

## Dearborn, Michigan

Visitors to the Dearborn Historical Museum are often surprised to discover the multiple storylines of our local history, even if it's just the revelation that we weren't always the "Home Town of Henry Ford." In 1786, long before Ford's time, farmers began to settle along the River Rouge, and some 50 years later, a village spread out around a U.S. arsenal that eventually supplied arms to Union troops during the Civil War.

This tour book aims to provide entry points to our city's various storylines. The Historical Museum is pleased to make these walking-biking-driving tours of Dearborn's east and west sides available in conjunction with the Dearborn Area Chamber of Commerce and the Automotive National Heritage Area (Motorcities). The initiative and the creative energy for the book came from Kirt D. Gross, who served as chief curator at the Historical Museum from July 2006 until July 2012. In their original incarnation, the tours appeared in 2010 and 2011 issues of *The Dearborn Historian*, the Historical Museum's quarterly journal. For those interested in learning more about Dearborn's winding road from farm community to automotive hub and beyond, an annual subscription to *The Historian* comes free with membership in the Historical Museum.

You'll find that a number of the structures described in these self-guided tours are no longer standing, but many of the sites are represented by state historical markers or Motorcities wayside exhibits, as well as by other markers. Although the tours are designed to begin and end at the Historical Museum's little campus at Michigan Avenue and Brady Street, both the east and west tours are basically circles, so you can begin anywhere along the route. Assuming you do find yourself in our neighborhood, we hope you'll visit us. And if you feel like a short hike, remember there's a trail head a minute or two away from the Historical Museum leading to a nature path near the University of Michigan-Dearborn.

Because the eastern section of the tour covers considerable territory and crosses heavy traffic routes, we didn't include as much bicycling or walking as on the western portion of the tour. Although we urge all tour takers to use caution, by all means feel free to park and take your time examining the tour sites. Do look around our business districts and explore our shops and restaurants. Above all, enjoy Dearborn and think about coming back again.

Regards,

David L. Good  
Chair, Dearborn Historical Commission



# How to use this book

The goal of this book is to provide self-guided tours for walking, bicycling and driving. Watch the icons at the top of the page. The various tours do overlap. The tour book is organized to follow, page by page, the driving tour. The bicycle loop and walking loop are simply smaller sections of the larger tour. As a result, if you are following the walking tour, for example, you will be directed to skip a number of pages to stay on the walking route. Please note: Many of the sites are represented by historic markers only. Many of the original structures have been razed.

We hope you enjoy the tour! Be sure to explore the many shops and restaurants along the way!



This self-guided tour book is published by the Dearborn Historical Commission in conjunction with the Dearborn Area Chamber of Commerce and the Motorcities Automotive National Heritage Area. Let us know what you think.

Please address comments to:  
The Dearborn Historical Museum  
915 S. Brady St.  
Dearborn, MI 48124

Please use caution while following this guide. Some historic markers are not easily accessible by automobile. If following this tour by bicycle, please obey traffic safety laws and always wear a helmet.

## Mission Statement

The mission of the Dearborn Historical Commission is to *preserve, promote and present* the history of the City of Dearborn.

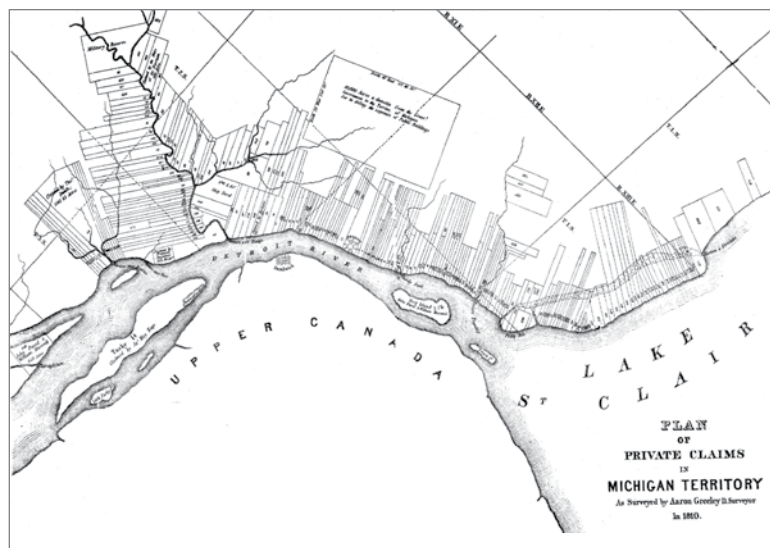




Beginning with the builders of the Springwells Mounds, and later the Potawatomi, the Ottawa, the Ojibwa and many other cultural groups, the shores of the Great Lakes and its rivers, including the Rouge River, have been home to communities of people for centuries. The arrival of Europeans in the Great Lakes region dates to the early 17th century. The French had colonized Canada and were making their way westward, looking for a water route to the Pacific Ocean. During the 17th and 18th centuries, the French established missions and forts to strengthen their land claims against the competing English.

In Detroit, Cadillac established Fort Pontchartrain in 1701. By 1707 land grants were being issued by Cadillac along the Detroit River. Early settlers were given land that had access to the water, and while the frontage was relatively narrow, the farms were deep, hence the name "ribbon farms." These land claims eventually spread until the entire length of the Detroit River was occupied. By the 1780s farms were being established along waterways that fed the Detroit River such as the Rouge and its tributaries like Baby Creek, which is located in modern-day Dearborn. The year 1786 is the acknowledged settlement date for what would eventually become the City of Dearborn. The names of these early settlers include Pierre Dumais, Pierre Drouillard and Jacques Duperon Baby, all of whom settled in Dearborn's east end, originally known as Springwells. In 1795, James Cissne became the first to settle in Dearborn's west end.

In 1827 Governor Lewis Cass divided Wayne County into nine townships: Brownstown, Bucklin, Detroit, Ecorse, Hamtramck, Huron, Monguagon, Plymouth and Springwells. Of special concern here are the townships of Bucklin and Springwells. Originally a township of significant size, Bucklin would experience several divisions and name changes. A portion of the original Bucklin became Dearborn Township. Governor Cass named the new township Dearborn after his close friend Major General Henry Dearborn. Henry Dearborn served as secretary of war in 1801 and served as commander-in-chief of the United States Army during the War of 1812. As for the Township of Springwells, it received its name from the numerous wells and springs that were located there. The French called this region "LaBelle Fontaine" or "Place aux Fontaines."



*This map was produced by Aaron Greeley in 1810. It depicts the layout of ribbon farms along the Detroit and Rouge rivers.*



*The Thompson Tavern was one of several taverns located along the Chicago Road. This tavern was located near the Detroit Arsenal in Dearbornville. A dispute between Thompson and the commandant at the Arsenal led soldiers to literally dismantle the tavern.*



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

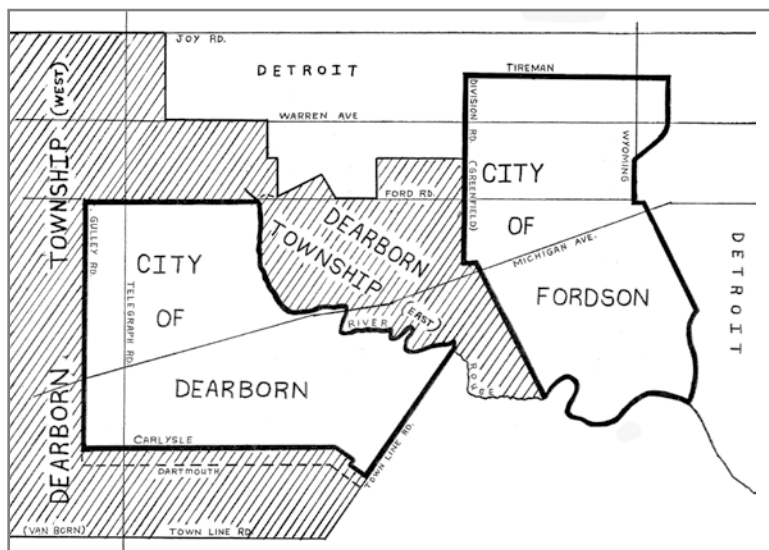
Dearborn Township and specifically Dearbornville received a boost in growth with the relocation of the Detroit Arsenal. Shortly after the great fire of Detroit in 1805, the U.S. government acquired a large tract of land near the Chicago Road and the Rouge River. The Arsenal operated from 1833-75.

Of course, the largest growth in Dearborn occurred during the rise of the Ford Motor Company. Much of the history of Henry Ford is well known. He established the Ford Motor Company in 1903 with his first factory located on Mack Avenue in Detroit. By 1917 Ford had begun construction on a new factory in Springwells Township on the Rouge River. His offer of \$5 a day served as a beacon for workers all over the United States and, indeed, the world. With the arrival of so many people, housing was needed.

The Wayne County Atlas of 1876 demonstrates that all of the land in Dearborn Township had been claimed. In the main, tracts of farmland had been purchased in 40-acre parcels. Some of these local farms were significantly larger. An examination of the atlases from 1904 and 1929 reveals that this farmland was being rapidly subdivided. Indeed, by 1929 most of Dearborn's present-day neighborhoods were already well defined. Dearbornville, the tiny village located within Dearborn Township, incorporated and changed its name to Dearborn in 1897. In 1927 Dearborn incorporated as a city and became the City of Dearborn. Meanwhile, to the east, borders had been shifting back and forth between Greenfield Township and Springwells Township. Greenfield



*The Ford Rouge Plant as it appears today.*



*The consolidation of Dearborn with Fordson also included a portion of Dearborn Township. The portion of Dearborn Township that remained after consolidation is now Dearborn Heights.*





was finally annexed by Springwells in 1873. In 1919 Springwells incorporated as the Village of Springwells and then as the City of Springwells in 1923.

