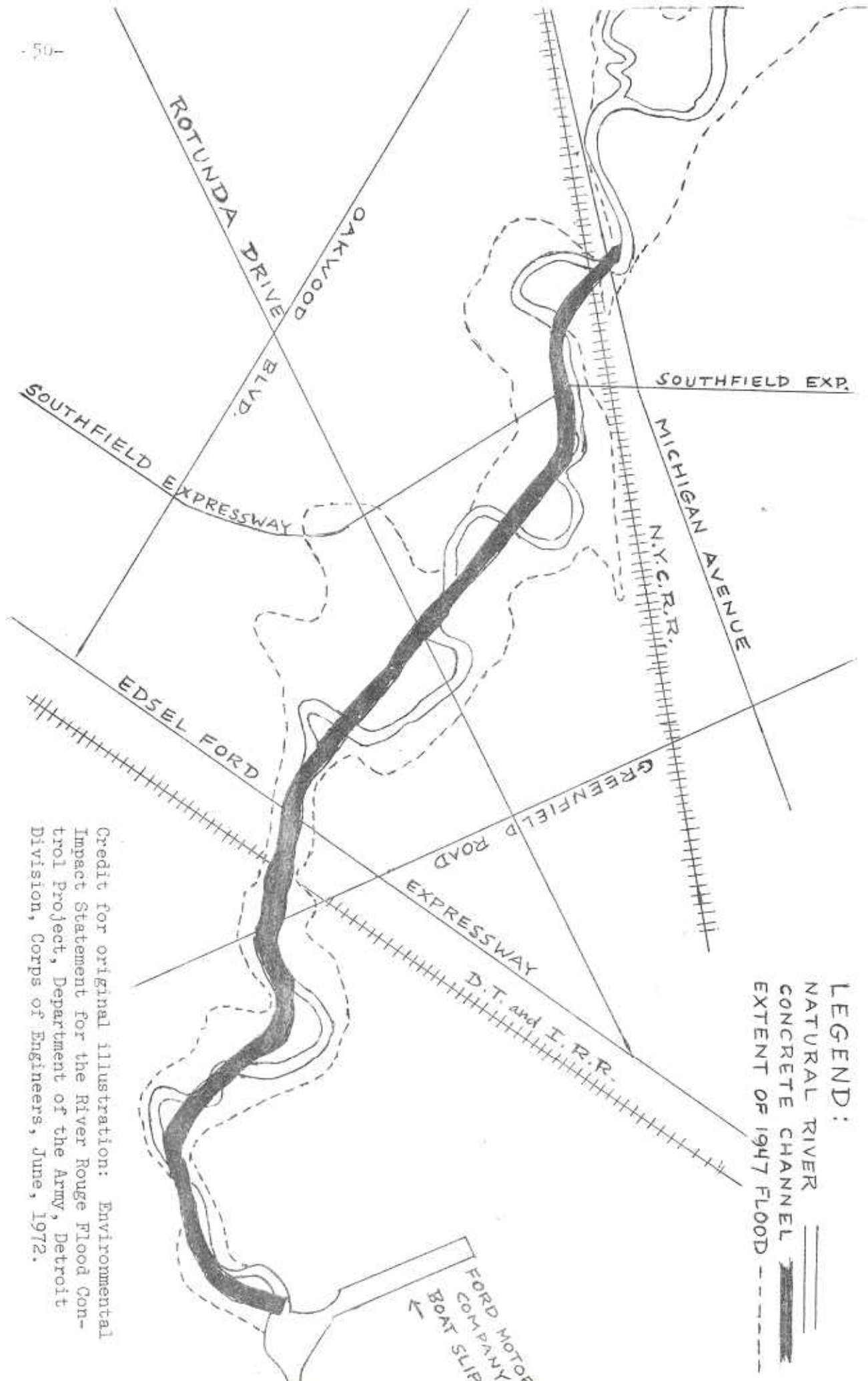
Only persons closely connected with the actual construction or holding government positions connected with the project really knew the true nature of the project until the required EIS was issued in 1972. Section A of the project and Section B as described in the EIS had grown from the original "widen and deepen the River Rouge" to a CEMENT CHANNEL.

During the research in the summer of 1972, it was apparent that all laws and regulations had been adhered to, including the filing of the EIS. However, no matter how derogatory the comments on the project, there was nothing in the law to actually stop such a project, once it was underway. The only thing not yet done was the Congressional appropriation for Section B, which appeared on the United States Budget in the summer of 1972.

Hours and hours were spent writing letters and telephoning various county, state and federal officials alerting them to the environmental concerns that this project raised. Local officials were contacted asking them to request another look. The most telling information about environmental damage that could be expected was written into the descriptive phrases of the EIS by the Corps of Engineers. From the EIS: "The present aesthetic quality of the area between I-94 and Michigan will be severely diminished" and "practically no natural, productive wildlife habitat will survive." Congressman Dingell, in early July of 1972 made a special trip to Dearborn to appear at an open meeting and discussion with Dr. Dewitt of the University of Michigan, Dearborn, Science Department. The purpose of the meeting was: to inform Mr. Dingell of the importance of the River Rouge and its floodplain to the area; to voice public concern to the Congress; to educate the public about the project and its consequences; and to create some interest on the part of the news media so that the press would be a further source of information to the public.

In the summer of 1972, there was a concerted effort on the part of a number of persons to generate enough public understanding, concern, and pressure that the Congressional appropriation for Section B of the channeling project could be stopped and thus an opportunity for a reevaluation would have been created. The reality was that the local governments involved: Dearborn City Council and the Wayne County Board of Commissioners, would have to make the move to indicate to Congress through Congressman John Dingell that a reevaluation was desired. Thus, great effort was made by numerous persons and groups, who had joined in the battle to preserve the natural environment. Discussions with city and county officials; attendance at countless County Committee meetings, raising questions and presenting statements; and writing letters to officials and news editors occupied every hour of every day for several months, for this writer.

