

# The DEARBORN HISTORIAN

Volume 18

Number 3



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THE DEARBORN HISTORICAL COMMISSION

SUMMER, 1978



*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

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Winfield H. Arneson, Editor

*COVER: Featured on our cover this issue is the new State Historical Marker the Historical Commission dedicated on May 25, 1978, of Michigan Week. Studying the Ford Rouge Plant Marker in the mini park near Gate #4 on Miller Road are (left) Raymond L. Logue, Vice President - Manufacturing Operations, and Mayor O'Reilly. Mr. Logue spoke on behalf of the Ford Family and the Ford Motor Company, and Mayor O'Reilly spoke on behalf of the citizens of Dearborn. As is mentioned in the accompanying marker story (see page 78), identical markers have been placed at the Gate #2 mini park and near Gate #9. Photograph courtesy of Dearborn's Research and Information Department.*

*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.



JOHN B. O'REILLY  
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# SPRINGWELLS - 150 YEARS LATER

"ROOTS & BRANCHES"

Ralph G. Fader

With all of the celebration and fanfare created by the Bicentennial a renewed sense of history has emerged in our land. People are regularly asking about their heritage and history. Sometimes, however, names change and after several decades people tend to forget about origins. Such an example could exist right in our own town. Yes, the east end of Dearborn did not always claim this name, and in fact the area would have celebrated its sesquicentennial in 1977 had it remained autonomous in 1929.

Under the Northwest Territory Law of 1790 all counties in the midwest were divided into townships. In January, 1818, Governor Lewis Cass of Michigan established the Township of Springwells and the boundaries were officially established on April 12, 1827, 150 years ago. Out of this township emerged the City of Springwells, later called Fordson, and finally it merged with Dearborn in 1929.

So let us take this occasion and look back into a brief history of the area. New historical revelations will not necessarily emerge, but such reminiscences will be like revisiting an old friend who had a great impact on our lives years back. Some familiar street names will also take on a certain glow as we reflect on the early history.

The French voyageurs originally settled in the area and called it "LaBelle Fontaine" or "Place aux Fontaines" because of its numerous "beautiful springs" and spring fed creeks. The British in turn translated the name to Springwells. When the United States territorial government established Wayne County in 1796, the area west of Detroit retained the name of Springwells.

People had migrated to the area long before the territory was divided into townships. A few special spots with their bubbling, clear, cold waters drew picnickers from Detroit. Indian mounds where the native inhabitants buried their dead could also be found in the area. Three such mounds were about 30 feet in diameter at their base and rose up about ten feet high.

After the township boundaries were officially established in 1827 many changes took place. In 1833 and 1850 Greenfield Township on the north usurped some of Springwells' territory, although by 1873 some of the land did revert back to Springwells. Also, at various intervals between 1849 and 1916 Detroit annexed eastern and northern boundaries until the township was reduced from roughly 36 square miles to approximately eight and a half square miles. Thus Springwells over the years evolved into present day Detroit, Dearborn, Melvindale and Allen Park.

But concerning the area which would eventually become Dearborn, the French originally divided the land into a series of ribbon farms along the River Rouge running roughly at right angles to the course of the river. The farms were about three to five acres wide and about forty acres long. Jacques Baby (formerly spelled Baubie) was one of the earliest pioneers in the area presently

located in the southeast part of Dearborn.

By 1786, ten years after the Declaration of Independence was signed, Jacques' son, Dupéron, who established the area's first grist mill, sold a ribbon farm to Peter Dumais, a French Canadian fur trader. This farm was located along the present day Morningside Street in the "South End." Mr. Dumais cleared the wooded area and broke the sod for farming and building his home.

In the late 1700's the records indicate that the Chauvin (now Chovin, Rouleau (Roulo), and Cissne families were other early pioneers in this same general area. In 1790 Joseph and James Cissne settled on land now occupied by the Rouge Plant of the Ford Motor Company. The Roulos farmed and hunted on land east of Miller Road vacated by the Indians. The family also operated a water power grist mill on the creek running through their property. To the west of Miller, now also Ford Motor Company property, the Peltiers, Wheelers, Karmanns and Maples all owned property at one time or another through the 1800's. Mr. Wheeler had served as Justice of the Peace and was said to have arbitrated neighbors' disputes without holding court. In 1792, young John Dicks (or Dix), another member of a River Rouge farm family, paddled his canoe up the River out of Springwells and settled in neighboring Dearborn!

In this same area north of the Rouge the Methodists built their first log church in 1818 on an acre of ground donated by Thomas Sargent. This is reportedly the first Protestant church in the Michigan Territory and was built there because members had their farms in the area. The religious climate also seemed more favorable to them than it did in Detroit.

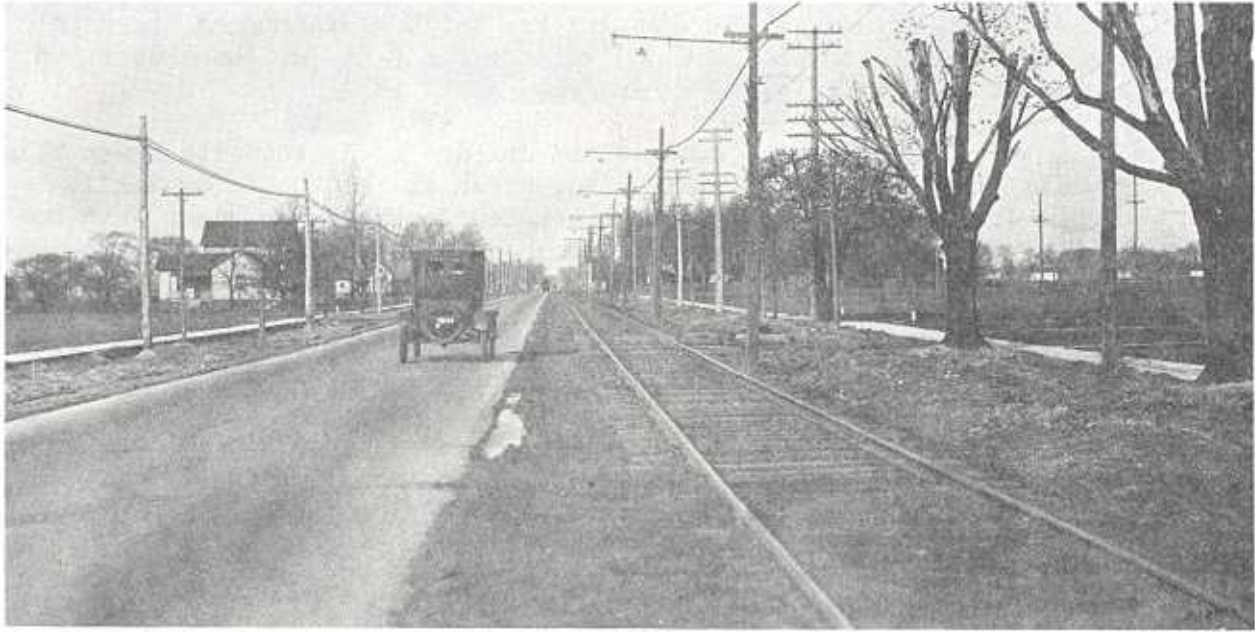
During the 1800's one of the main arteries leading out of Detroit was the Chicago Road (Michigan Avenue). Along this old Indian trail a good deal of history passed in review and will help tell the tale of Springwells' development.

Where Ford Road curves to Michigan Avenue, east of Miller, Mr. Button operated a cooper shop and together with his sons made barrels for the farmers of the area. These barrels were especially suitable for the sauerkraut and pickles which were extensively produced.

The Amman Family operated a tavern called the Five Mile House on the Chicago Road near Miller. On the north side of the road Lorenzo Haggerty developed his farm. He was the father of John who would operate a brickyard some years later.

The land between Miller and Maple roads south of the Chicago Road belonged to the Miller Family on whose land stood one of the many famous "little red schoolhouses," later called Miller School. It was the oldest schoolhouse in Springwells dating back to 1830. The original structure was replaced by a new white school about 1859-1860. The schoolhouse also doubled as a church meeting hall where people would carry candles to the services. Opposite the school Frank Reuter farmed the fields.