Henry Ford and the building of the Ford Rouge Plant in 1917 had a tremendous impact on the infrastructure of the City of Springwells. Ford provided considerable assistance to the City of Springwells regarding public works and other projects. As a gesture of thanks to Henry and in honor of his son, Edsel, the name of Springwells was changed to Fordson in 1925. Because Henry Ford's business interests were deeply rooted in Springwells and due to his sentimental attachment to Dearborn, it was he who had originally proposed the merger of the cities to the recently elected first mayor of Springwells, Joseph M. Karmann. Henry Ford contended that consolidation would provide a bigger, better and more efficient city.

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

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



*The Rouge River Bridge at Ford Field.*



# Legend/Key for the Tour



Bicycle  
Tour



Walking  
Tour



Driving  
Tour

## Amenities at Locations



Bike Rack



Public  
Restrooms



Handicap  
Access



Public  
Parking



Vending  
Machines



Information  
Desk





# The Walking Tour

The walking tour begins at the McFadden-Ross House. When leaving the McFadden-Ross House, travel west on Garrison and turn to page 21 to continue your tour of West Dearborn.

- |  |   |
|--|---|
| 1. McFadden-Ross House and the Richard Gardner House | 11. Cameron Home                              |
| 2. Sutler's Shop                                     | 12. Kandt Home                                |
| 3. Barracks and Surgeon's Quarters                   | 13. Lapham Home                               |
| 4. Armory/Masonic Lodge                              | 14. Dearborn Hospital                         |
| 5. Commandant's Quarters                             | 15. Black Farm                                |
| 6. Gun Carriage Shed                                 | 16. William Ford Home                         |
| 7. Wagner Hotel                                      | 17. Fair Lane Estate*                         |
| 8. Bryant Library                                    | 18. U of M Environmental Interpretive Center* |
| 9. Sacred Heart                                      | 19. U of M Dearborn*                          |
| 10. MARA   |   |

\* Indicates extended tour opportunities





# The Driving & Bicycle Tour

The bicycle tour begins at the McFadden-Ross House. When leaving the McFadden-Ross House, travel north on Brady Street and then west on Cherry Hill. The tour book follows the bicycle route.

- |  |   |
|--|---|
| 1. McFadden-Ross House and the Richard Gardner House | 16. Gun Carriage Shed                         |
| 2. Ford Field  | 17. Wagner Hotel                              |
| 3. Dearborn Country Club                             | 18. Bryant Library                            |
| 4. Northview Cemetery                                | 19. Sacred Heart                              |
| 5. Mt. Kelly Cemetery                                | 20. MARA                                      |
| 6. St. Joseph's Retreat                              | 21. Cameron Home                              |
| 7. Ford Homes District                               | 22. Kandt Home                                |
| 8. Edison-Snow Community                             | 23. Lapham Home                               |
| 9. The Henry Ford*                                   | 24. Dearborn Hospital                         |
| 10. Wagner Brick Ponds                               | 25. Black Farm                                |
| 11. Michigan Central R X R                           | 26. William Ford Home                         |
| 12. Commandant's Quarters and Arsenal Grounds        | 27. Fair Lane Estate*                         |
| 13. Sutler's Shop                                    | 28. U of M Environmental Interpretive Center* |
| 14. Barracks and Surgeon's Quarters                  | 29. U of M Dearborn*                          |
| 15. Armory/Masonic Lodge                             |   |

\* Indicates extended tour opportunities.





# The Dearborn Historical Museum

## McFadden-Ross House



### LOCATION:

915 S. Brady Street

Between Garrison St. and Michigan Ave.



(Left) The Powder Magazine as it appeared during the Arsenal era.  
(Right) Mary Elizabeth Ross pictured at home with her collies.

### HOURS:

Tuesday - Wednesday 8 a.m. to 4 p.m.

Thursday 8 a.m. to noon

Floyd and Mary Haight Archives:

Also by appointment

[www.cityofdearborn.org](http://www.cityofdearborn.org)

### ADMISSION:

Donations accepted

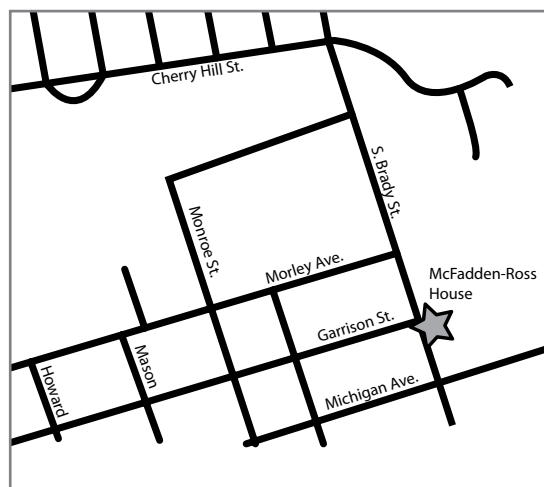
Built in 1839, this building originally served as the Powder Magazine for the Detroit Arsenal in Dearbornville. The original arsenal and powder magazine were located in Detroit. However, due to population growth and other factors, the U.S. military started construction on a new arsenal in Dearbornville in 1833. Of the 12 buildings at the Detroit Arsenal in Dearbornville, the Powder Magazine was the last to be completed in 1839. To protect the rest of the Arsenal complex in case of explosion, the Powder Magazine was built 940 feet east of the Arsenal proper.

After the closing of the Arsenal in 1875, the Powder Magazine, along with six acres, was purchased by Nathaniel Ross in 1883. Over the next 67 years, the Ross family converted the Powder Magazine into their home. In 1950, Miss Mary Elizabeth Ross, the last immediate member of the family, passed away. Her will designated that her home and property be left to the City of Dearborn for a museum honoring both her mother and father. In 1956 the McFadden-Ross House was opened as the second building of the Dearborn Historical Museum.

The McFadden family owned several properties in west Dearborn, including a general store. Michael McFadden was also instrumental in overseeing the construction of the Christ Episcopal Church originally built on Michigan Avenue. This church is now located at Military and Cherry Hill.



The Detroit Arsenal in Dearbornville was supplied via the Rouge River, Michigan Avenue and by rail. The Powder Magazine was strategically located high and dry on a sandy knoll. Please visit the Museum during your local history tour!





# The Dearborn Historical Museum

## Richard Gardner House

### LOCATION:

915 S. Brady Street

Between Garrison St. and Michigan Ave.



*Richard and Elizabeth Gardner emigrated to the United States c. 1828. (Left) The Gardner Home as it appeared c. 1895. Mayor Michael A. Guido (right) oversees the relocation of the Gardner House to the Dearborn Historical Museum in 1996.*

### HOURS:

Tuesday - Wednesday 8 a.m. to 4 p.m.

Thursday 8 a.m. to noon

Also by appointment

### ADMISSION:

Donations accepted

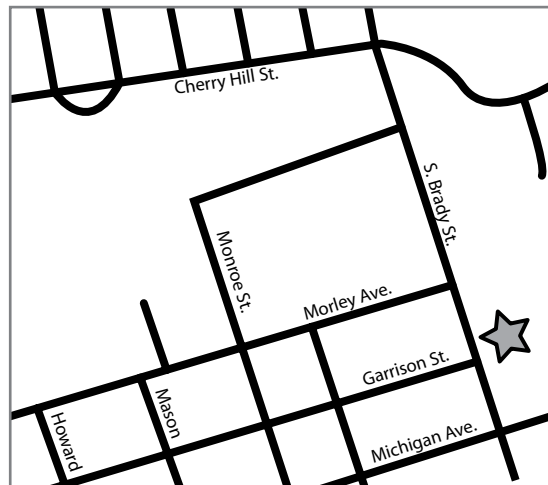
The "Scotch Settlement" was located in a section of Detroit and old Dearborn Township, the heart of which was located at what is today Warren Avenue and Southfield Road. The majority of these settlers came from Scotland and the British Isles, hence the name "Scotch Settlement." Families such as the Gardners came from England, and still others, such as the Ford family, came from Ireland. These settlers began to arrive in the area during the 1820s.

One of the earliest settlers was Richard Gardner. Gardner served as township supervisor, assessor and justice of the peace for the Township of Dearborn. Originally an inhabitant of Detroit, he purchased 80 acres of land in the Scotch Settlement and built this house near a small creek called Roulo Creek. The creek provided the Gardner family with access to Michigan Avenue.

Henry Ford had the original core of this home preserved by including it in the collection at Greenfield Village. The home was moved to the McFadden-Ross House campus in 1996.



*If you are following the walking tour, cross Brady Street and head west along Garrison to Monroe Street. Turn to page 21 and continue the tour. If you are following the auto or bike tour, travel north on Brady and west on Cherry Hill to Ford Field.*





# Ford Field Park



## LOCATION:

22032 Cherry Hill Street  
Between Military and Brady St.



(Left) Ford Field was known as "the Flats," pictured here c. 1936.  
(Right) A United States Coast Guard patrol frigate, the U.S.S. Dearborn, was launched in Superior, Wisconsin, on September 27, 1943. On September 17, 1944, the ship was commissioned. The event was celebrated at Ford Field and linked by a two-way radio.