As everyone knows, that here in the summer of 1977, the efforts were in vain. The cement channeling of the River Rouge north to Michigan Avenue is an accomplished fact. However, many valuable lessons have been learned from this



LEGEND:
 NATURAL RIVER ———
 CONCRETE CHANNEL **—————**
 EXTENT OF 1947 FLOOD - - - - -

Credit for original illustration: Environmental Impact Statement for the River Rouge Flood Control Project, Department of the Army, Detroit Division, Corps of Engineers, June, 1972.



Paving of the River Rouge in the area of the Ford Motor Company's Rouge Complex. Courtesy: Dearborn Times-Herald.



Looking approximately northwest toward the Edsel Ford Bridge (I-94) in Dearborn. Shown here is the completion of Section A and the beginning construction of Section B. Courtesy: Dearborn Times-Herald.

experience, as the reader will learn by the following.

While the research and battle was going on about the channeling of the River Rouge, an official Wayne County map of the River Rouge north of Michigan came into my possession. This map indicates a channeling project on the River Rouge north to Ford Road, the main purpose being the extension of Edward Hines Drive to Michigan Avenue and also west along the Lower River Rouge to Gulley Road. Because of the experience and knowledge gained about governmental procedure, many besides myself knew the necessity of speaking out early and often on citizen concerns. So, much effort has been directed toward informing the public as well as officials about the future plans for the River Rouge Basin.

The procedures of government seem overwhelming and very involved, but after over five years of concentrated research and study, several facts are worth noting and repeating as lessons learned. They are presented here for any who may wish to benefit from one citizen's experiences.

Citizens who feel that the Federal government has taken control of all facets of life should be happy to know that projects such as the River Rouge Flood Control Project was essentially controlled by local government. Since government procedure was little understood, most seemed ready to resign their fate to the Corps of Engineers. The Corps of Engineers is an arm of the Federal government that only acts when Congress directs them. The original plea from local officials for help with a flood problem brought the Corps into the picture. After thirty years, many are questioning the expertise of the Corps, which is the prerogative of any local body who is beset with a project proposed by the Corps.

Any other environmental concern that citizens may have in the future will probably be viewed with much more respect and interest especially on the part of officials, as it becomes more and more apparent that everything in the environment including humans are dependent upon one another for the main ingredients of life.

Thus, even though the efforts of the last five years may seem fruitless perhaps in the long run, a great deal has been gained.

DID YOU KNOW?

The Great Seal of Michigan was designed by Lewis Cass, Governor of Michigan Territory. He presented it to the Constitutional Convention of 1835 and it was adopted as the coat-of-arms of the State and as the State Seal.

The Latin terms on the Great Seal:

"TUEBOR" - I will defend

"E PLURIBUS UNUM" - From many, one

SI QUAERIS PENINSULAM AMOENAM CIRCUMSPICE" - If you seek a pleasant peninsula, look about you.

MEET YOUR CITY COUNCIL

In Volume 18, Number 1 of this DEARBORN HISTORIAN, we introduced you to your new Mayor, John B. O'Reilly. In this issue we introduce the seven members of your new 1978-1981 City Council.

MARJORIE A. (MARGE) POWELL

By virtue of her first place finish in the November 8, 1977, general election, Marge Powell will serve as president of the Dearborn City Council through 1981. She is the third woman in Dearborn history to be elected to the legislative body.

A Dearborn resident since 1964, Ms. Powell long has been active in community affairs. At present, she is historian and past president of the Dearborn PTA Council, a member of the American Association of University Women and a member of the C. J. Chapter of the Women's Philanthropic Education Organization (P.E.O.).



Previously, Ms. Powell's public service primarily was in school affairs, including: two years as president of the Lindbergh School PTA; two years (1975-77) as president of the Dearborn PTA Council; co-chairmanship of the curriculum committee for the Superintendent's Task Force; membership on the Title IX Committee in 1976-77; membership on the Citizens Consolidation Committee in 1976, and local chairman for the 1977 PTA State Convention held at the Hyatt Regency, Dearborn.

Her work with the PTA and the Block Parent program led to an appointment to the steering committee for Dearborn's most extensive crime prevention effort ever in May, 1977.

The 1977 City Council race marked her first bid for elected office. With 7,371 votes, she ran a strong seventh out of a field of 47 in the September 13 primary election. She attained 19,491 votes to top all candidates in the general election.

Born in Hannibal, Missouri, on May 15, 1933, Ms. Powell was graduated from Jefferson City (Mo.) High School in 1951.

She achieved her B.S. degree in education from the University of Missouri in 1955. At U-M, she served as president of the Association of Women Students and vice-president of the Kappa Kappa Gamma Sorority. She also was named to the L.S.V. honorary society and Mortar Board, a senior

women's honorary society.

Ms. Powell taught French and English at Grandview (Mo.) High School from 1955 to 1957. She worked as a librarian at Michigan State University in 1957-58, while her husband, John L. Powell, was completing work on his masters degree.

Ms. Powell and her husband, a biology and chemistry teacher at Riverside High School in Dearborn Heights, reside at 240 N. Waverly. They have one son, Curtis, a 1977 Dearborn High graduate currently attending Michigan State University.

VAN D. MERICAS

Having served as Acting Mayor of Dearborn in 1977, Dr. Van Merican was reelected to the Dearborn City Council in the November 8, 1977, general election. Mericas was originally appointed to the City Council by Mayor Orville L. Hubbard in July of 1967 to fill the remaining six months of the late Irving ImOberstag's term. On April 8, 1970, Mericas was again appointed to the City Council to fill John J. Hubbard's unexpired term.

Van Mericas led the primary election on September 13, 1977, with 10,616 votes and finished second in the November 8, 1977, general election with 18,354 votes.