On the northeast corner of Schaefer Road Mr. Wilhelm farmed the land. His descendants were the Schaefer Family. Joseph Schaefer built the Six Mile House, a tavern and inn located six miles from Detroit City Hall. This was a favorite spot for farmers and travelers. Later his son, John, added a general store to the operations.



*View of Michigan Avenue near the old Springwells School (now the Miller School on Lois Street) in 1921. A Model T Ford is heading west past some old farm homes. Note the interurban tracks which in those days went to Jackson, Michigan.*

WE NEED YOUR HELP!

You will notice that the photograph scheduled for this spot is missing. There is a good reason for this.

Pictures of the old families, places, and events in Springwells are few and far between. Often people have some real photographic treasures buried in their attics, but remain lost for lack of apparent interest. If our readers have any pictures or other related information about old Springwells please contact the Archives at the Dearborn Historical Museum. We would be happy to copy them for our permanent files. Telephone 565-3000.

Mr. Neckel owned a farm to the west and his neighbor Mr. Chase operated a blacksmith shop. Again to the west of Chase Road a Scotsman, Jonathan Brown, operated a saw and grist mill which burned down about 1870.

From this point on the south side of the Chicago Road stood the Seven Mile House originally built by a Mr. Klump, but operated in the 1860's by William Blaine who came from New York. Blaine had studied some law, so along with operating his house and farm he attended to some of the legal needs of his neighbors. The Woodworth Family owned property across the road.

Moving north on Town Line (now Greenfield Road) to the Ford Road intersection was the prosperous farm of William Ford, whose son, needless to say, became world famous.

This leads us to the northern part of old Springwells. Here were found the farms of Anthony Ternes. His son, Albert, operated the Ternes Coal and Lumber Company. The Gardners, Espers, and Thayers also farmed in this section and the McDonalds and Homes families owned considerable acreage.

During the 1800's Springwells was primarily a farming community, but the land also had an abundance of high grade and pure clay laid down during the glacial period. By the 1870's brickmaking and tile manufacturing were becoming the area's main industry.

The Haggerty brothers, John and Clifton, first began their brick plant at the corner of Miller and Michigan which eventually occupied over 180 acres and employed about 125 people.

In 1870 Conrad Clippert went into the brickmaking business for himself establishing the main office on Wyoming, south of Michigan, near the railroad tracks.

Brickmaking was a competitive business that did not require a huge initial investment. Other companies were the Mercier-Bryan and Larkins and Porath Brothers. All of the brick plants together produced about 200 million bricks per year and employed over 600 men. Many people said that Detroit was built up with Springwells' clay.

But there were new industrial signs on the horizon in the early 1900's. Henry Ford was expanding and developing and was hungry for new land along the River Rouge. Sensing the potential of the Ford Motor Company operations, Township leaders, particularly under the direction of Charles Horger, wanted to incorporate as a village. The officials laid out a construction plan to provide a complete sewage system, water, and other facilities a city must have.

In December, 1919, voters elected to incorporate the Village of Springwells by a vote of 99 to 14. At this time the Village had a population of about 2000, short of the state requirement to incorporate. Township officers went to Lansing and succeeded in passing an amendment to the law.

In the spring of 1920 a village charter was adopted with Charles Horger serving as village president and John Ford, Joseph Neckel, Joseph Karmann, and Frank Horger serving as Councilmen. At this time the Assessor, Lysander T. Maples, put the assessed valuation at \$17,134,530 with a tax rate of \$9.83 per thousand dollars. In order to house the various Village departments that would



*The Joseph Karmann's home during the early 1900's - Located on a 40 acre farm between the present Ford Rouge Complex and the Michigan Central Railroad tracks. Originally the home was that of Mr. Karmann's parents. Joe Karmann, who liked to be called the "Old Prospector," was mayor of Springwells from 1924-1928.*



*One of the brick trucks of the John A. Mercier Brick Co. The company began business in the 1920's and is still manufacturing modern brick products today.*

be needed to serve the community a new building would be constructed on the southwest corner of Michigan Avenue at Schaefer in the early autumn of 1921. When the \$154,000 structure was completed the community celebrated. Balloons and candy were handed out to visitors and the halls were decorated with ribbons and bows.

Also in 1920 Ford made his decision to locate in Springwells. This decision would provide an unprecedented boom for the area. By Springwells' Centennial in 1927 the "Fordson Plant" would cover 1100 acres, a mile and a quarter in length and three quarters of a mile wide. It was an industrial city in itself with blast furnaces, power plant, coking plant, steel mill, glass plant, locomotive repair shop, machine shop, motor assembly, body plant, saw mill, tractor plant, sintering plant, and paper mill. These operations would provide for a potential work force of about 50,000 men in only a few years.

In December, 1923, with a population now of about 6,000 the Village incorporated as the City of Springwells and elected Joseph Karmann as its first Mayor. Grateful to the Ford Motor Company for its huge operation within its boundaries the city fathers changed its official name in December 31, 1925, to "Fordson."

By June of 1926, the population had mushroomed to 18,000 and the City's assessed valuation had risen to \$131,246,240 with a tax rate of \$14.92 per thousand. Small wonder that Fordson became known as the "Western Gateway to Detroit," and Fordson in the mid 1920's was considered the hub of the automotive industry.

Ford's was not the only automotive concern in Fordson. By the Centennial the Paige Motor Car Company had a million square feet of floor space in buildings located at Warren and Wyoming. They produced 650 cars a day.

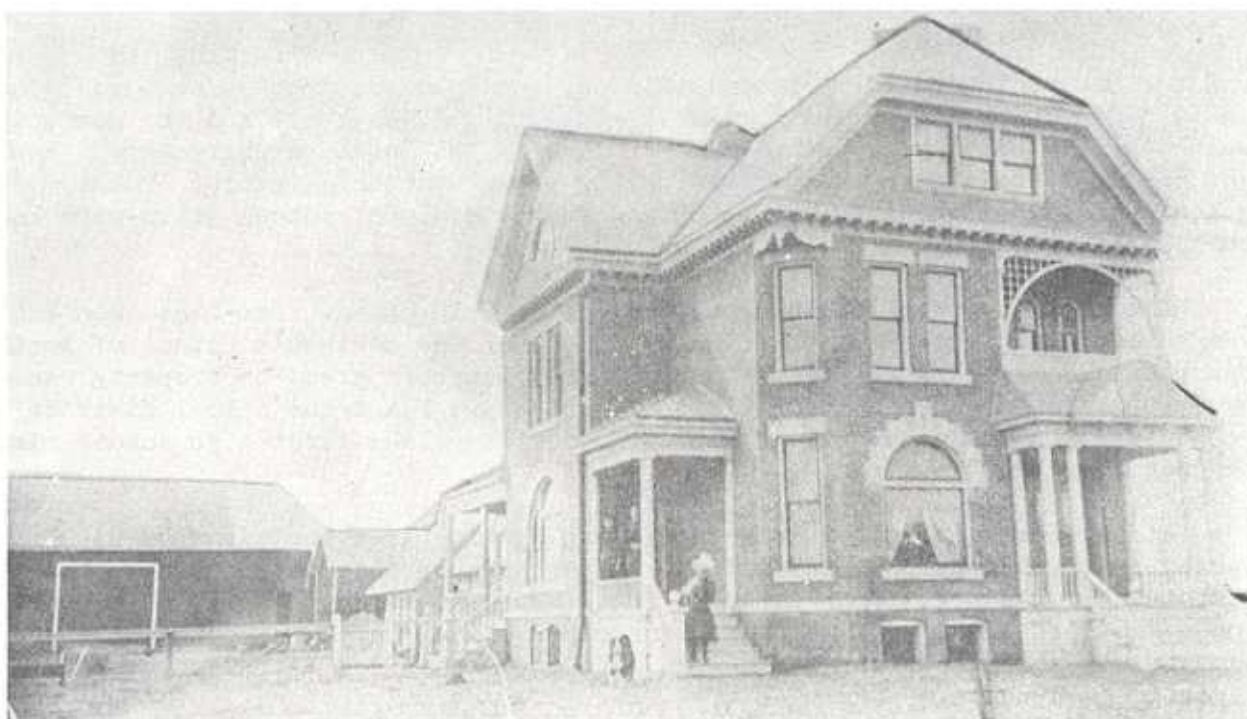
Across the street The Detroit Seamless Steel Tube Company built its plant in 1920. This company employed about 400 men while producing 36,000 tons of seamless steel tubing each year.