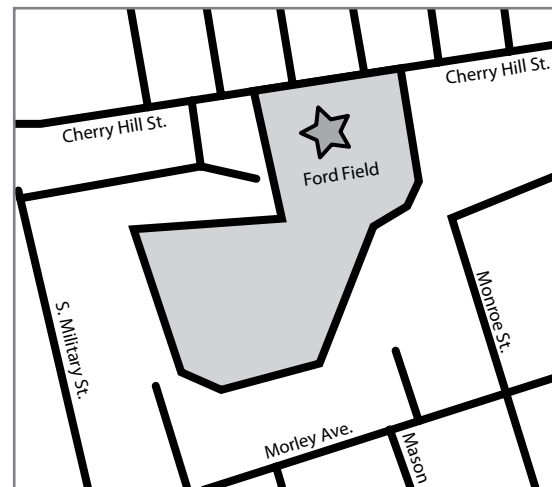
With the success of the Ford Motor Company, Henry Ford purchased large tracts of land all over the City of Dearborn. This park was originally called "The Flats" and had been a popular spot for picnicking and games for local residents. After he purchased "The Flats," Mr. Ford rented the land to Dearborn High School for use as an athletic field. In 1936, Ford deeded 20 acres of this land to the City of Dearborn for a recreation area, and it was named in his honor. Today, it is the scene of picnics, baseball games and many group activities, including Dearborn's Homecoming.

On the north side of Cherry Hill is a large subdivision that began in the early 1950s. This land was originally part of the Military Reserve. Included in the subdivision is the First Presbyterian Church of Dearborn, located at the north end of Brady Street. This church building was designed by Alden Dow, a student of Frank Lloyd Wright.

While on your visit to Ford Field, please visit the photo exhibit at the Comfort Station. This exhibit was sponsored by the Ford Motor Company and features many pictures from the Floyd and Mary Haight Archives at the Dearborn Historical Museum.



Dearborn High School rented the field for athletic activities.





# The Dearborn Country Club

## LOCATION:

800 North Military Street  
Between Garrison St. and Michigan Ave.



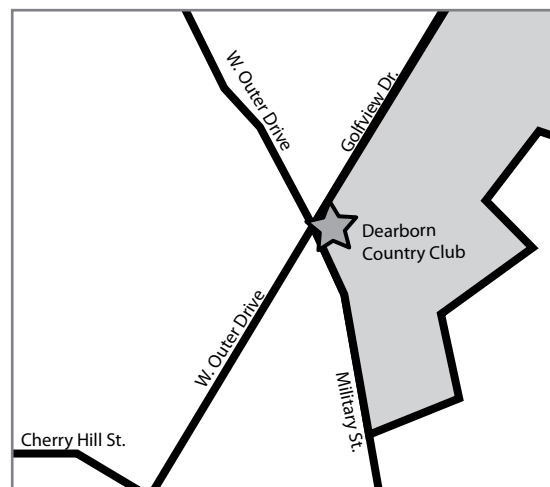
(Left) The Dearborn Country Club as viewed from the air, c. 1930.  
(Right) In 1990 Jack Nicklaus (pictured) defeated Lee Trevino at the Mazda Senior Tournament Players Championship, held at the Dearborn Country Club.

The Dearborn Country Club was established and owned by Henry and Clara Ford and has been part of the heart of Dearborn's social life since its beginnings in 1923. Ford wanted Dearborn to have the same amenities as other emerging wealthy cities and didn't want to be outdone by Grosse Pointe and Birmingham. The goal was to "lay out a good, practical club that everyone can use." Well-known golf course architect Donald Ross designed the course, and Albert Kahn designed the clubhouse. Ironically, Henry Ford was not a golfer and rarely used the club.

According to a 1925 announcement, the initiation fee was \$100 for each resident member, with dues of \$38 per quarter plus war tax.



A Henry Ford-sponsored children's Christmas party, 1929.





# Northview Cemetery



**LOCATION:**  
600 Kensington



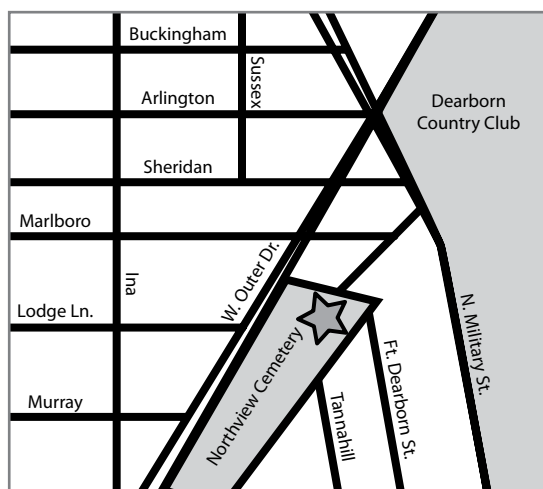
*Attorney Henry Haigh headed the cemetery association.*

Northview Cemetery is the largest of Dearborn's three cemeteries. This beautiful cemetery, located on 18.5 acres, was founded by the Northview Cemetery Association in 1869. Henry Haigh, prominent attorney and Dearborn historian, headed this association until 1913. When the articles of incorporation became defunct, Haigh personally purchased the remaining shares of the cemetery. For several years, Northview Cemetery was owned and operated by the Haigh family.

Several pioneer farming families have markers dating back to the 1750s. These individuals were originally buried on their farms and then later moved to Northview Cemetery when their farmlands were sold and redeveloped. Prominent among these families is the Chauvin (Chovin) family. This family owned one of the original ribbon farms by the banks of the Rouge River. When this Chauvin property was sold to the Ford Motor Company for the development of the Rouge Plant, the family cemetery was relocated to Northview Cemetery.



*Of the 4,000 interments at Northview, Corporal Christopher Racho of the United States Army was one of two soldiers killed while on duty at the Detroit Arsenal in Dearbornville. Racho's marker was rededicated in 1971. Actor George Peppard is buried in Northview Cemetery.*





# Mt. Kelly Cemetery

**LOCATION:**  
23250 Cherry Hill



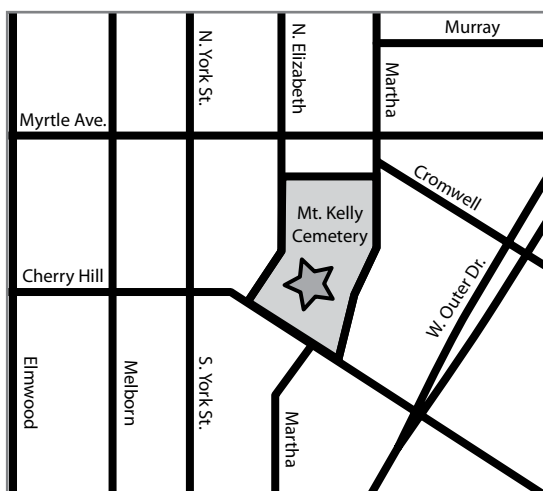
(Left) William Daly, who donated four acres, is buried here.  
(Right) Father Patrick O'Kelly is buried beneath the chapel.

Mt. Kelly Cemetery began in 1860 with the donation of four acres of land to St. John's Church, now Sacred Heart Parish, by prominent farmer and community advocate William Daly. The cemetery was named Mt. Kelly to honor the memory of Father Patrick O'Kelly, who had served St. John's Parish from 1856 to 1858. Father O'Kelly, known for several years as the traveling priest, visited the employees of the Michigan Central Railroad Station, where he would minister to them at their workplace.

Father O'Kelly had also used his own personal finances to build the first Catholic rectory in Dearborn. It seems appropriate that Father O'Kelly is buried beneath the small brick chapel structure, built in 1875.



The four acres of this cemetery was donated by the Daly family. The two mounds in the older section of the cemetery are called Mt. Kelly and Mt. Daly.





# St. Joseph's Retreat



## LOCATION:

23300 Michigan Avenue

Historical marker is on the corner of Michigan and Outer Drive at the Chrysler dealer



*The Retreat developed into a modern mental hospital in 1945.*

The cornerstone for Michigan's first psychiatric hospital, St. Joseph's Retreat, was laid on November 1, 1885. This impressive compound was located on 140 acres of land owned and operated by the Sisters of Charity.

A series of events led the Sisters of Charity of St. Vincent de Paul, who had confined their activities of caring for sick and mentally ill patients in Detroit, to trade five acres of Detroit land for 20 acres in Dearborn.

For many years it had been approved as a teaching center. Many Michigan physicians received part of their training treating mental illnesses from the courses given at St. Joseph's. The institution, under its various names, had only five doctors responsible for its medical supervision throughout its entire history. Beginning in 1945, St. Joseph's Retreat was reorganized and changed from an asylum-type institution to a modern mental hospital. During the Retreat's final years, the average admission and discharge rate was approximately \$1,500 per year with greater attention focused on service to the more acute nervous and mental illnesses.

The Retreat closed its door on February 1, 1962. The rest of the property was sold, and the land was developed for commercial use.



*Built beginning in 1885, the Retreat closed in 1962.*





# The Ford Homes

## LOCATION:

Francis, Edison, Gregory, Military, Beech,  
Nona, and Park Streets



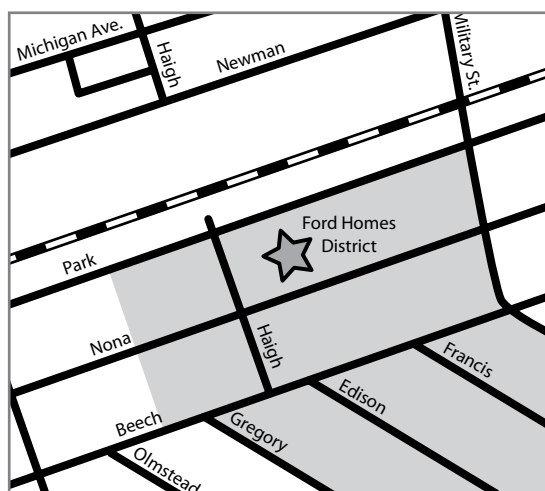
There were six different home designs to choose from. The model designs were identified with the letters A, B, C, D, E and F. (Above right) This photo features a typical interior of one of the Ford Homes.