In 1961 he was appointed to the City Beautiful Commission by Mayor Hubbard. Mericas resigned from the City Beautiful Commission in 1967 to accept a City Council seat but returned to the City Beautiful Commission in 1968. In 1973 he was elected president of the City Council.

Among Mericas' many community activities have been the presidency of the East Dearborn Kiwanis Club, selection as the 1961 Father of the Year, the 1975 Inter-Service Club Council 'Member of the Year' and an active role in the Dearborn Chamber of Commerce. Dr. Mericas' professional associations include his 1977 election as president of the Foundation for Chiropractic Education and Research, a Certificate of Merit from the Michigan State Chiropractic Association in 1976 and a member of the Board of Governors of the American Chiropractic Association in 1971.

Van Mericas was born in New York on March 9, 1917 and he graduated from the New York Chiropractic College in 1940. He served in the United States Coast Guard from 1941-46 in both Europe and the United States.



Dr. Mericas has been a Dearborn resident for thirty years, having come to the area following World War II and has been a well known chiropractor in Dearborn.

Kristalia and Van Mericas and their daughters, Sia and Katherine, live at 23000 Hollander.

THOMAS D. DOLAN

Incumbent Thomas D. Dolan was reelected to the Dearborn City Council for the fourth time in the November 8, 1977, general election. Dolan was first appointed to the City Council to replace Ralph B. Guy, Sr. in December, 1966, following unsuccessful attempts in the 1961 and 1964 Council elections.

Having served as Acting Mayor of Dearborn in 1976, Dolan captured 10,458 votes in the September 13, 1977, primary election and won a third place finish in the November 8, 1977, general election with 17,410 votes.

Dolan's political career began in April, 1962, with his appointment to the City Beautiful Commission. On November 26, 1962 he resigned from the City Beautiful Commission to accept a position on the City Plan Commission. Dolan resigned from the City Plan Commission on August 18, 1964, to run for City Council. Following the 1964 general election in which he ran eighth, Dolan was reappointed to the City Plan Commission on January 15, 1965. In addition, he has served as a delegate to the 1960 and 1964 Democratic Conventions.

Dolan's community activities include serving as the 1963 Dearborn United Nations Day Chairman, Exalted Ruler of the Dearborn Elks in 1965 and President of the Dearborn Lions Club. Other organizations with which Thomas Dolan is affiliated are: the St. Martha's Ushers Club, Dearborn Moose Lodge 1620, Dearborn First Friday Club and Dearborn Senators Club, to name only a few.

Thomas Dolan was born on July 21, 1922, in Detroit, and graduated from Chadsey High School in 1941. He served in the United States Navy from 1942 until 1945. A student at the Henry Ford Trade School in 1941-42 and 1945-46, Dolan was enrolled in Wayne State University's pre-law program from 1946 to 1948. In 1962 he entered the University of Michigan Insurance Program and was a student again at the University of Michigan from 1969-72 receiving a certificate in real estate.

Owner of the Thomas D. Dolan Insurance Agency, Dolan has been a general insurance agent for Thirty-one years.

Charlotte and Thomas Dolan currently reside at 1917 Walnut.



DUANE W. "PUNCH" YINGER

Now serving his first term as a City Councilman, Duane W. "Punch" Yinger is a member of a Pioneer Dearborn family and long has been a leader in community affairs.

His grandfather, the late Floyd E. Yinger, served as mayor of the City of Fordson from January, 1928, until the merger of the Cities of Fordson and Dearborn on January 9, 1929.

A realtor since 1947, Yinger is vice-president and associate broker for Garling, Inc., a well-known Dearborn real estate company. He was selected as Dearborn Realtor of the Year in 1969 and 1975.



Yinger has performed in a leadership capacity for the Dearborn Board of Realtors since 1962, including service as director, treasurer, vice-president and president (1975).

He has been a lecturer in real estate for the University of Michigan Extension Service since 1971. His professional memberships also include the Michigan Association of Realtors (MAR) and the National Association of Realtors (NAR).

Yinger served as president of the Dearborn Exchange Club in 1976-77 and was chosen as the service club's Man of the Year in 1975. He also served as president of the Bryant Junior High PTA and the Dearborn High Parent Faculty Association.

His many active memberships include the Dearborn High Boosters Club, Fordson Varsity Alumni Association, Dearborn Pioneers Club, Dearborn Historical Society, Dearborn Senators Club, Dearborn Hills Civic Association and Keep Michigan Beautiful, Inc..

Yinger is a sustaining member of the Boy Scouts of America and institutional representative for Cherry Hill United Presbyterian Church scouting program.

Born on June 18, 1921, Yinger attended William Ford, Maples and Lowrey schools before graduating from Fordson High School in June, 1939. He later attended Fordson Junior College (now Henry Ford Community College).

He served 40 months with the U. S. Army during World War II and was discharged as a sergeant in January, 1946.

Yinger took office as a City Councilman on January 1, 1978, after finishing a strong fourth in the November 8, 1977, general election with 17,261 votes.

He narrowly missed being elected to the City Council in 1973, finishing eighth in the race for seven seats.

He and his wife, Myrna (nee Davey), reside at 23816 Marshall. They have four sons: Brian, 27, a Dearborn Police Cadet II; Bruce, 25, who works for the City's Parks and Recreation Department; Paul, 20, a recent graduate of Henry Ford Community College; and Joel, 18, a student at the same college.

MICHAEL A. GUIDO

Michael A. Guido, 23, became the youngest Councilman in Dearborn history when he was elected to the Dearborn Legislative body November 8, 1977. He breaks the record set by former Councilman John Baja who was 26 years old when appointed to the City Council in 1954 by Mayor Orville L. Hubbard.