Another unusual way to look at the growth of a city is to consider its use of power. Detroit Edison invested 2-3/4 million dollars in lines and equipment running from their new transmission substation on Warren. In 1922 Edison sold 250,000 kilowatt hours to about 500 customers. In 1926, 2,250,000 hours were sold to almost 5000 customers.

Also by the Centennial Fordson was proud of its recently completed modern sewage disposal plant which was able to accommodate a population of 100,000. The city also prided itself with 65 miles of paved concrete streets, and 90 miles of water mains.

The Springwells police department was organized in 1920 and manned by a chief and three patrolmen who were equipped with one Ford touring car and one motorcycle. At the time of the Centennial over 50 men were on the force and the department was housed in the new municipal building and had two substations. Now the motor pool consisted of five scout cars, four motorcycles and both a Lincoln and a Cadillac patrol wagon. The fire hall built in 1925 had a force of about 30 men and four pieces of modern fire fighting equipment.

Needless to say the public schools were rapidly becoming cramped for space



*The Joseph Schaefer homestead, built about 1900, located on Michigan Avenue near the corner of Maple Street (actually where the parking lot is today adjacent to the vacated Robinson Furniture Store.)*



*Schaefer 6 Mile House. In the 1860's Joseph Schaefer built an inn, tavern, blacksmith and livery stable which were used until 1918 at what is now the northeast corner of Schaefer Road and Michigan Avenue. The brick structure was the inn and the frame building served as the famous tavern. The current Schaefer building, on the same site, was erected in 1929-1930.*

and the census indicated that new buildings could be constructed none too soon. In 1926 "the high school that looks like a college" was built and the community was extremely proud of Fordson High School with its Gothic architecture. Roulou and Oakman schools were also opened during those Centennial years. Public school enrollment numbered over 5000 and four additional school sites were in the planning stages.

All of this school planning was a considerable change from 1854 when \$180 was raised to build the district a new school on the northwest corner of North Dearborn and Maple roads (today the southeast Dearborn area) on property owned by Joseph Karmann. With the building of the Rouge Plant the school district relocated with the community at Miller School where the first high school classes were taught.

At the other end of town in the Warren-Wyoming area the district was first served by the McDonald School. The original date of this one room log cabin school is lost but in 1868, after the Civil War, a new one room brick schoolhouse was opened. Of course there were other school units in Springwells and in 1920 all of these districts merged into one. This new district was headed by a five man board of trustees with Fred J. Oemke as president. In 1921 Harvey Lowrey became superintendent.

St. Alphonsus School, organized in 1846, also contributed to the education of the area's children and began in the similar one room tradition. The school was a part of the parish program begun four years earlier. Land for the church and school in the Warren-Schaefer area was donated by Peter Joseph Esper.

With all these children in school and with a major industry within its borders one should not be surprised to hear Fordson also called a city of "home owners." Between 1923 and 1926 the City issued over 2400 home owners permits costing over \$13 million. The Union State Bank, the first to locate in Fordson in 1921, took an active part in the building of the City. By 1927 the bank issued over \$11 million in real estate mortgages. The City also advertised for 1500 vacant lots with sewer and water facilities and, in a majority of places, paved streets for prospective home owners.

The City of Fordson had a right to be pleased with its accomplishments and in fact in 1928 the Fordson Board of Commerce requested that the City Council provide in its budget a reasonable tax levy of 1/5 of a mill of assessed valuation to provide a fund for advertising the city and its advantages.

Though the Rouge Plant was located in Fordson, Henry Ford was keenly interested both in Fordson and Dearborn. So at his suggestion and by voter approval the two cities consolidated to become the City of Dearborn in 1929.

Perhaps it is interesting at this time to look back fifty years and ponder a forecast made by Roderick F. MacDonald, Secretary for the Fordson Board of Commerce. His visions of grandeur for Fordson as such may have been altered, but his realization of what urban historians now term the midwest megapolis may have proved reasonably accurate:

Fordson, the Iron City of the Middlewest, What is Its Destiny?

With the largest industry in the world firmly established in our City, are we going to allow its

branches to spread beyond our confines, or are we far-sighted enough to change our skyline in anticipation of our needs? Who among us has an adequate idea of our possibilities? Is it an idle dream to vision a continuous City from here to Toledo, with docks, grain elevators, and thriving communities, with Fordson as their parent city; transportation facilities commanding all western points to Toledo, with commuters service bringing people to our City on minute schedules or less; our institutions of industrial and mechanic arts, our parks, museums, hospitals, laboratories and libraries -- all the inheritance of our name Fordson?

In justice to the proponents of our industries and their relation to our future, is it not a logical step in advance to perpetuate their name in a city commensurate with the part they play in the history of our nation?

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REFERENCES

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*Fordson Independent, 1927.*

*Fordson Michigan, The Western Gateway to Detroit. Published by the Board of Commerce, Fordson, Michigan.*

*History Files at the Dearborn Historical Museum's Historical Records & Library.*

*Moore, Julia Gatlin, History of the Dearborn Area, 1940.*



*First M.E. Church in Michigan, 1818*

## MARKERS DEDICATED

Winfield H. Arneson

Michigan Week is always an important period of the year in our state and this year - 1978 - was no exception in Dearborn. Many activities, programs, luncheons and other projects were planned and implemented. As far as local history was concerned two major projects were completed. Both involved historical markers which recognized specific segments associated with the community's heritage. They were: a historical marker at the Rouge Plant and another at the Henry Ford Hospital - Fairlane Center.

After years of planning a State of Michigan Historical Marker was dedicated on Heritage Day by the Dearborn Historical Commission at the site of Henry Ford's world-renowned Rouge Plant. Since the time of World War I Henry Ford acquired land in the southeast end of Dearborn (then old Springwells, and later called Fordson). There he built his vast Rouge Plant where a complete automobile could be made from raw ore to rolling stock.

It has been such a significant industrial complex that we thought a State marker would be an appropriate way to recognize the landmark. Ford Motor Company was contacted, as was the Michigan History Division of the Michigan Department of State regarding the merits of such a project. Both were in agreement and both approved the final text. All state markers are supported through local funds but the State must approve of the texts in order to have them properly recorded.

Original plans were to dedicate the marker during Michigan Week of 1977, but Ford Motor Company, with their 75th anniversary in 1978, asked that it be dedicated this year. Further, in 1978, their extensive renovation and beautification project would be close to completion. Also, since the Rouge Plant is so vast, three identical markers, instead of the customary one, were installed. The dedicated marker is in the mini park near Gate #4 on Miller Road. The other markers are at the mini park at Gate #2 on Miller Road and near Gate #9 on Schaefer Road.

Participating at the event on May 25, 1978, were: Chairman Frederick Bauer of the Historical Commission, who presided as Master of Ceremonies; the Reverend Carl F. Eschenbrenner, pastor of the First Congregational Church of Dearborn, who delivered the Invocation and the Benediction; and Patricia Long, 1st Vice President of the Dearborn Historical Society who spoke on behalf of the Society.

Raymond L. Logue, Vice President - Manufacturing Operations, spoke for the Ford Motor Company and the Ford family. Appropriate Community Remarks were delivered by the Honorable John B. O'Reilly, Mayor of Dearborn.

Jerry D. Roe, member of the Michigan Historical Commission, represented that body on behalf of the Michigan History Division, Michigan Department of State. Mr. Roe delivered dedicatory remarks and formally presented the marker to the community.

After the unveiling of the marker by Mayor O'Reilly and Mr. Logue (see cover of The Historian), Lester A. Twork, 1st Vice Chairman of the Dearborn

Historical Commission, then accepted the marker on behalf of the citizenry of Dearborn.

Many community leaders attended the ceremony. It was especially nice to have present some of the students from Salina Junior High School. They walked the several blocks from the school to the site.