In 1915 Henry Ford & Son established the Fordson Tractor plant on Oakwood Boulevard in Dearborn. Unfortunately, many of the workers lived in Detroit and had to travel well over an hour by streetcar to arrive at work. To solve this housing and travel dilemma, the "Ford Homes" project was born. Ford suggested to planners that the homes should 1) be sufficiently different in appearance to avoid the thought that they were prefabricated, 2) be of suitable size to accommodate an average family in ample comfort and 3) use the best materials available.

From 1919-20 Henry Ford planned to build 200-250 homes. Despite these plans, only 156 were finished. All of the homes featured two stories with three or four bedrooms. Six models were available for purchase, ranging in cost from \$8,750-\$9,550, and all financing was provided by the Dearborn Realty and Construction Company. Today these homes are located on Park, Nona, Beech, Francis, Edison, Gregory and Military streets. Henry Ford employed standardized building methods, such as mass purchasing of materials and specialized crews, much as he had at the Rouge Plant. He sold homes at cost and without interest for financing.



The Ford Homes District as viewed from the air.





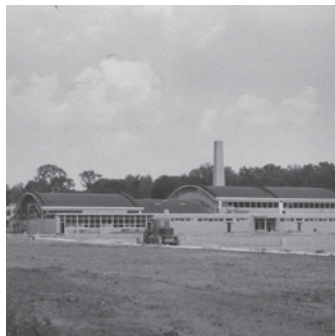
# The Snow Neighborhood



## LOCATION:

Approx. 19201 Rotunda

This “triangular” district is bounded by Michigan Avenue, the Rouge River, Southfield and Outer Drive



(Left) Edsel Ford High School, constructed in 1956, is an anchor of the Snow Neighborhood. (Right) Dr. Edward Sparrow Snow served as surgeon at the Arsenal.

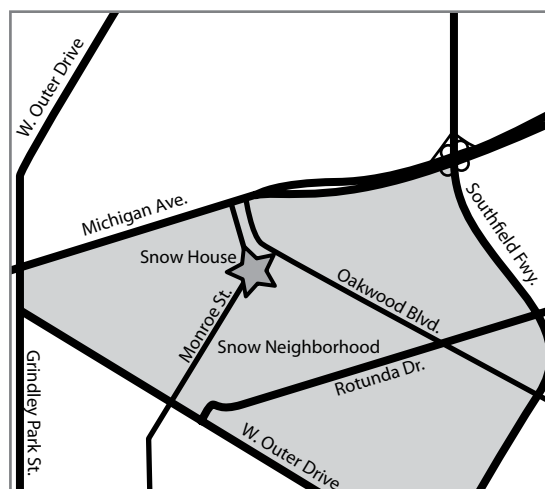
Shaped like an inverted triangle, the Edison-Snow community is located in south-central Dearborn. It is bounded on the north by Michigan Avenue, on the east by Southfield and the Rouge River, and on the west by Outer Drive. Included in this neighborhood are The Henry Ford, the Ford Test Track, the Ford Homes District, the Dearborn Inn and Oakwood Hospital. This community is serviced by Howe and Snow elementary schools, Stout Middle School and Edsel Ford High School.

The Edison-Snow community is historically significant, as the earliest land patents granted in west Dearborn are located in this district. These early land claims were known as “ribbon farms” due to their long, narrow shape. Each ribbon farm had frontage along waterways, in this case, the Rouge River. The present-day orientation of many of the City’s streets and neighborhoods are due to the subdivision of these early land claims. According to early private claim survey maps, c. 1818, these claims were registered to settlers that included Joseph Cissne, Conrad Ten Eyck, John Nowlin, Jon Dix and the Sloss family. Timber maps of the same period describe the lands as being heavily forested with oak trees.

Appointed surgeon to the Detroit Arsenal in Dearbornville was Dr. Edward Sparrow Snow. Snow purchased several tracts of land in west Dearborn including Private Claim (P.C.) 92, formerly owned by Ten Eyck, and P.C. 39, formerly owned by Cissne.



Dr. Edward Sparrow Snow built his “Temple Villa” home in 1860 at the corner of Monroe and Snow streets.





# Optional Tour

## The Henry Ford and Automotive Hall of Fame

LOCATION:

20900 Oakwood • 21400 Oakwood



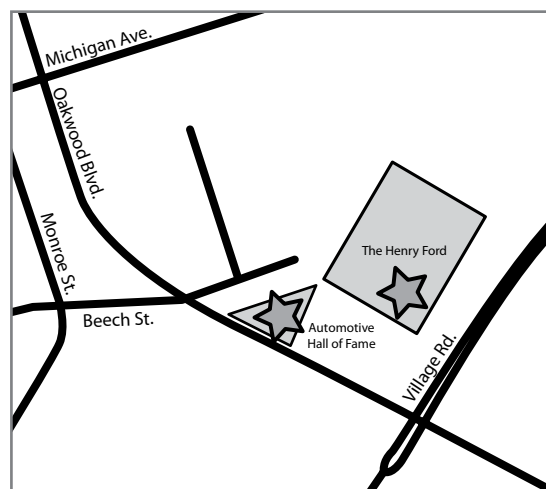
(Left) The Automotive Hall of Fame is adjacent to The Henry Ford.  
(Right) Greenfield Village is a collection of historic buildings.

It was Henry Ford's vision to preserve and protect images of America's past through two separate facilities: a museum and a historical village. It was this dream that led Ford to become a serious collector of his personal artifacts, including farm equipment, cars, tractors, trains and buildings. On September 27, 1928, Henry Ford formally dedicated a repository for his collection, and in a grand celebration of lights, his museum was formally dedicated on this same property in October 1929. The Henry Ford is situated on 88 acres and reflects over 200 years of American life. Besides the Henry Ford Museum and Greenfield Village, the campus also includes the Benson Ford Research Center and the Henry Ford IMAX Theater.

South of The Henry Ford is the Ford Motor Test Track. This was originally the site of the Ford Airport, which was dedicated on January 15, 1925. So that the airport could operate year-round, over 20 miles of drain tile was laid on the site. Though night flights were rare, the runways were equipped with floodlights. The letters F-O-R-D formed of white stone helped to guide the pilots to a safe landing. Of particular interest was the 210-foot mooring mast used for the dirigibles.



The Henry Ford's tower resembles Philadelphia's Independence Hall.



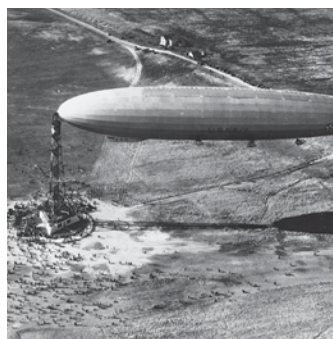


# Optional Tour

## The Dearborn Inn and Stout Middle School

### LOCATION:

20301 Oakwood • 18500 Oakwood



(Left) Dirigibles were moored to a 210-foot mast. (Right) The Ford Airport was dedicated in 1925. It was the site of the present-day test track.

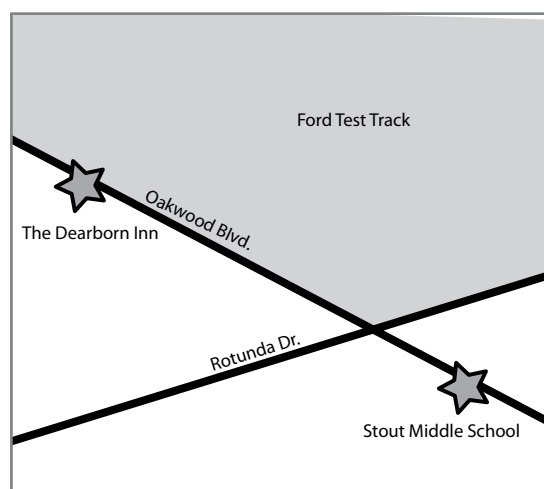
In addition, the Dearborn Inn opened on July 1, 1931. The inn was the world's first airport hotel built to accommodate the guests of a growing metropolis. The building was designed by renowned Detroit architect Albert Kahn and built by A. A. Albrecht. The architecture is Georgian in style and features a three-story main building, flanked by two, two-story wings.

Stout Middle School is named in honor of William B. Stout. There is a historical marker located at the school that commemorates Stout and the Piccard hot-air balloon.

William B. Stout (1880-1956) was considered to be one of the top mechanical wizards of his time. After working for the Scripps-Booth Automobile Company and the Aircraft Division of Packard Motors, he developed the Stout Engineering Laboratories. By 1919, Stout had built the first American commercial monoplane. Later his company was renamed the Stout Metal Plane Company and was financed by Henry and Edsel Ford. Stout was retained as the head of the aviation program, and the company was transferred to the Ford Airport. It was here the famous Ford Tri-Motor, commonly called the "Tin Goose," was developed.



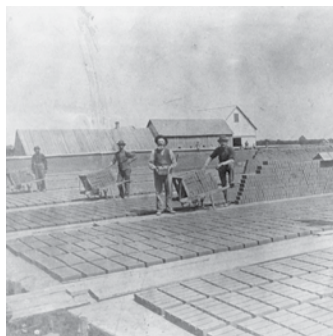
The Dearborn Inn is considered the world's first airport hotel.





# Wagner Brick Yard

**LOCATION:**  
21801 Oakwood



(Left) The Wagner Brick Yard site produced clay. (Right) The Ford Grain Elevator was built in 1917.