Guido finished tenth out of a field of 47 council hopefuls in the September 13, 1977, primary election, capturing 6,214 votes. His strong fifth place showing of 16,932 votes in the November general election assured him a seat on the seven-member body.

A lifelong Dearborn resident, Guido is in his sophomore year at Henry Ford Community College, Dearborn, where he is majoring in mass communications. He has been employed as a disc jockey at Uncle Sam's--The Scene, Inc., Redford, for the past year. A trombonist, he also manages and performs in a local orchestra, The Goldtones.

Guido long has been active in community affairs. He is a member of the Dearborn Italian-American Fraternal Club, Knights of Columbus--Fr. Patrick O'Kelley Council and the Dearborn Exchange Club.

At St. Barbara's Parish, Dearborn, he is choir director, a lector and a member of the Ushers Club. In 1975, he was elected to a three-year term on the Parish Council.

Through the Dearborn Recreation Department, he has managed and sponsored girls' softball teams.

Guido's charitable activities include assisting the Dearborn Fire Fighters' annual campaign to raise funds for the National Institute for Burn Medicine, Ann Arbor, Michigan, and volunteering the services of The Goldtones as entertainment for senior citizens and handicapped youngsters.

Born on July 3, 1954, Guido was graduated from Fordson High School in 1972 where he was honored with the first "Tower Award" for his outstanding leadership in school activities.



He attended the Specs Howard School of Broadcast Arts, Southfield, and now holds a third class-endorsed broadcaster's license from the Federal Communications Commission.

He resides at 14435 Barclay.

JOHN PAZZANESE

Dearborn schoolteacher John A. Pazzanese won a place on the Dearborn City Council in the November 8, 1977, general election. No newcomer to the local political scene, he previously had lost in 1970 bids for seats on the Dearborn Board of Education and the Dearborn City Council for which he was a nominee. He also ran unsuccessfully as a Dearborn mayoral nominee in 1973 and as a state representative candidate in 1976.

In the September 13, 1977, primary election, he finished eighth out of a field of 47 for the Council race with 6,888 votes. His sixth place showing of 16,646 votes in the general election gave him his first public election triumph.

A lifelong Dearborn resident, Pazzanese has been an enthusiastic participant in community activities. In 1974 he helped lead a protest against excessive development of the Fairlane Town Center because of possible harm to small businesses and Henry Ford's Wildlife Preserve. He presently is an executive board member of Citizens for Henry Ford's Wildlife Preserve.

His affiliations also include the University of Michigan Alumni Club of Dearborn, former vice-president; Dearborn Democratic Club, executive board member; and the Dearborn Italian-American Fraternal Club.

Born November 24, 1942, Pazzanese was raised and educated in the home town of Henry Ford. He was graduated from Fordson High School in 1961, attended Henry Ford Community College and received his B.A. degree in political science and a teaching certificate from the University of Michigan-Dearborn in 1967.

Pazzanese taught at Vogel Junior High School, Garden City, from 1967-71 and at Austin Catholic Preparatory School, Detroit, from 1972-75.

He joined Dearborn Public Schools in 1975, teaching at Edison Junior High School a year before moving to Adams Junior High where he currently is a science instructor.

He resides at 6608 Neckel.



MICHAEL J. BANICH

With the resignation of Kenneth Budny from the Dearborn City Council in January, 1976, Mayor Orville L. Hubbard appointed Michael J. Banich to fill the Council position. In the November 8, 1977, general election he won his first election to the City Council.

In the September 13, 1977, primary election Banich received 6,587 votes to qualify for the November general election. 15,312 votes gave him the seventh place on the 1978-81 City Council.

Following brief service on the City's Parks and Boulevards Commission, Michael Banich was appointed to the Dearborn Traffic Commission by Mayor Hubbard in 1952. He remained on the Traffic Commission for sixteen years and then served four years as a member of Detroit Mayor Roman S. Gribbs' Commission for Rehabilitation of Narcotic Addicts. In 1974 Mayor Hubbard appointed Banich as Michigan Week Chairman for Dearborn on the basis of "his impressive record of enthusiastic involvement in Dearborn civic and business affairs." Acting Mayor Edward J. Dombrowski appointed him to the Civil Service Board in November, 1975.



Michael Banich currently serves on the Board of Directors of the Michigan National Bank of Dearborn as well as the Board of Directors of the Dearborn Towers. Other community involvements include the Dearborn Country Club, the Detroit Athletic Club and an active member of Sacred Heart Church.

Born in Highland Park, Michigan, on August 13, 1923, Banich grew up in Dearborn's "South End." He attended Salina School before graduating from Fordson High School in 1946. Following two and one-half years of service as an Army Air Force sergeant in the China-Burma-India theater during World War II, Banich attended the University of Detroit.

Michael Banich is currently a partner in the Dearborn Indoor Racquet Club as well as being a manufacturer's representative for Pietrosante and Banich, Inc..

Michael and Stella Banich live at 22700 Garrison.

A HISTORICAL FOOTNOTE

Ralph G. Fader

Since the McFadden-Ross House opened its doors to the public in October, 1956, the Museum has served the community through educational exhibits and lecture programs and has provided meeting rooms for many civic and cultural organizations. But have you ever thought of the former Detroit Arsenal Powder Magazine as a home for the aged, possibly operated by the Episcopal Church?

Octogenarian Floyd L. Haight, former Dearborn Historical Commission Chairman, has been doing extensive research of late. He posed the question, "Where are the wills of Lizzie Ross expressing what she wanted done with her property on Brady Street?"

Digging up information for such a request is fascinating and revealing. Such a hunting expedition may not always make the newspaper columns but telling how we went about answering Mr. Haight's request might be interesting to the history lovers in the audience.