The Ford Motor Company provided refreshments before and after the occasion.

This is the text of the marker:

#### FORD ROUGE PLANT

*Henry Ford began construction of this complex on the banks of the River Rouge in April, 1917. Here, the Ford Motor Company built World War I submarine chasers known as "Eagle" boats. By the mid-1920's this plant was the largest manufacturing center in the world. The transfer of the assembly line from nearby Highland Park to Dearborn in 1927 fulfilled Ford's vision of an industrial complex which encompassed all aspects of automotive production. The first automobile to be completely assembled here, the Model A, was introduced in December, 1927. The Ford Trade School operated at this location for twenty years until 1946. During World War II, massive amounts of materiel for air, amphibious, and land transport were produced. Beginning with raw materials, the Ford Rouge plant makes component parts and assembles vehicles.*

*Michigan History Division, Department of State  
Registered State Site No. 493  
Property of the State of Michigan  
1978*

*Erected by the Dearborn Historical Commission*

The Educational Affairs Department of the Ford Motor Company has published educational data regarding the Rouge Manufacturing Complex. The story and the statistics are quite impressive and so we wish to publish their efforts here as a service to our readers.

#### THE ROUGE

*One of the great technological breakthroughs of the twentieth century was the development of mass production. This first occurred at Ford's Highland Park plant, where the constant flow of Model T parts and subassemblies was channeled into a moving final assembly line manned by workers who stood still, each worker performing a single operation. The result was a torrent of finished cars pouring out of a factory complex that was nearly self-sufficient from foundry to power house. "The Ford plant," said a German industrialist, "is the most remarkable in the world; it is the very best in equipment and method."*

*Even then however, Henry Ford was devising plans for a new plant and new techniques that would carry mass production beyond any levels yet known. The flow peculiar to this process would begin with the raw materials owned by him-*

self, extracted by himself, and transported by himself to factories of his own that would perform every operation required to convert the materials into parts and the parts into finished automobiles. The plant would be located on the River Rouge between Dearborn and Detroit.

Henry Ford had been contemplating the Rouge area for many years. In 1915 he purchased 2000 acres of land there on which he anticipated erecting blast furnaces and a tractor plant. That same year he described the area as the best spot in the world to build a steel industry, standing as it did halfway between major sources of iron ore in northern Michigan and Minnesota and of soft coal in Kentucky and West Virginia. This vision grew into the concept of an industrial super-plant located in a great inland port which he himself would build, served by a network of railroads and having access by ship to all the waters of the world.

Accordingly the Rouge was widened, deepened, straightened, and improved by creation of a turning basin and slip. Then on 1200 acres of the tract there appeared blast furnaces, coke ovens, miles of railroad tracks, huge concrete storage bins for stockpiling raw materials, and a foundry and power plant, both the largest of their kind in the world. Five sets of railroad tracks ran along the side of the slip, from which materials could be fed to the coke ovens or furnaces and into or out of the storage bins. The first body-making plant was turning out 800 Model T bodies a day before the end of 1919. In 1921 the tractor plant produced 36,000 Fordsons. The foundry cast Model T cylinder blocks; eventually it not merely produced castings but machined them as well.

The Rouge processed coke and generated electricity for itself and Highland Park; produced in its blast furnaces half the iron needed for Model T's; dressed the lumber for Model T bodies; and shipped engines, chassis, and body parts to Highland Park for assembly there until the final assembly line was transferred to the Rouge in 1927 when manufacture of the Model A began. By that time there were 93 structures in the young complex, 90 miles of railroad track, 53,000 machine tools, and 75,000 men at work, of whom 5000 did nothing but keep it clean.

A parallel and supplementary activity carried on by Henry Ford during these early years of the Rouge was the acquisition of sources of raw materials for his insatiable plant. He bought 700,000 acres of land and an iron mine in Michigan. In Kentucky and West Virginia he purchased coal mines that yielded more fuel than his plants could use. Another purchase was that of the Detroit, Toledo, and Ironton railroad, which connected with a number of major lines and gave Ford access by rail to his coal sources in the South. Then he set about establishing a fleet. The first vessels built for him were the 600-foot ore carriers Henry Ford II and Benson Ford, which transported Ford coal from Toledo to Duluth and returned with cargoes of iron ore.

After half a century of operation the Rouge is still one of the industrial marvels of the world, still the largest of all manufacturing facilities, and still the only industrial area encompassing most of the basic steps in automobile manufacturing. It is unique in American industry.

Today, the Rouge fleet of ore boats plies the upper Great Lakes from early spring until late fall, bringing in 5,000,000 tons of iron ore, coal, limestone and other raw materials every year.

Three blast furnaces smelt 6,000 tons of iron a day, and a giant basic oxygen furnace turns out steel for frames, bodies, transmissions and parts.

The Rouge generates its own electricity and consumes enough every day to light the homes in a city of 1,000,000 people. It manufactures its own coke for the smelting process, generates its own oxygen and nitrogen for the steel operations.

Within the Rouge are one of the largest production foundries in America, an engine plant, tool and die plant, stamping plant, glass plant, and assembly plant.

New cars are driven away from the end of the final assembly line at the rate of one every 53 seconds.

The 85 miles of standard gauge track and 20 diesel locomotives in the Rouge comprise the largest industrial railroad network in America. About 455,000 freight cars move in and out of the area annually. There are 30 miles of roadways, 1-1/3 miles of unloading docks and 100 miles of conveyors. In a single 24-hour period, 5,000 trucks, 20,000 automobiles and over 60,000 pedestrians pass through the gates of the Rouge.

The Rouge has its own fire department, uniformed protection force and its own modern hospital with staff doctors and nurses.

Each year, more than 230,000 persons from the 50 states, U.S. possessions and nearly 100 foreign countries tour the area as guests of the company.

In the sweeping, forward rush of industrial progress, the Rouge still stands as the biggest permanent symbol of the greatest single industry ever created by man.

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The other marker ceremony reflected another aspect of Henry Ford's interest in transportation which does not always receive the credit it deserves.

In 1931, a young man was injured in an automobile accident near Alpena, Michigan. Facilities for the treatment of this person were limited in the immediate area. Henry Ford heard about this mishap and ordered one of his pilots to fly a tri-motor plane from Ford Field in Dearborn to Alpena in order to rescue this lad. This was done, the plane returned to Ford Airport, and the injured person was transported by a Ford ambulance to Henry Ford Hospital in Detroit.

The youth who was part of this first air rescue in Michigan, (now a common way to help people - especially with the advent of the helicopter ) - was Arne Lundquist of Dearborn.

Richard Hagelthorn, the 1978 Heritage Day Chairman for Michigan Week, and the Ford Aerosports Club of Dearborn decided to share this milestone of history with the public by dedicating a plaque at the new Henry Ford Hospital - Fairlane Center in Dearborn on May 24 of Michigan Week.

Mr. Hagelthorn served as master of ceremonies for the event. The people

participating included: the Reverend Norman DePuy, pastor of the First Baptist Church of Dearborn, who delivered the Invocation and Benediction; Denton Craley, President of the Ford Aerosports Club; William Pivisante, Chairman of Dearborn's Michigan Week activities; Leonard Moore, 2nd Vice Chairman of the Historical Commission; Dr. Charles Leach, Chief of the Emergency Division at the Henry Ford Hospital - Fairlane Center; Arne Lundquist, Michigan's first air rescue patient; Lee Ogozaly, Director of Ford Air Transportation; Mayor John B. O'Reilly, Dr. Bruce Steinhauer, Medical Director at the hospital; and Berge Manoogian, Dearborn Heliport Commission. The pilot of the successful rescue, William Mounts, was unable to be present. He now lives in Arizona.