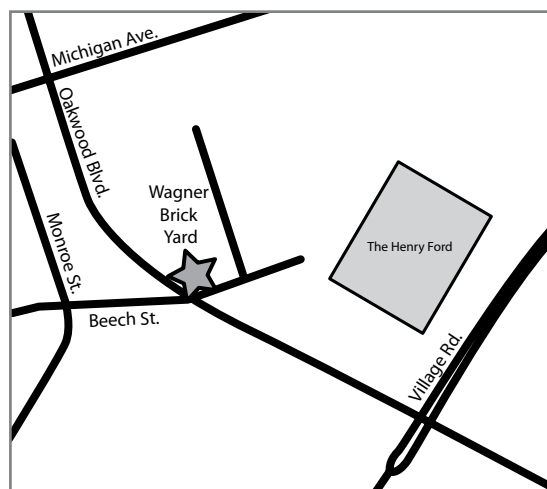
On the east side of Oakwood Boulevard is a large pond. This is one of two ponds that were located at this site. The ponds were created when the Wagner Brick Company began mining clay from this area for it. Today, this is part of the Ford Motor Company's property, and one of the ponds has been filled in and converted to a parking lot. This was a popular spot for ice skating and was known as the Twin Ponds.

Henry Ford's dream of developing a lightweight, high-performance tractor for farming was realized with the creation of Henry Ford & Son, later named Fordson Tractor. On a portion of the former Wagner Brick Yard site, which Ford purchased from the estate of Anthony Wagner in 1913 for \$3,500, a series of tractor prototypes was built and tested. The tractor was also produced in Ireland, and by 1929 the Cork Plant had become the major producer of the tractor, building 300 units per day.

The Ford Grain Elevator was built by Henry Ford in 1917. The grains produced by the Ford Farms were brought to Dearborn and stored in the 15, 65-foot-high, circular bins. In 1920 a flour mill was attached to the Grain Elevator where one hundred barrels of flour could be produced in a 24-hour period. The mill was razed in 1957 by the Ford Motor Company.



The Twin Ponds were a popular spot for skating.





# Dearborn Railroad Station



## LOCATION:

Approx. 1151 Mason  
NW corner of Mason and RXR



(Left) Bridge over the Rouge River. (Right) The corner of Michigan Avenue and Elm Street was the site of Interurban car sheds.

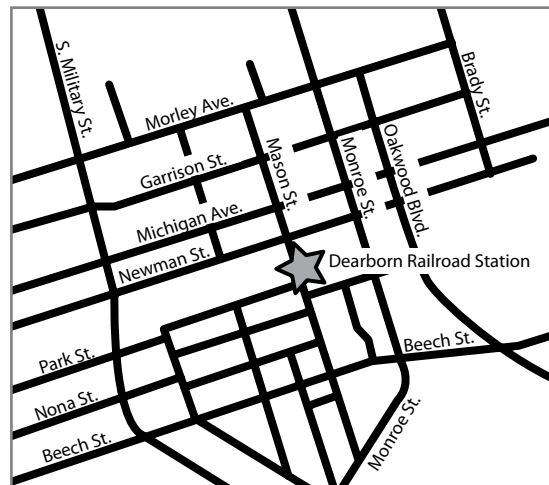
The first train ran through Dearborn in 1837 and created quite a stir. The entire town showed up to see the "iron horse." Adding to the excitement of the moment was William Cremer, who had decided to race the train. Cremer and his "little white-faced sorrel" proved to be the faster of the two horses on that particular day.

The Michigan Central Railroad Depot was built in 1886. Situated on the northwest corner of Mason and the railroad tracks, this depot served the City in a variety of ways through the years. It began as a passenger depot. Later, it also served as a freight depot and then a storage and sales facility for two local businesses. The building was razed in 1963 for the development of a commercial parking lot. An O-scale replica of this train station was made available to the community in the late 1990s.

Passenger rail service is still available in Dearborn through Amtrak.



Michigan Central Railroad Station.

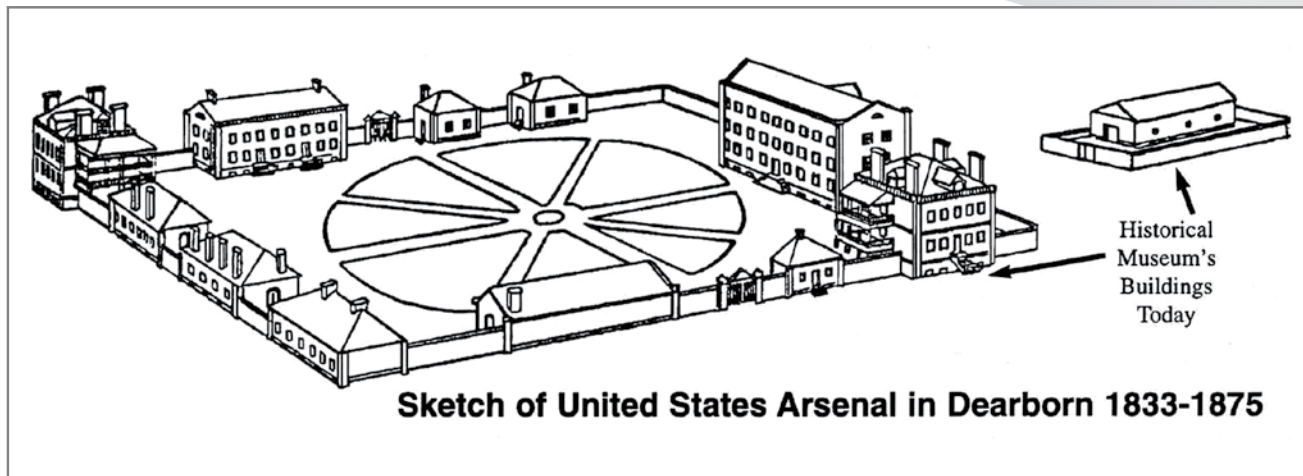




# The Detroit Arsenal in Dearbornville

LOCATION:

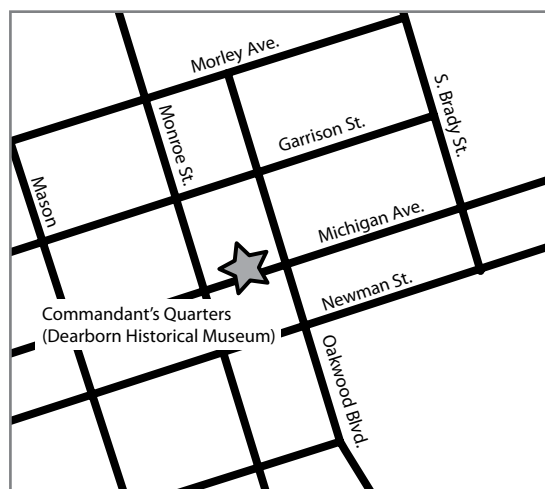
Commandant's Quarters, 21950 Michigan Ave. (Dearborn Historical Museum)



The original Arsenal, located in Detroit, was constructed in 1816 at the corner of Jefferson Avenue and Wayne Street and supplied Fort Shelby. Its location was initially deemed a safe distance from the inhabitants of the fledgling city. However, with the growth of Detroit after the War of 1812, the Arsenal's location was considered a hazard by city government, due to the storage of gunpowder in close proximity to residents. The City also feared that, in case of an attack, it would become a target. In addition, the dock used by the Arsenal formed a stagnant pool, which officials claimed caused the spread of fevers during the summer months. The decision was made: the Detroit Arsenal was to move to the Military Reserve in Dearbornville. On July 30, 1833, the cornerstone for the new Arsenal was laid at the Armory Building by Lieutenant Joshua Howard.

Construction of the new Detroit Arsenal was completed in 1837. The complex consisted of 11 buildings enclosed by a wall 12 feet high and 2 ½ feet thick. Finally, the new Powder Magazine, located 940 feet east of the Arsenal, was completed in 1839. Since much of the construction material for the Arsenal was obtained locally, the Arsenal provided jobs for many local residents. Brick manufacturers, such as Titus Dort, benefited from the Arsenal's relocation to Dearborn. Dort eventually constructed a kiln on the Arsenal grounds and produced his bricks on site.

The Arsenal's primary function was to store, repair and issue munitions for the Northwest Territory. Roughly a dozen ordnance soldiers were permanently stationed at the Arsenal. These men were trained as artisans and were responsible for the maintenance of the arms, saddlery and other military equipment. However, when U.S. troops moved through the Detroit area, especially during the Civil War (1861-65), Dearborn and the Arsenal parade grounds took on the look of a "military town." Munitions were shipped from the Arsenal by rail to the troops being mustered out of Fort Wayne in Detroit as well as Jackson, Michigan.





# The Sutler's Shop, Barracks and Surgeon's Quarters

## LOCATION:

Sutler's Shop, 861 Monroe (Historical marker is on lawn) • Barracks, Surgeon's Quarters, 22011 Garrison (Historical marker is on Salisbury School)

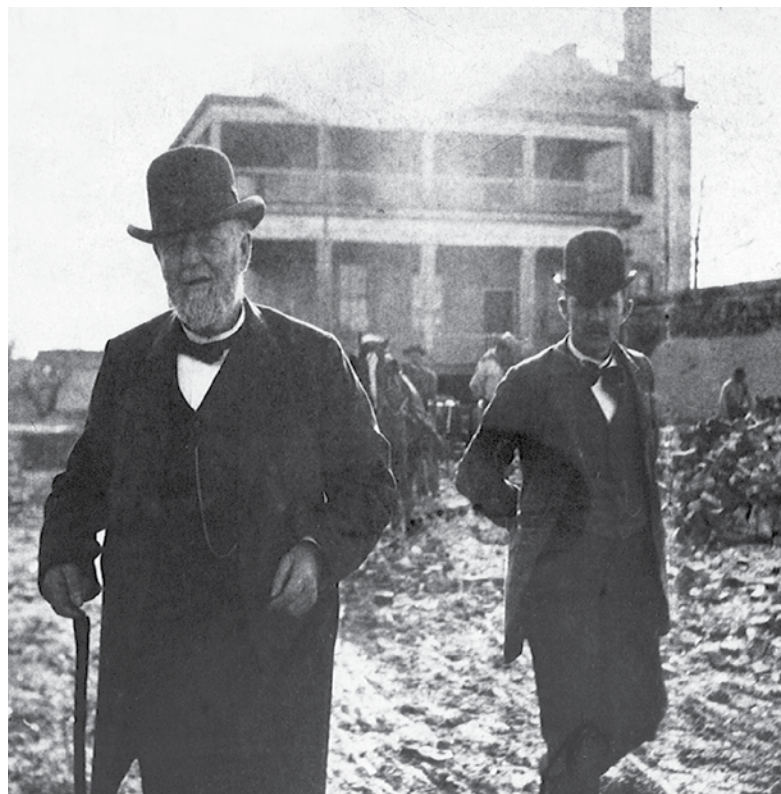


(Left) Barracks, Office. (Right) Sutler's Shop.