The first step was to gather whatever background information was immediately available. Our historical records on Elizabeth Ross included only one will, the final will, dated August 25, 1949, and it bequeathed the house and property to the City of Dearborn. Mr. Haight knew that there were at least two other wills, though we had no paperwork to prove it. He thought that the first will left the Ross estate to the Episcopal Church for use as a retirement home. An official from the Church, however, did not think this choice wise at that time. Miss Ross became displeased and in turn decided to leave the property for a historical museum and willed it to the Dearborn Historical Commission. Mr. Jesse W. Bollinger, Miss Ross's lawyer, told Mr. Haight about the situation, but pledged him to secrecy. Meanwhile, Mayor Orville L. Hubbard got wind of this transaction and felt there might be some complications if such property was willed to the Commission. Consequently, a new will was written leaving the property to the City for use as a museum. But again, where were these wills?

This archivist next began making some telephone calls. Mr. Bollinger had died in the Spring of 1977, but his law partner, Watts A. Shelly, was still practicing. A call to his office revealed that all of Mr. Bollinger's papers older than 20 years were either destroyed or possibly in the possession of his widow who lives in Florida. The observation was also made that if there were, in fact, earlier wills, it would probably have been wise to destroy the former ones, keeping only the most current and thus avoiding a lot of complications. This revelation, however, would not help Mr. Haight's historical documentation of the Ross House. While no one doubted Mr. Haight's judgment, authentic documentation adds to the overall scholarship of any piece of research.

Before writing Mr. Bollinger's widow, this archivist decided to call the City Attorney's office. Again nothing in their files nor in the City Clerk's office shed any new light on the situation. They, too, had only the final will. Assistant City Attorney Eugene Forbes, however, said he would be going downtown to Detroit to probate court and he personally would check in their files for any clues or paperwork. Mr. Forbes did not find additional wills but rather a notation that there had been a "contest of wills." This meant, according to Mr.

SCHOOL SKETCHES

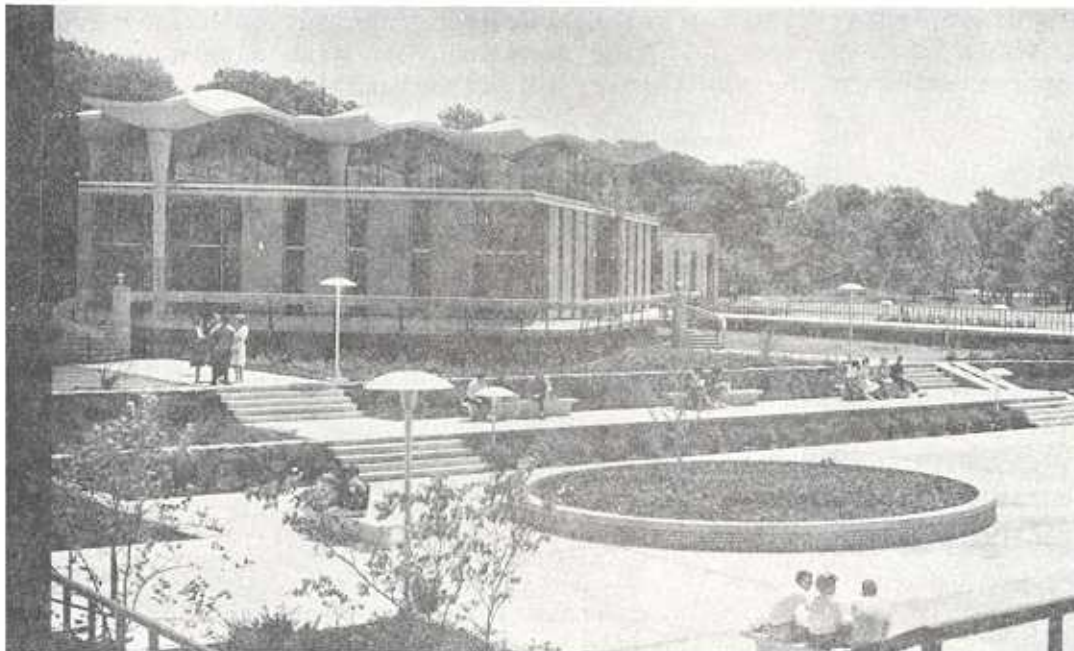
Part V

HENRY FORD COMMUNITY COLLEGE

Henry Ford Community College, the ninth largest of Michigan's 81 colleges and universities, is the outgrowth of two Dearborn educational institutions. In 1938 parents of Fordson High School students petitioned the Fordson Board of Education to add two additional years of study (grades 13 and 14) to the Fordson High curriculum. Fordson Junior College was the result of the petition - with the basement of Fordson High School being used and classes being held during the lunch hour and late afternoon. The Fordson High School faculty taught the college classes in addition to their regular classes. The first semester (Fall, 1938) saw an enrollment of 88 students, with the curriculum being copied from the University of Michigan. Fordson Junior College credits were transferable to both Wayne State University and the University of Michigan.

The onset of World War II retarded the growth of Fordson Junior College, though the first set of diplomas were awarded in 1940 along with the regular high school graduates. By the spring of 1941 enrollment reached a peak of 189 students. The fall of 1943 saw the registration of only 65 students with men leaving for service daily. The school was closed for the duration of the war.

Following the consolidation of the Fordson and Dearborn school districts, Dearborn Junior College was formed in 1946 to replace the old Fordson Junior College. Again, classes were held at Fordson High School, but with the passage of the G.I. Bill institutions of higher learning all across the country were flooded with returning servicemen. Dearborn Junior College grew so quickly the basement of the Miller School was pressed into service. Space was at a premium students from both Fordson High School and Dearborn Junior College were trying to use the Fordson High School Library and there was the problem of what to do with students between classes. By 1949 Dearborn Junior College was put on the accredited list of the North Central Association of Colleges and Secondary Schools.