This is the text of the marker:

*MICHIGAN'S FIRST AIR RESCUE*

*On July 9, 1931, Henry Ford directed that a Ford tri-motor be prepared for a mercy flight to Alpena, Michigan. Its mission was to transport Arne Lundquist, a 17 year old accident victim with broken ribs and a punctured lung, to Dearborn's Ford Airport for transfer to the main Henry Ford Hospital.*

*At dawn pilot William Mounts took off. He located a clearing in the woods near Alpena. He made several passes to scatter the deer feeding there before he could land. The unconscious Lundquist, strapped to a bedspring on a flatbed truck, was transferred to the tri-motor. The take-off was difficult and as the flight neared Dearborn, Mounts told his mechanic, "I have to make a good landing or this trip will have been useless." The plane landed safely.*

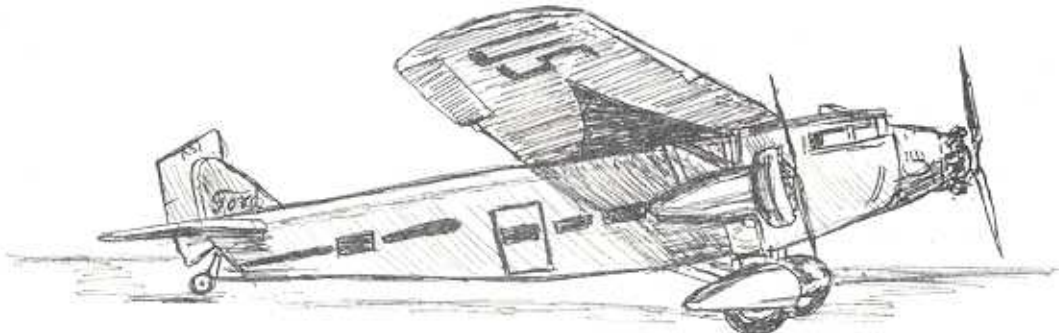
*Michigan's first air rescue had a happy ending, for the youth recovered.*

*Ford Aerosports Club  
1978*

The Historical Commission and the Museum Staff were pleased to assist the Ford Aerosports Club and Mr. Hagelthorn in this endeavor. This assistance included: text and program consultation, marker layout and printing of the program.

Following the unveiling of the stainless steel plaque refreshments were provided by the Ford Hospital. A modern air rescue demonstration was shown by a Bell Aircraft Corporation ambulance helicopter near the hospital after the ceremony.

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*5-AT-101, one of the last tri-motors produced*

# WHO WAS THERE FIRST?

"The Battle at Thompson's Tavern"

Donald V. Baut

It has been many years since there has been a "Thompson's Tavern" in this area. We would have to go back to the "log cabin" days of Dearborn to find this name on the type of an establishment where the local yokels would "wet their whistle" and tell their troubles to the local psychiatrist, the bartender.

Back in the 1830's Thompson's Tavern, undoubtedly, was the local bar, located on the north side of Michigan Avenue, then the Chicago Road and the Rouge River. On the opposite side of the road was located Ten Eyck's Tavern, which boasted not only of being the local hostelry but possibly had a higher class clientele.

In 1836, Thompson, who had been in business about seven or eight years, had sold the tavern to John Cochran, his son-in-law. It seems that Thompson had become involved with the United States government on a disputed piece of land. Joshua Howard, the so-called owner of the parcel, and the government each claimed proprietorship. Finally, on August 4, 1837, Captain Webb, commandant of the Detroit Arsenal and representative of the government's claim, went to Detroit and received a court order to tear down the Thompson Tavern. Armed with this legal document and the Arsenal soldiers, Webb was met at the Thompson site by Captain Joshua Howard and his followers. Howard was the former Arsenal commandant and new sheriff at Wayne County and he was going to protect his land claim. A pitched battle ensued resulting in the eventual death of one of the participants. However, Webb attained his objective, the razing of the tavern.



*Illustration from The Bark Covered House, by Dearborn pioneer William Nowlin. Book was published in 1876 and reprints of this fascinating story are available from the Museum.*

# SCHOOL SKETCHES

Part VI

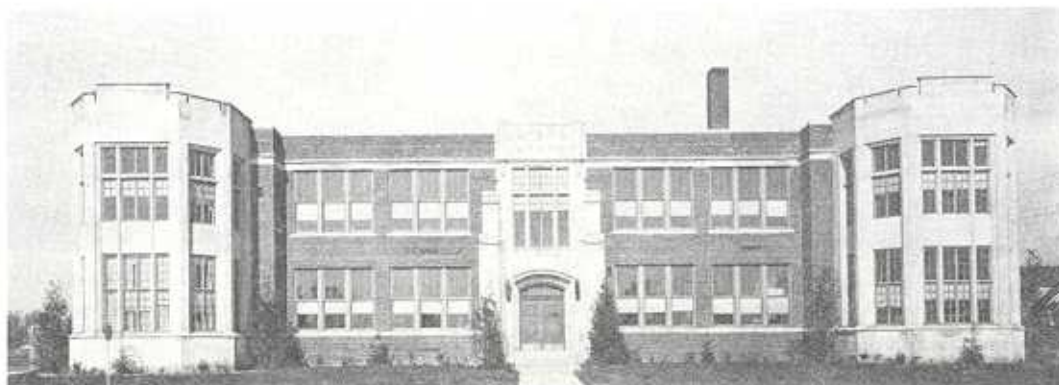
## HENRY FORD SCHOOL

Of all of Dearborn's present public schools Henry Ford Elementary has perhaps the most unusual background. Until its consolidation with the Fordson School District in 1942 the Henry Ford School represented its own district. Dearborn District #5 was formed in 1837 in the east half of Dearborn Township. The first school, a one-room brick building known as the Dort School, was located on the banks of the Rouge River south of the Michigan Central Railroad. In 1912 this building was closed as Henry Ford began to acquire land for the Rouge Plant. Ford traded the old school site for five acres on the Reckner Road (now Southfield Road) and the funds to build a new frame school. As this district, now called the Henry Ford School District, encompassed Henry Ford's estate it was able to tax all of Henry Ford's stock in his company. The result was one of the smallest and richest school districts in the nation.

In 1926 the white frame school had become too small for the rapidly growing population of Ford Motor Company employees and their families. A new brick building containing five classrooms, an auditorium, a boiler room and two offices was constructed on Driscoll Avenue at a cost of \$400,000. By 1929 and the school's dedication, the building had expanded to sixteen classrooms and included a gymnasium, swimming pool, library, cooking and sewing rooms, a music room, shop facilities, science laboratories, a kindergarten and the superintendent's office. The students ranged from kindergarten through junior high with a capacity enrollment of 515.

In addition to the above mentioned unusual facilities for a school of the 1930's Henry Ford provided land for garden plots. During the Second World War the earlier frame school was converted into a canning factory to process food raised by the Victory gardeners. Not only did Henry Ford provide the present building, but he had the students take dancing lessons as well as hiring a nurse, and doctor and a dentist for the school. Mr. Ford also served as a member of the five-man School Board.

The 1942 repeal of the intangibles tax allowing the Henry Ford School District to tax Ford stock brought the school to a financial crisis. The solution was consolidation with the Fordson School District. The early 1950's brought the construction of the Ford World Headquarters and the 1912 frame school was used as an office for the construction company. Following the dedication of the "Glass House" in 1954 the old school was torn down. The Henry Ford School



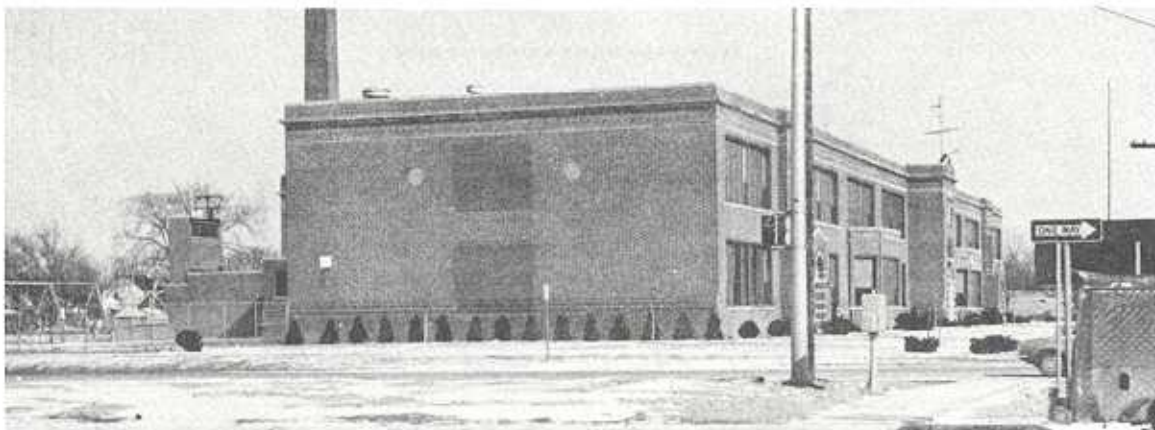
became part of the Dearborn Public Schools with the consolidation of the Dearborn and Fordson School Districts in 1944. Today the school serves 339 students from kindergarten through the 6th grade.