The north wall of the Arsenal ran parallel to present-day Garrison Street and featured (from west to east) the Surgeon's Quarters, the Barracks, the Arsenal Office and the Sutler's Shop.

The Sutler's Shop served as the "Army PX" (post exchange). This was where provisions and other merchandise were made available to the soldiers for purchase. Items such as soap, razor blades and tobacco were available at the Sutler's Shop. This building still stands, albeit significantly modified. Today it serves as a professional office building and is located on northeast corner of Garrison and Monroe. The building is marked with a Historical Commission marker.

In addition, a Historical Commission marker also hangs on the former Salisbury School building (built in 1916), located on the northwest corner of Garrison and Monroe. This marker indicates the approximate location of the Barracks and the Surgeon's Quarters, both razed in 1892. In addition to the Salisbury School, the former Dearborn High School building is also located on this site; its original façade can be seen from Mason Street.



The former surgeon at the Detroit Arsenal, Dr. Edward Sparrow Snow (left), looks on as the Surgeon's Quarters is razed in 1892.





# The Armory/Masonic Lodge

## LOCATION:

907 Monroe

(Armory Historical Marker is on Masonic Bldg.)



(Left) The Armory was the Arsenal's first building. (Right) The Commandant's Quarters is the only building extant in its original configuration.

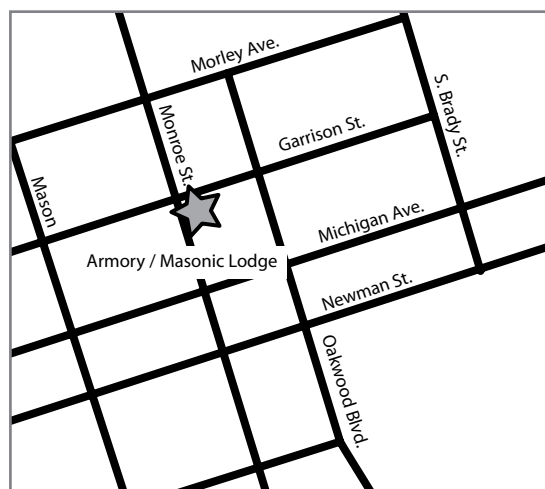
On the south side of the Masonic Lodge building, located on the corner of Garrison and Monroe streets, is a historical marker that pays homage to the Armory Building of the Detroit Arsenal in Dearbornville. This building served as the storehouse for ordnance equipment. The Armory was the first and largest building constructed at the Arsenal. The cornerstone was placed in the spring of 1833 and is now part of the collections of the Dearborn Historical Museum. Joshua Howard was the first commandant at the Arsenal and oversaw construction of the Armory.

After the Arsenal closed, the building was converted into a textile-manufacturing company called Arna Mills. The company manufactured woolen blankets, imitation buffalo robes and work clothes. In 1910 lightning struck Arna Mills, which then caught fire and burned to the ground. City firemen fought the blaze for 21 days.

The origins of the Masonic Lodge in Dearborn appear to date to 1865. Beginning in 1865 the brothers met at a local hotel called the Dearborn House, which was located at Michigan Avenue and Monroe (the site of the Wagner Hotel). They began with 15 members and grew to 33 by the end of the year. The Masons would adopt several other locations before finally purchasing their present land in 1906.



The Masonic Lodge was built in 1906.





# The Commandant's Quarters



## LOCATION:

21950 Michigan Ave. (Dearborn Historical Museum)



(Left) Arsenal Gate with armed guards during the Civil War period.  
(Right) The Commandant's Quarters on Michigan Avenue during the Civil War period.

## HOURS:

By appointment

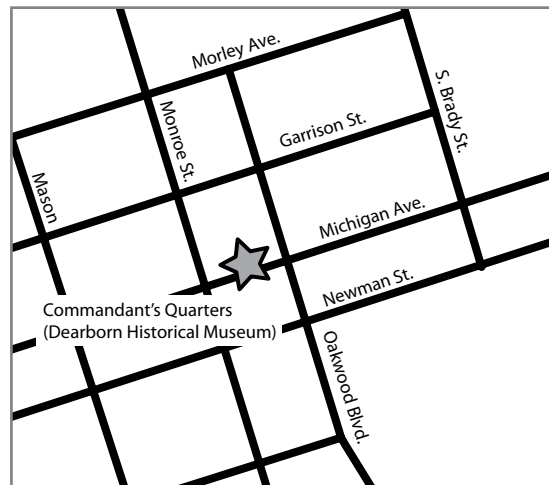
The Commandant's Quarters of the Arsenal in Dearbornville has been called one of the finest facilities of its kind in the entire state and has been placed on the National Register of Historic Places. During the period of the Arsenal's operation, the Commandant's Quarters served as the home to 19 different commandants and their families between the years 1833 and 1875. Since the closing of the Arsenal, the Commandant's Quarters has served many civic functions such as a Township Hall, Library, and Police and Fire stations before being dedicated as our City's Museum in 1950.

The small plaza behind the Commandant's Quarters was dedicated as Arsenal Park in 1977. The plaza's brick pavers echo the design of the Arsenal's Parade Grounds. A brick wall 12 feet high surrounded the entire Arsenal complex. The current portion of the Arsenal wall and the entrance gateway are replicas of the original. The iron gate is original to the Arsenal, and the whole structure was originally located in the center of what is today Monroe Street.

The Commandant's Quarters is the oldest building in Dearborn still standing on its original location, and it represents the anchor and gateway to Dearborn's rich historical past.



The Commandant's Quarters became the Dearborn Historical Museum in 1950.





# The Gun Carriage Shed, Carpenter's, Blacksmith and Saddler's Shops

## LOCATION:

Gun Carriage Shed, 952 Monroe • Carpenter's, Saddler's, Blacksmith 22022 Michigan Ave.  
(Historical marker is on Rio Wraps/Pizza Pap.)

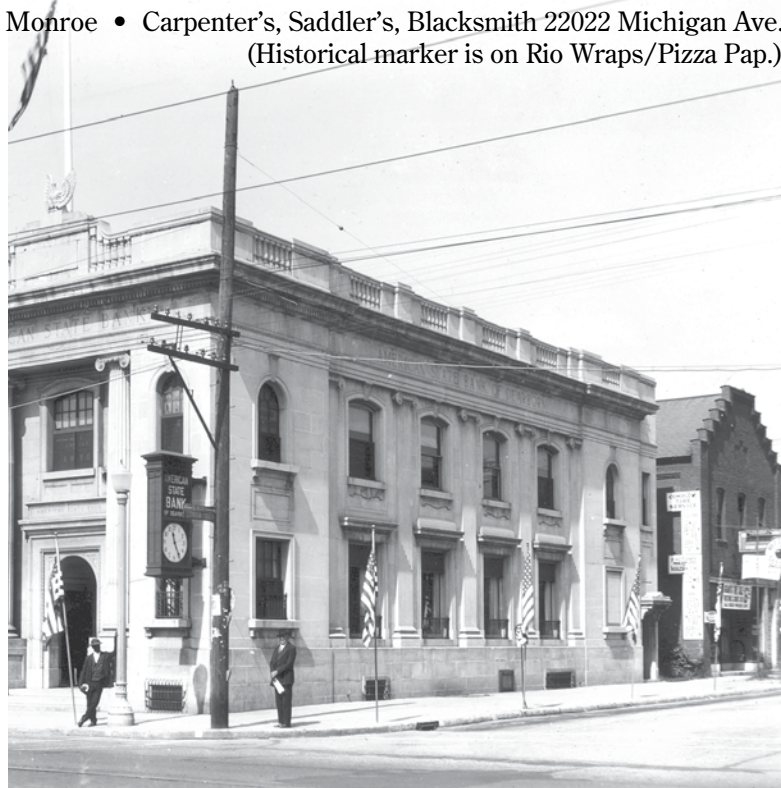


(Left) The Carpenter's, Blacksmith and Saddler's shops stood west of the Commandant's Quarters. (Right) The Detroit-Dearborn Motor Company produced cars in 1909 and 1910.

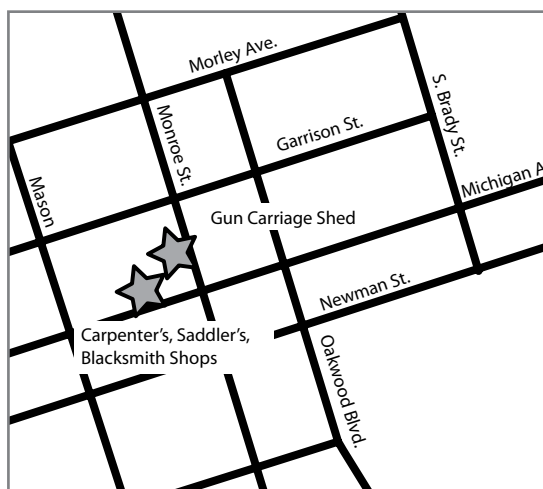
Directly across Monroe Street from the Commandant's Quarters is the former Gun Carriage Shed. Originally, this brick building was only a single story. Until recently, the ground floor was part of Dearborn Music. Directly adjacent and to the south is the former American State Bank. The bank's handsome, classically influenced façade was removed when the building became Kinsel Drug Store.