On March 5, 1952, the trustees of the Henry Ford Trade School voted to transfer all of their assets to the developing junior college. The Henry Ford Trade School had been started in 1916 at the Ford Motor Company plant in Highland Park. The Trade School was a unique concept, allowing young men to receive wages for their work while earning high school and college credits in industrially related subjects. The Dearborn Board of Education was now the parent of a burgeoning junior college - combining the assets and facilities of the Dearborn Junior College and the Henry Ford Trade School. The school was named the Henry Ford Community College to honor Henry Ford and to stress the growing trend away from junior colleges to increased community involvement. The liquidated assets of the Henry Ford Trade School raised \$1.4 million dollars and land was purchased east of the Miller School building.

The fall of 1954 was the groundbreaking for two new buildings behind Miller School. One of these buildings, the Frederick E. Searle Technical Building, is still part of the Henry Ford Community College. The science building, named for Russell Hudson McCarroll, was sold to the Detroit College of Business in 1962. The first nursing class was graduated in 1955, and the nursing program quickly became a vital part of the Henry Ford Community College curriculum. In May, 1956, two cooperative programs were developed between the college and local industries. The first of these was Cooperative Engineering, a program of alternating 12 weeks of classroom work with 12 weeks of employment at the Ford Motor Company. The second program was in Cooperative Accounting where students attended classes on a full time basis the first year and then alternated 10 weeks of classes with 10 weeks of work at the Ford Motor Company or the Chrysler Corporation the second year. By the fall of 1956 Henry Ford Community College was Michigan's largest community college with a total enrollment of 8,412 students!

In April of 1957, the Dearborn Board of Education requested 100 acres of land adjacent to the University of Michigan - Dearborn property from the Ford Motor Company. On June 7, 1957, the Ford Motor Company presented the Board of Education with 75 acres at Ford Road and Evergreen. A Henry Ford Community College Planning Committee was formed, composed of faculty members and Dearborn citizens. The total funds available were \$8.67 million and a building program was established. In fact, that building program is now being completed - twenty years later - with the announcement of the plans to break ground for a fine arts building in the spring of 1978.

Henry Ford Community College is a growing complex of modern buildings with a spring, 1978, enrollment of 15,824 students. The main campus includes the Fred Aechelman Library, the Walter Reuther Liberal Arts Building (Reuther was a graduate of Fordson High School), and the Charles H. Patterson Technical Building. In addition, classes are held at the Searle Building on Lois and the Miller School has again been occupied by college classes with the closing of the elementary wing. Stout Junior High School is being used for night classes and the former Fairlane Middle School is scheduled to become another branch of the Henry Ford Community College. From its small beginnings 40 years ago the Henry Ford Community College has become a vital and active part of Dearborn's educational community.

MUSE EDITORIAL

"Artifact Collecting at the Museum"

So often in museums the personnel talk about the various kinds of items they would like to add to the collections. This is all well and good and the public may respond to these interests. However, many museums fail to consider what the space limitations may be at present or what they may be in the near to distant future. So, perhaps a few words of guidance in this direction may be of help to our readers. Let us begin with a quote from the Policy of the Historical Commission regarding acquisitions:

"To collect the written record and artifacts of the community. Space limitations and the association of the materials to the Dearborn story will necessarily restrict that which is collected. Further, the Museum Staff shall collect artifacts or three-dimensional collections based on the following order of priorities:

- (a) Dearborn-related in excellent or good condition,
- (b) Dearborn-related if in fair condition providing they are unusually significant,
- (c) Historical in nature provided significant to an interpretive or educational story deemed important by the staff in keeping with the Commission's well-rounded Museum program.

Care should be maintained too that representative artifacts be kept to a bare minimum. Stress should be made to acquire artifacts prior to 1875 so as to relate to the era of the historic Commandant's Quarters. Further, it is also mandatory that yearly the Museum collection be reviewed and those artifacts in poor condition or those artifacts no longer significant to the Museum's role in the community or impracticable because of space limitations be deaccessioned"

This quotation says a lot but it does face up to the realities most museums are confronted with, space limitations. As a result of this any large items will have to be carefully scrutinized and judgment made as to whether it could or could not be used in Museum exhibits in the near future before they can be accepted. If they could be used, then perhaps other items of lesser quality would have to be deaccessioned. Actually, the same guidelines hold true for most anything accepted. We want our many thoughtful donors to understand our situation and perhaps by explaining this to you, in this manner, any potential misunderstandings could be aired and cleared up.

It is just logical that we want to accept items that are in good usable condition, and which, when used in the Museum work, will reflect well on the community of Dearborn. A spinning wheel with key parts missing does not tell a realistic story of pioneer life. Badly cracked china does not reflect on the dishes most people would have used. A miniature whaling boat is fine in an East Coast museum but does not relate to our heritage. So, please keep in mind that if we turn down some item you contemplated giving to us, we did so with the best interests of the Museum and the community in mind.

NEWS FROM THE MUSEUM

20TH GUILD FAIR SET FOR JUNE 10. The Museum Guild of Dearborn's 20th Annual Fair will be held Saturday, June 10, 1978, at the Museum's McFadden-Ross House as well as at the Commandant's Quarters. This year the event will be a cooperative effort of the Guild and the Dearborn Community Arts Council. As usual the Guild will be operating from the premises of the McFadden-Ross House, but the Arts Council will be at the recently restored Commandant's Quarters. Combined, the two groups plan to offer the public a variety of events, activities and sales.

The Guild's theme will be "Down on the Farm" and feature some of the Museum's farming implements as well as have early engine demonstrations. The Arts Council will feature "Art in the Park" with many individuals showing, selling and working on various types of original art crafts and paintings. Plans are to feature many of the Museum's quilts and coverlets which cannot be shown often in indoors exhibits.