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### WILLIAM FORD SCHOOL

William Ford School was the first school built in the Springwells School District. When it was constructed in 1922 the Springwells School Board was criticized for building a school in the wilderness! The site, at Chase and Ford Roads, having been part of William Ford's original farm, was purchased for \$1.00 from Henry Ford. The school was built with six rooms to accommodate 200 students. The north and south wings were added in 1924 increasing the size of the school to 31 classrooms, a gymnasium and auditorium. By 1928 the enrollment hit a peak of 1,030 students and 40 teachers. The school also had a program in special education for children who did not fit into the regular classroom. In 1935 a proposal to add junior high facilities to William Ford was defeated and Woodworth School became a K-9 facility. With a declining population William Ford absorbed the elementary students from St. Clement's School following its closing in 1971. Extensive renovation has been done including the replacement of wooden windows and the modernization of gymnasium facilities. Today the school has 361 students, grades kindergarten through 6th.

William Ford, after whom the school was named, came to the United States from Ireland in 1847 with his parents, grandmother and six brothers and sisters. They came to the Scotch Settlement, today in the approximate area of Ford, Greenfield, Joy and Southfield roads, to join Samuel Ford, William's uncle. They found that Samuel had died but that his two sons had prosperous farms in the neighborhood. William Ford's family soon had purchased land in the adjoining corners of Redford, Greenfield, Springwells and Dearborn townships. William helped his father on the farm as well as working on the Michigan Central Railroad. Many local men helped supplement their farming income by laying track for the railroad crossing Michigan. When the railroad reached its end at Lake Michigan, William returned to the Dearborn area to work on the Patrick O'Hern farm. The O'Herns had adopted a daughter, Margaret Litogot, who married William in 1861. In 1863 their second child and first son, Henry, was born in a house shared by the Fords and O'Herns. After the O'Herns died and William Ford had purchased a portion of his father's farm, the William Ford landholdings were quite extensive. William served on the local school board and was a respected member of the community until his death in 1905 at the age of 79.



# TIME IN A BOTTLE

## "Dearborn Day"

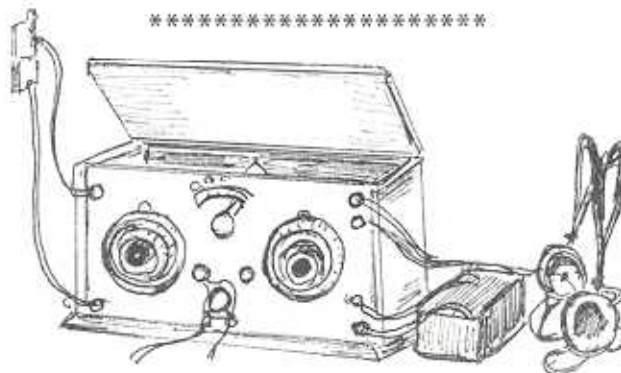
Tara B. Gnau

How many people remember "Dearborn Day?" It was an annual festival, held during the summer, starting in 1926. There were fifteen of these, the last one being in 1941. The first Dearborn Days were held at Bob-Lo Park - Dearborn not having a suitable site for the events.

Dearborn Day was sponsored by the Board of Commerce and was a successful method of advertising and promoting Dearborn businesses. The motto of the first Dearborn Day celebrations was "Live in Dearborn - Trade in Dearborn." The early celebrations lasted one day, with nineteen field events listed plus golf and baseball games. Among the games were shoe races, balloon bunting, confetti races, a fat man's race and a free-for-all pillow fight for men. The prizes were donated by Dearborn businesses or individuals, and included a ton of fuel donated by Ternes Coal and Lumber, an electric iron donated by Neuen-dorf Hardware and a 2 lb. box of candy donated by the Dearborn High Confection-ery. The softball game was played in 1929 between the Dearborn and Fordson Exchange Clubs, with special prizes being donated by Howe-Peterson, Dearborn Press, Ochs and Crowley, Allmendinger Brothers, Dearborn Concrete Block, Henry Schubert and O. L. Hankinson.

In addition to these festivities was the "Grand Drawing" held immediately after the contests in the Sports Arena. In order to win this drawing you had to be a Dearborn resident and present at the drawing. A screen-grid Atwater Kent Radio, valued at \$165.00 and donated by the Aviation Radio Service, was one prize; but the grand prize was a Ford tudor sedan. The instructions for the Dearborn Day coupons were as follows: "Deposit the part with your name on it in the barrel as you leave the boat at Bob-Lo. The barrel will be rolled to mix up the tickets. A little girl will be picked from the crowd to draw five coupons from the barrel. The fifth coupon drawn is the lucky number for the radio. The tenth coupon drawn from the barrel wins the car."

Dearborn Day, obviously successful, was only one of many Dearborn celebra-tions. Is it worth reviving? The Jubilee held during our Bicentennial was a big "Dearborn Day" and lots of fun. Maybe this will give the current Chamber of Commerce some food for thought.



# THE DEARBORN CONNECTION

"Upstairs-Downstairs, From All Across The Town"

Ralph G. Fader

Can you hear those bells ring and see those children march? The event in June, 1894, marked the day when Miss Ada Howard led a group of school children with books and belongings in hand down sandy Center Street (now Monroe) to the new Dearborn Public School.

They were coming from a small two story brick school built back in 1857 on Chestnut Street (Park) at Center Street. There was one room on each floor and the building was commonly known as the "Upstairs-Downstairs" School.

The 1856 Town Board had recommended a \$600 appropriation to erect a schoolhouse in Dearbornville whose upper story would be available for town and township purposes. The teacher instructed all eight grades in one large downstairs room. By 1868 the school received a bell which was placed in the vacant lot next door.

The bricks for the schoolhouse came from nearby Dort's Brickyard, now Twin Ponds. The rooms had high ceilings and narrow windows. Blackboards covered all four walls, often containing the assignments for each of the different grades. Desks were called "sittings" and two children could comfortably squeeze in at each desk which had an inkwell in the top corner.

The upstairs room was not actually used for classes until 1877, then, dividing the school into primary and intermediate units with a provision now for two teachers.

Most of the responsibility for caring for the school building, including gathering the firewood, was assigned to a Director. Parents had to contribute to the support of the school through district mill taxes.

Since student enrollment had grown to "306 scholars" and repairs on the old school were badly needed, there was ferment in the community to build a new school. By 1893 construction began on the \$1250 two and a half story red brick building with seven rooms located on the Mason-Morley block.

A certain feeling of excitement and nostalgia must have filled the community on that moving day in June. Though the old school would be razed and the property and bricks sold to Dr. S. D. Barkwell for \$755, new educational opportunities were now on the horizon. The Upstairs-Downstairs School had formed an important educational link in the Dearborn Connection.

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## MUSE EDITORIAL

### "50 Years of a Local Historical Agency"

We take pride that our local "Arsenal Story" is actually older than the State of Michigan. This is so because the 1832 Federal decision to build an arsenal in Dearbornville was implemented in 1833; on the other hand, the State of Michigan entered the Union in 1837. There is another little known fact - that the Dearborn Historical Commission actually predates the City of Dearborn as we know its corporate boundaries today. The consolidation of old Fordson and old Dearborn came about in January of 1929, but it was on July 5, 1928, that a historical commission was approved by City action in the West end community. It has functioned ever since.