Farther west on Michigan Avenue is a historic marker that shows the location of the Carpenter's, Blacksmith and Saddler's shops. These buildings were all constructed to serve the Detroit Arsenal in Dearbornville. After the Arsenal closed, each of these buildings served other functions, such as the original location of Christ Episcopal Church; a Township Hall was also located in these buildings for a short time.

The most interesting reuse of this set of buildings was Dearborn's little-known automobile manufacturer, the Detroit-Dearborn Motor Company. This company was formed in 1909 and produced an estimated 110 cars through 1910. While it was short lived, the company had the distinction of being Dearborn's first automobile manufacturer.



The former American State Bank, at left, was just south of the Arsenal's onetime Gun Carriage Shed, at right.





# Wagner Hotel, 10 Mile House



## LOCATION:

Wagner Hotel, 22001 Michigan Ave.

10 Mile House, 21931 Michigan Ave. (Kiernan's)



(Left) The 10 Mile House was located 10 miles west of downtown.  
(Right) The Dearborn Hotel burned down and was replaced by the Wagner Hotel.

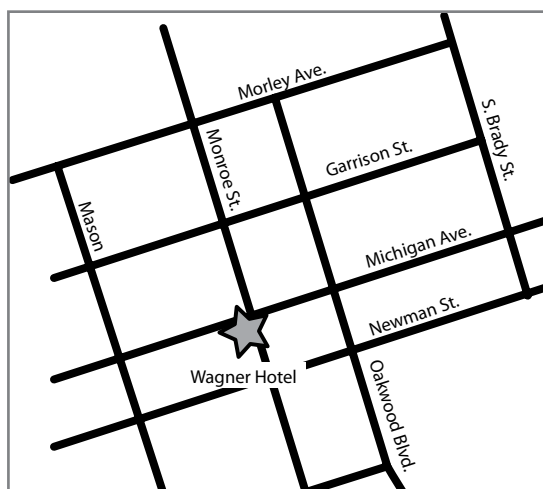
During the 19th century, the main thoroughfare from Detroit to Chicago was the Chicago Road, now known as Michigan Avenue. Since travel on Michigan Avenue was difficult, taverns, hotels and inns were placed at regular intervals along the route. The Papke 10 Mile House and the Dearborn Hotel (also known as the Johnson House) represent two later versions of these taverns and inns. These businesses were located on the southeast and southwest corners of Michigan and Monroe, respectively.

The 10 Mile House received its name because it was 10 miles from downtown Detroit. Given travel conditions, 10 miles was considered a good day's journey. The railroad pushed through Dearborn in 1837, and the Dearborn Hotel was also used to accommodate rail travelers. In addition, Dearborn's Masonic Lodge used the Dearborn Hotel as its first meeting space between the years 1865 and 1868.

In 1896 the Dearborn Hotel burned to the ground and was replaced by the Wagner Hotel, which still stands on the southwest corner of Michigan and Monroe. Anthony and his son Charles Wagner are best remembered as among Dearborn's many brick manufacturers. The Wagner Hotel was in use until the mid-1920s. Since that time, the street level has been home to a variety of shops and services.



The old Wagner Hotel dates back to 1896.





# Bryant Library and West Dearborn Business District

LOCATION:  
22100 Michigan Ave.



(Left) The south side of Michigan Avenue at Mason, circa 1915.  
(Right) The Bryant Branch Library was built in 1924.

Most towns and cities have a "Main Street." For Dearborn, Main Street is Michigan Avenue. Originally the Chicago Road, Michigan Avenue was the main artery from Detroit to Chicago. On Dearborn's west side, the original catalyst for growth was the Detroit Arsenal in Dearbornville.

Taverns and hotels served as stagecoach stops along Michigan Avenue. Beginning at Elm Street (east of Oakwood), several historically important businesses were located in this district. These included the Interurban sheds, Ford Grain Elevator, Carver Labs, Ford EEE Building and the Fordson Tractor Factory.

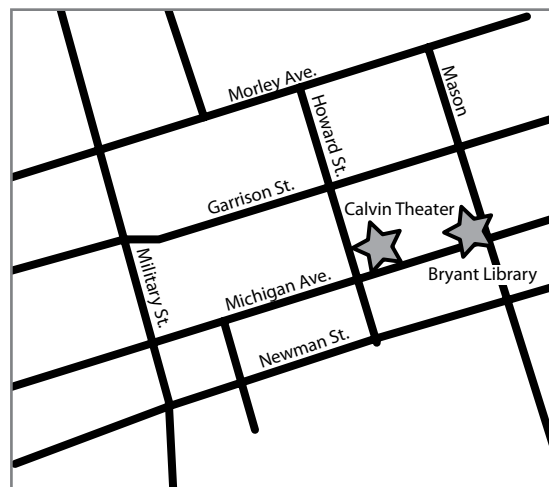
The Fairlane Inn (at Brady Street) was the site where Lee Iacocca and his team developed the Ford Mustang in the early 1960s. Clyde Ford established the first Ford dealership in the Detroit area here in west Dearborn. The City's first public library was established at the Commandant's Quarters, and later, in 1924, with the help of the Garden Club and Mrs. Henry Ford, the Dearborn Library received its first official building, now known as the Bryant Branch.

The Howe-Peterson Funeral Home and Jack's Bicycle Shop (the latter now located west of Telegraph) are two of the oldest west Dearborn businesses still in operation.

Farther west along the Michigan Avenue business district are other points of interest. The former Calvin Theater was a popular entertainment venue. Unfortunately, the Calvin caught fire in 1980 and was razed in 1981.



The Calvin Theater, located on the north side of Michigan Avenue between Mason and Howard, was built in 1927 and remained a popular destination until it was damaged in 1980 fire and razed.





# Sacred Heart & West Dearborn Business District

## LOCATION:

22430 Michigan Ave.



(Left) The Gagnon's Furniture store later housed WKNR radio.  
(Right) Muirhead's began as a gas station at Michigan and Military.

This stretch of Michigan Avenue was the site of the Ten Eyck Memorial Methodist Episcopal Church (est. 1810). This church was located on the north side of Michigan between Mason and Howard. On the southwest corner of Michigan and Howard (formerly the Jacobson's site) was the location of the Christ Episcopal Church (est. 1866). The Ten Eyck Methodist was the forerunner to the First Methodist Church on Garrison, and Christ Episcopal is now the Christ Episcopal Church at Military and Cherry Hill.

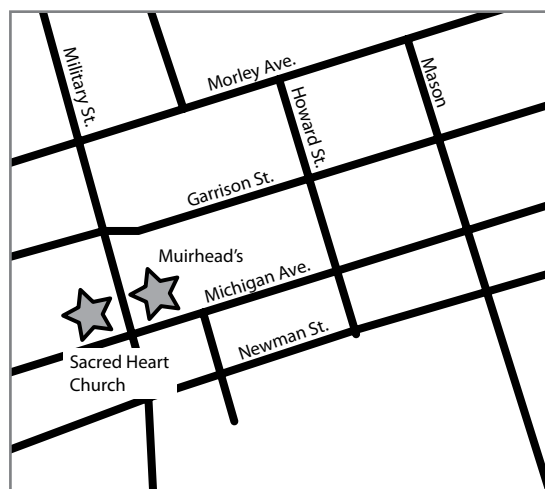
The building housing the 222 Shops on Michigan Avenue, west of Military, was originally the home of Gagnon's Furniture. This building is significant because located in a room on the second floor was a small radio station called WKMh. By the early 1960s this station became the site of a radio revolution. With new call letters and on-air personalities, including Dick Purtan and Robin Seymore, WKNR (Keener 13) was born.

At Military Street, the anchors were Sacred Heart Catholic Church and Muirhead's Department Store. Muirhead's began as a gas station that added toys and other merchandise. It is now the site of Oakwood Medical Center.

**Sacred Heart:** Originally called St. John's, this parish date back to 1836. Beginning in 1840 and continuing until the building of the first church, Mass was conducted in the home of Matthew Coyne, who turned his parlor into a sanctuary and his bedroom into a confessional. The present Sacred Heart Church and school were built in 1929.



Sacred Heart Church was built in 1929.





# MARA District: Clyde Ford Home and Cameron Home

## LOCATION:

Downtown West Neighborhood bounded by Brady, Garrison, Cherry Hill and Military  
Cameron Home, 22362 Morley



(Left) Clyde Ford's dealership was located on Michigan Avenue west of Outer Drive. (Right) William J. Cameron was Henry Ford's chief spokesman.

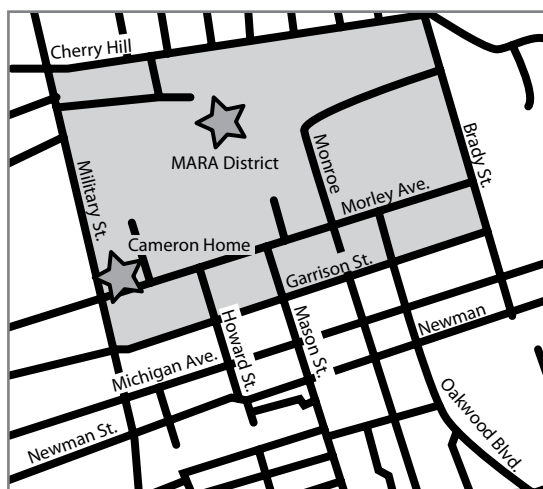
Traveling north on Military Street, you are entering the MARA District. MARA (Morley Avenue Residential Area) features the homes of many of Dearborn's early business and city leaders. Garrison Street was home to members of the Roulo, Ross, Querfeld and Sloss families.