There will be antique cars at both buildings, refreshments, trash and treasures, rocks, gems and jewelry, various demonstrations and entertainment. The hours for the all-day event will be 9:30 A.M. to 5:30 P.M. Parking will be available at the Ford lot just east of Mulligan's Service entrance, Ford Field, and some limited parking on certain streets approved by the Dearborn Police Department. Reserve June 10th now and plan to "come to the Fair" and meet friends and enjoy yourself. It will also be a nice opportunity to see the restored Commandant's Quarters if you have not been there in recent years. The newspapers will have more information later.

HISTORICAL COMMISSION TO DEDICATE MARKER AT FORD ROUGE PLANT. Plans are being drawn by the Historical Commission to publicly dedicate a State of Michigan marker near Gate #4 of the Rouge Plant on May 25, 1978, during "Michigan Week." The Rouge story is unique to Dearborn and has had world-wide importance through the years. Watch the newspapers about further details.

HISTORICAL COMMISSION TO COOPERATE WITH FORD AEROSPORTS CLUB IN MARKER PROGRAM. On May 24, 1978, the Ford Aerosports Club of Dearborn will dedicate a unique marker at the Henry Ford Hospital Clinic in Dearborn's Fairlane Center. The subject of the text is "Michigan's First Air Rescue" of an injured person which took place in 1931. A Ford tri-motor airplane was involved. The marker dedication, according to Richard Hageithorn, spokesman for the Aerosports Club, will be held in conjunction with the Historical Commission. The actual time will be made public later. The public is welcome to attend this brief event, too.

NEW EXHIBITS AT MUSEUM.

- "You Light Up My Life" - Antique lighting from candles to kerosene.
- "Feather Fans" - "Fashion in Metal" - old purses - "A Child's World" -
- "Antique Easter Cards" - "Costumes of the Early 1900's"

All in the McFadden-Ross House.

RECENT DONATIONS

Books, postcards and article on Abraham Lincoln

MR. A. L. SPOONER

Abraham Lincoln memorabilia

MRS. RAY H. ADAMS

Papers taken from the cornerstone of Post Office on Maple Street

MR. HOOD BIGGERS

Dearborn Recreation 24th annual Anniversary Program

MR. ALEX GILLESPIE

50th anniversary booklet of the Players Guild of Dearborn

PLAYERS GUILD OF DEARBORN
MRS. URSULA JACKSON

Inaugural speech and photos of Mayor O'Reilly and Council

MR. DOYNE JACKSON

Genealogy of Nowlin Family

MRS. PATRICIA GEE

Photo of Lapham House

MR. EDWARD H. BOVICH

Manuscript, "Ford Homes"

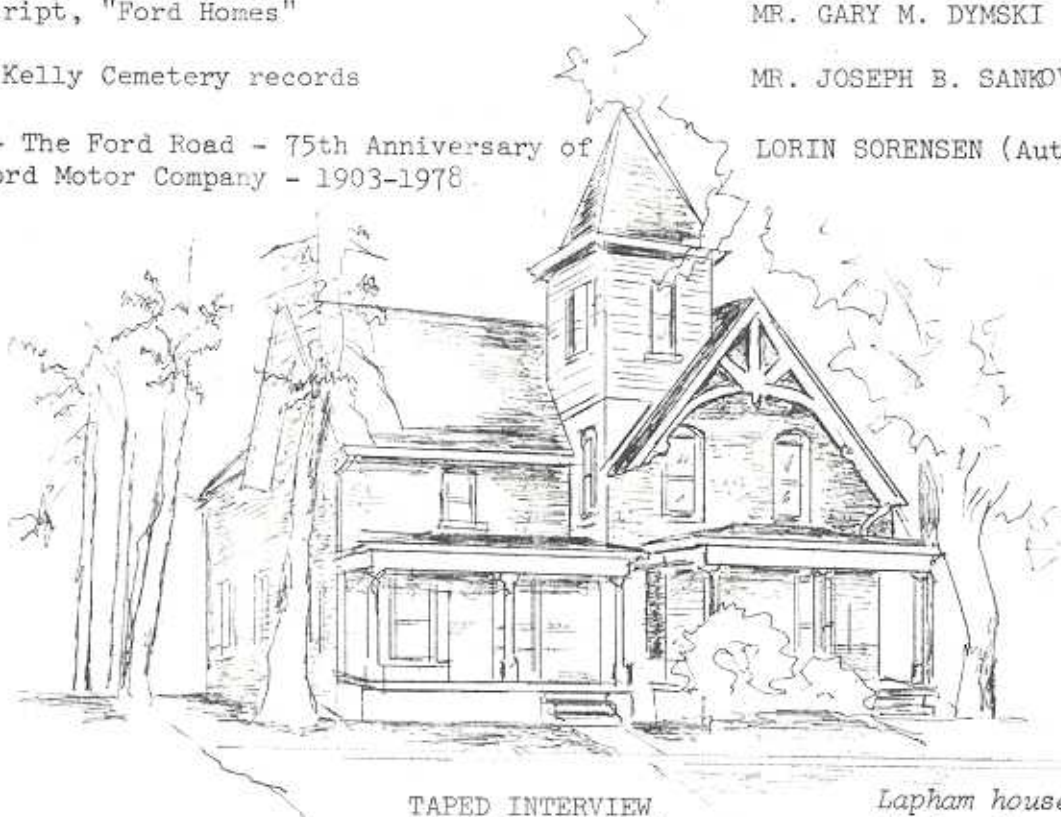
MR. GARY M. DYMSKI

Mount Kelly Cemetery records

MR. JOSEPH B. SANKOVICH

Book - The Ford Road - 75th Anniversary of the Ford Motor Company - 1903-1978

LORIN SORENSEN (Author)



TAPED INTERVIEW

*Lapham house on
Morley Street.*

Concerning his relationship with the Ford family and his part in the moving of homes from Ford Road to other locations.