What is important is that a historical agency was created that summer day of 1928, but it was only a beginning. Up to this point in time practically nothing was done in the way of concern for local grass roots history. A 5-member Commission met a number of times over the next decade, but progress was measurably slow. This all changed during the decades of the 40's, 50's, 60's and 70's as the Commission was strengthened by interest in projects, financial support via City budgets and an active program of historic preservation, - particularly in the area of historical records.

Fifty years is a long time if one looks back or projects ahead. In terms of accomplishments, the time span may be considered short as far as local history is concerned. That is to say, much has been accomplished during the past half century, but we have a long way to go to accomplish more. Of course, it is only fair here to say that in the field of history you never really finish all goals because, by its nature, it is an ongoing process.

Let us briefly list some of the notable achievements here at the risk of leaving others out. We should include: the development and remarkable growth of the Historical Records (where this historical work began); the acquisition and restoration of Dearborn's most historic structure - the Commandant's Quarters; the acquisition of the Ross Family property by the City for museum purposes; the development of a professional Museum staff; the recognition of the past through noteworthy historical markers; the development of a quarterly journal which disseminates history in a tangible way; the publishing of a Dearborn classic book, THE BARK COVERED HOUSE (three editions - at low cost to the public); the future assurance of a historical agency and its work by long-term leases of land for a motel and a restaurant on adjacent City property; the microfilming of Dearborn's newspapers since 1905 and other records which must be preserved in this manner; the publishing of a GUIDE TO MANUSCRIPTS; the development of oral history so as to record much history which would probably never be put into print because relatively few people reduce information into this form; the development of sound exhibits and educational programs since the acquisition of the McPadden-Ross House; the encouragement given other historical agencies as to the value of preserving history and doing so under basic guidelines; and involvement in numerous special activities either initiated by us or else those in which we were jointly involved for the betterment of the community.

## NEWS FROM THE MUSEUM

VOLUNTEER GUIDING AT MUSEUM. Along with other City departments the Museum staff is facing Historical Commission budget reductions as of the July 1, 1978, fiscal year. In order to meet these reductions our guiding personnel will be reduced from three part time personnel to one. In order to meet the adjustments necessary to keep the McFadden-Ross House and the Commandant's Quarters open to the public, on a regular and year-round basis, it will be necessary to appeal to volunteers interested in helping the Museum and serving the community.

A training program, through the assistance of the Dearborn Historical Society, has already been held but more will be conducted in the future. If you are interested in giving a few hours of your time once or twice a month please contact Tara B. Gnau, Curator of Education, at 565-3000 for further details. The Museum exists as a service in Dearborn and we wish to do all we can to keep it that way.

There are also other areas of interest within the Museum in which you could assist. These will be mentioned at future orientation and training programs.

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STAFF REDUCTIONS. Due to the above budget reductions the Museum will loose three staffers. Mr. Robert Sherk, our three-quarter time Craftsman and Maintenance employee; and Barbara O'Connell, one of our part time Museum Guards and Guides, will have concluded their services as of June 30, 1978. Another Guard and Guide, James Hill, is transferring to the Housing Department and his position will not be filled. We wish these people well for their past services rendered and their dedication to our total Museum work.

We will be relying on volunteers from the Historical Society and other interested citizens to assist the Staff.

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SPECIAL TOURS OF EXHIBIT ANNEX. One of the services your Museum offers year-round is special tours of the Museum Exhibit Annex which is adjacent to the McFadden-Ross House. Here ten or more people in a group may receive a tour and lecture which takes them back to an early farming era locally and in Michigan. The history of farming is a most interesting and important story to Dearborn's initial economy. We tell the story from the French "ribbon farms" (before 1800) up to the 1940's when Henry Ford experimented with soy beans.

Also the work of the village blacksmith, carpenter and saddler may be told and shown. In addition transportation is represented by wagons, buggies and the horseless carriage. People marvel when they see Dearborn's first official fire engine, the hand-drawn unit which was used from 1909 to 1919.

Plan to call the Museum's Educational office and make an appointment to take a nostalgic trip into the agricultural past.

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RECOGNITION DUE MANY VOLUNTEERS. Through the years this editor has often said that many of the projects and activities would never have been completed at the Museum if it had not been for dedicated "Friends of the Museum" or volunteers. At this time we wish to recognize the following people in particular who have helped the Museum staff in recent months in a variety of roles. Their kind services have been sincerely appreciated.

Fair Assistance: Margaret Malanyn, Harold Myler, A.L. Spooner, R.V. Schneider, the Paul Gentner Family, the Hank Czerwick Family, Frank Love, Chester Smith, Ron LaCasse. Publications Assistance: Mr. & Mrs. Alex Gillespie, Betty Jaffe. Historical Records Assistance: Amelia Weidenbach, Ken Gust, Freda Keubler.

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NEW AND UPCOMING EXHIBITS. Mary Gregory and Steuben Glass - July & August; Press glass goblets - August; Embroiderers Guild of America, Fairlane Chapter, Embroidery exhibit - September; Ford 75th anniversary photographs - July & August; Ford Plant badges and memorabilia - July & August; Antique quilts - ongoing.

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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.

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TAKE A SUMMER TOUR OF DEARBORN. Perhaps you have lived in Dearborn for many years but are not familiar with some of the historical places and sites. The Museum has recently reprinted and updated the "Historic Bus or Auto Tour of Dearborn." This trip is designed to take you through most areas of Dearborn. The handy map is designed so that you may start at any one point. Two hours later you arrive back at your starting point and are then a little better acquainted with the City. Stop in soon and pick up a copy.

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## RECENT DONATIONS

Photo of floral birthday card to Henry Ford

MR. ABBOTT M. GIBNEY

Edison Institute programs, booklets; Ford related items and exhibit material

MRS. MARGARET A. HOOVER

Abstract for Dearborn Lawns Subdivision part of Military Reserve

MR. & MRS. EDWARD V. OKASINSKI

THE FORD ROAD by Lorin Sorensen

MR. LORIN SORENSEN

World War I, II sheet music

MS. JOSEPHINE A. SMITH

Michigan Textbooks by Ferris E. Lewis

MR. FERRIS E. LEWIS

Dietrich & Peters genealogies

PUBLIC LIBRARY OF FT. WAYNE

Tickets: City championship between Sacred Heart and St. Alphonsus Schools

MR. JACK PALMER

Clara Bryant & Haigh schools classbooks; Dearborn photos

MS. JANE McCORMICK

Speech: "Women of Dearborn" by Florence Richard

MRS. FLORENCE RICHARD

Photo of Springwells City Hall

MR. HENRY F. HUBBARD

Photos of the Coon Family

MR. DAVID GUNDY

Scrapbook, Booklet: Tributes to Cora Cummings, Dir. of Libraries, Fordson Board of Education

MISS CAROLINE HUSTED

"Sharing" poems by Dearbornite Harriet Bergtold Woolfenden; 50th Anniversary program of Lowrey School and miscellaneous programs