MR. RUSSELL J. BURNS



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
Junior Historians Program

* 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

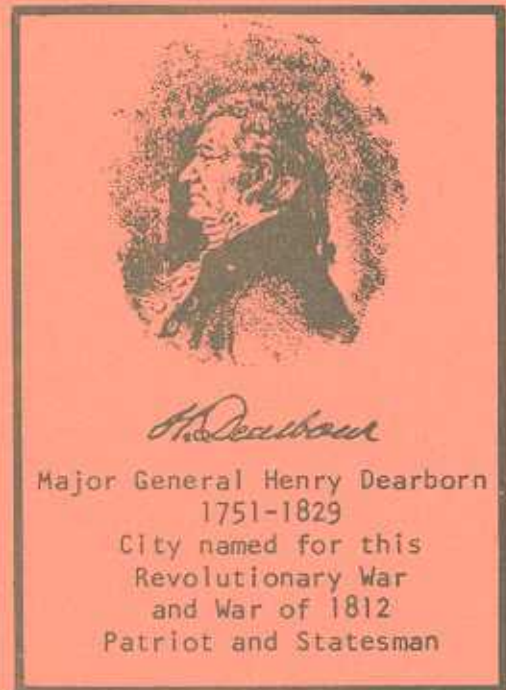
Quarterly: *THE DEARBORN HISTORIAN*
Book: *THE BARK COVERED HOUSE*
Free Literature: Arsenal, Museum,
Research, Local History, Indian,
Dearborn Story, Dearborn's Names,
& Other Special Pamphlets

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



Dearborn Historical Museum

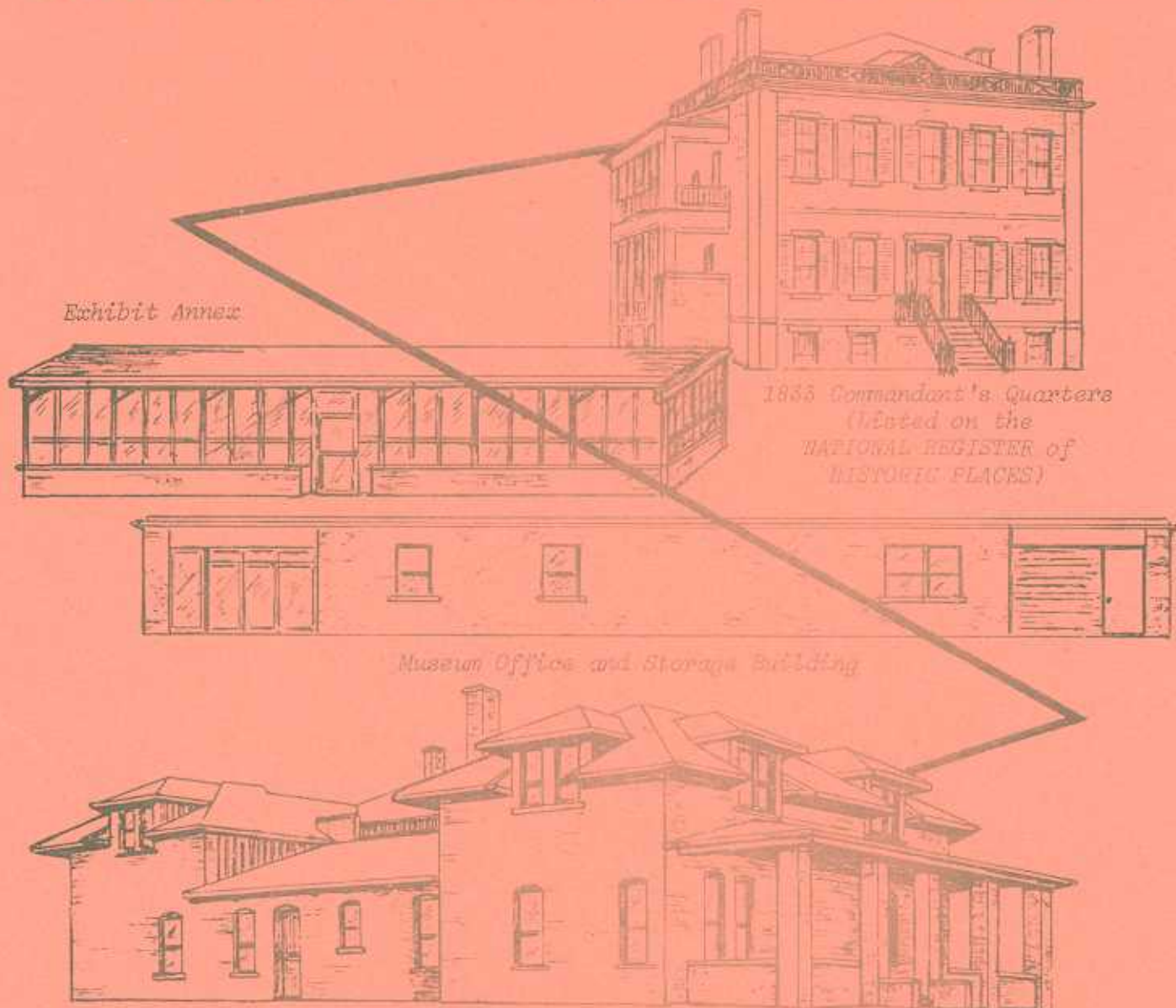


Exhibit Annex

*1833 Commandant's Quarters
(Listed on the
NATIONAL REGISTER of
HISTORIC PLACES)*

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: 565-0844*

*Museum Office &
Historical Records
Telephone:
(313) 565-3000*

HOW TO GET TO MUSEUM



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

*Free Admission
Enjoy & Learn
Through Your
Heritage... Today*

*Open 10:00 A.M. to 5:30 P.M., Tuesday-Friday
9:00 A.M. to 5:00 P.M., Saturday
Closed Monday except for tour and lecture appointments*