MRS. DOROTHY BUTLER

Programs of Dearborn Symphony and Fair Lane Music Guild

MR. LES HAAPANIEMI

Divine Child 1976 Yearbook

MS. KAREN KUKLA

Parr Family manuscripts and minutes of Winter Study Club

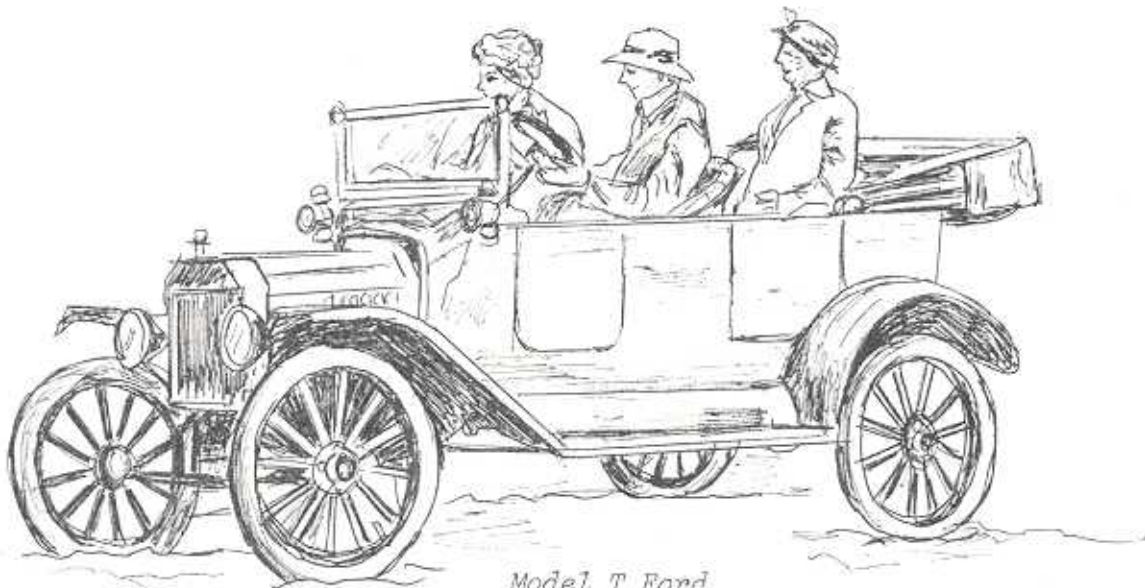
MISS KATHLEEN PARR

1915 Dearborn High graduating salutation, valedictory and will; clippings, programs and brochures relating to Dearborn History

MRS. KATHERINE CUSHMAN

Dearborn Woman's Club material	MRS. MARIETTA MAY
Program of Harvey H. Lowrey School	MRS. ALICE A. LINDSEY
Newletter: U. S. Naval Training School, Dearborn, Michigan	MR. MAX R. SCHWARTZ
Edison School material	MR. GEORGE WALHOUT
Photos of Museum Staff	MR. FLOYD L. HAIGHT
Photos and papers of Capt. George Haigh	MR. & MRS. RICHARD G. HAIGH
Manuscript: "Model 'T' Travel in the Early Twenties"	MR. FORD R. BRYAN
Book on the 125th Anniversary of St. Alphon- sus Parish	ST. ALPHONSUS ANNIVERSARY COMMITTEE
Mary Zimmers' manuscript "Dearborn and How it Grew"	MR. RICHARD L. ROUTH FORD MOTOR CO., PUBLICATIONS
Photo of Al's Pool Room on Mason	MR. JOHN B. BEERS

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*Model T Ford*

TAPED INTERVIEWS

Relating to Mt. Olivet Church, his phil- osophy and organizational activities	REV. & MRS. EDGAR M. WAHLBERG
Relating to his career at Ford Motor Company	MR. THEODORE J. GRAHAM



## 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

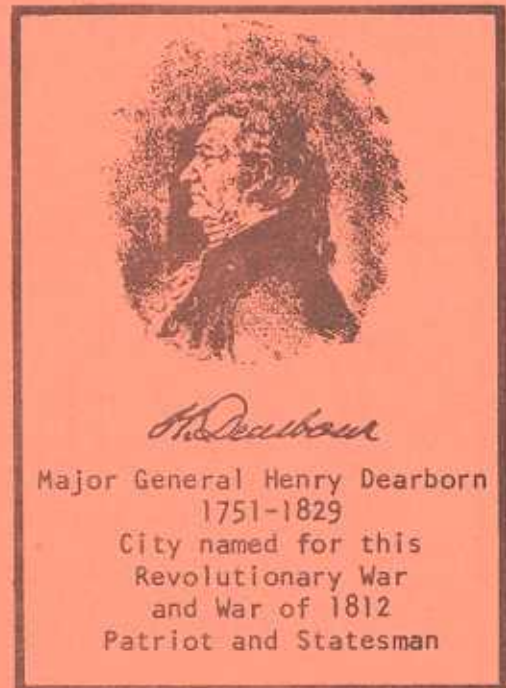
Quarterly: *THE DEARBORN HISTORIAN*  
Book: *THE BARK COVERED HOUSE*  
Free Literature: Arsenal, Museum,  
Research, Local History, Indian,  
Dearborn Story, Dearborn's Names,  
& Other Special Pamphlets

The Museum sponsors the Museum Guild of Dearborn

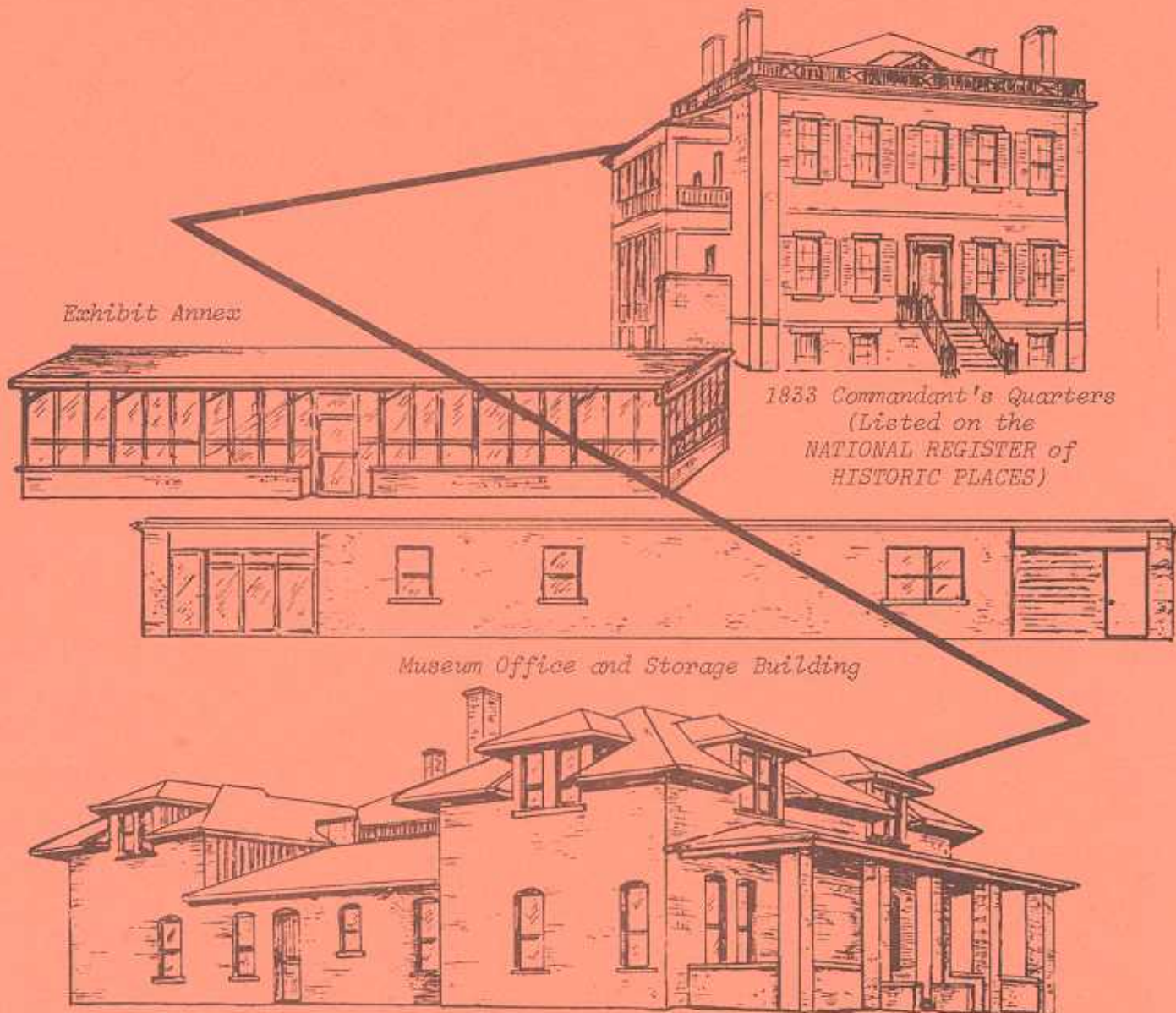
The Museum is a member of:

- \* 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
- \* 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.



# 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: 585-0844*

*Museum Office &  
Historical Records  
Telephone:  
(313) 585-3000*

## HOW TO GET TO MUSEUM



*McFadden-Ross House  
915 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*