The northwest corner of Garrison and Military is the site of the former Clyde McKinlock Ford home. This home has been razed. Clyde Ford, a cousin of Henry and a prominent Ford dealer, moved to this location in 1922. Ford later moved to a home on Long Street in west Dearborn. Ford attended the early schools of Dearborn Township, where he developed his love of history and of politics. He is best remembered for being the first mayor of the consolidated City of Dearborn. He was elected to this office twice. Clyde Ford was involved in several civic organizations, including serving as the first president of the Dearborn Rotary Club. He died on November 12, 1948.

Cameron Home (22362 Morley): This spacious home, built of cypress from the Ford-owned plantations of Richmond Hill, Georgia, was gifted by Henry Ford in 1922 to his celebrated spokesman, William J. Cameron. Born in Hamilton, Ontario, in 1878, Cameron realized his dreams of writing and public speaking. He served Henry Ford in both these capacities from 1918 to 1946. Cameron was a staunch supporter of Henry Ford and, consequently, was highly valued as one of Ford's closest executives. He was the editor and a writer for Ford's Dearborn Independent newspaper and is best remembered for his radio talks during the "Ford Sunday Evening Hour," which ran for eight years over 86 stations of CBS. The estimated audience was 10 million. The Cameron family lived in this house until 1952. William J. Cameron died in 1955 and is buried at Northview Cemetery.



The Cameron home was built from Georgia cypress.





# Kandt Home and Howe Home



## LOCATION:

Kandt Home, 22331 Morley  
Howe Home, 22259 Morley



(Left) The Louis W. Howe home. (Right) Louis W. Howe was a civic leader and businessman.

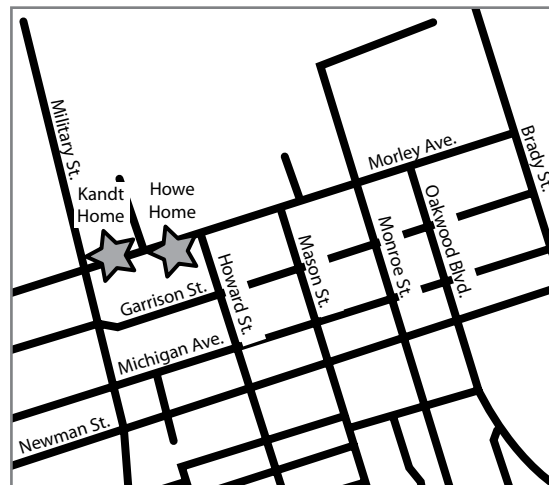
Like Garrison Street, Morley also features the homes of many of Dearborn's early families and prominent business and civic leaders. Many of these families originally settled in east Dearborn. Well-known names include the Black, Tate, Goebel, Schlaff, Assenmacher, Reckinger, Bondie, Howe, Esper, Snow and Law families.

Charles A. Kandt (22331 Morley): Kandt came to Dearborn from Waldenburg, Michigan. He initially operated a Michigan Avenue hotel. Later Kandt entered the hardware business and established one of the first Ford dealerships in Wayne County. In addition, he owned the C.A. Kandt Lumber Company in Dearborn and served on the Dearborn City Council for eight years. Today the Kandt home is a popular bed and breakfast.

Louis W. Howe (22259 Morley): Civic leader and noted Dearborn businessman Louis W. Howe was born on October 19, 1873. Among the several public office positions that Howe held were township clerk, township treasurer, village clerk, school board official, volunteer fire chief and census taker. He was also instrumental in developing Ford Field. Though Howe had worked for the railroad in different capacities for a number of years, he is best remembered for his mortuary business, which he inherited from his father, Elba Howe. In 1955 Howe had a new elementary school named for him in honor of his several contributions to the City of Dearborn. He died on April 24, 1961.



The Charles A. Kandt home is a bed and breakfast.





# Lapham Home

**LOCATION:**  
22110 Morley



(Left) David P. Lapham and his family, circa 1911. (Right) The D.P. Lapham Bank became the Dearborn State Bank in 1910.

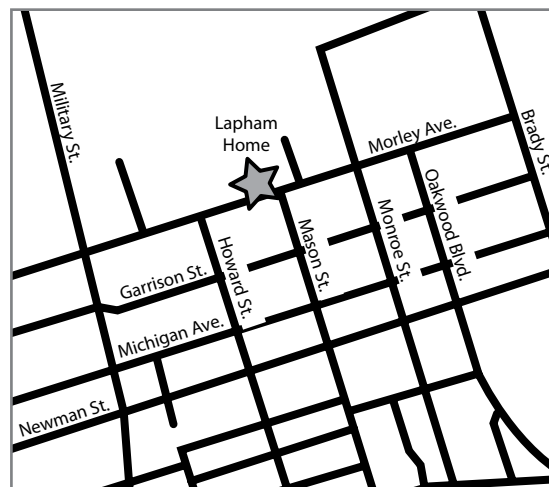
The original Lapham farm was situated on a large tract of land north of Morley Street. Abraham Lapham owned and operated the Recess Hotel on Mason and Mechanic.

His son David P. Lapham established the Lapham General Store in 1880 and later established Dearborn's first bank, the D.P. Lapham Bank. The bank was later sold to Henry Ford and became the Dearborn State Bank in 1910.

David's son, Samuel, worked in the family business and at age 26 became the youngest bank president in Michigan. Samuel was also one of the principal investors in the short-lived Detroit-Dearborn Automobile Company. The Samuel Lapham home is still on Morley Street.



The Samuel Lapham home still stands at Morley and Mason.

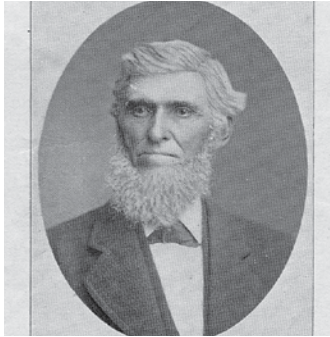




# Dearborn Hospital



**LOCATION:**  
806 Oakwood

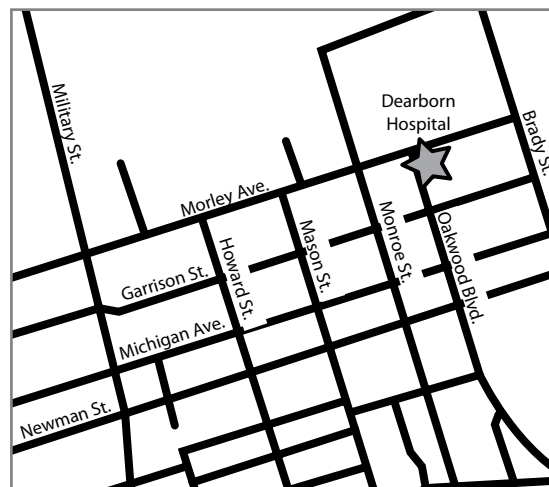


*(Left) John Daly, whose home became a temporary hospital. (Right) Walter Blankertz, shown c. 1918, was the only Dearborn soldier killed in France during World War I. He is the namesake for the Sgt. Walter Blankertz VFW Post on Monroe.*

The original Dearborn Hospital was located in a mansion on Snow and Monroe streets in 1925. When a fire destroyed the mansion, patients were hastily moved to private residences and to the Sergeant Blankertz Post of the VFW Hall at 938 Monroe Street. The John Daly residence on the southwest corner of Oakwood and Morley was immediately prepared for the temporary quarters of the Dearborn General Hospital. Plans were formed to construct a new hospital; however, residents protested the new facility in their neighborhood. This site served as a hospital until 1945.



*The Dearborn General Hospital served patients until 1945.*





# Black Farm and William Ford Home

LOCATION:

Black Farm near Brady and Cherry Hill (property on N.E.)  
William Ford Home, 830 Brady



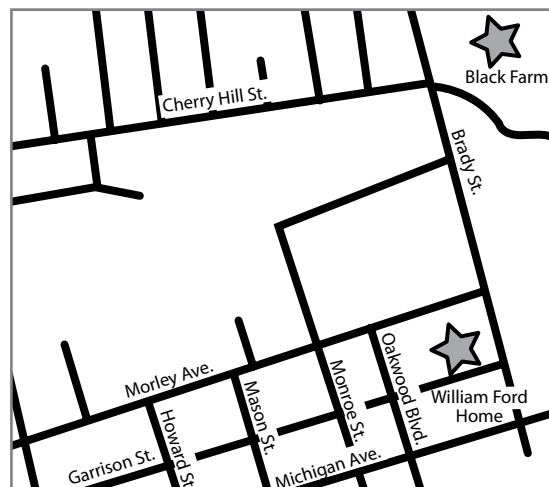
(Left) William Ford was Henry's younger brother. (Right) The Rouge River used to flood regularly; this 1947 flood coincided with Henry Ford's death.

The Black Farm: Northeast of Morley and Brady streets, the 200-acre John Black farm was located on the east bank of the Rouge River. Henry and Clara Ford purchased the farm, along with the 6.18 acres containing water rights, on July 12, 1909. The price was \$40,000 for the 200 acres plus an additional \$1,200 for the acres with the water rights. The Black farmhouse was adjacent to hundreds of acres of flat, tillable farmland and became headquarters for Henry's farm operations between 1909 and 1913, at which time construction on Fair Lane mansion, Henry and Clara's most noted Michigan residence, was begun.

William Ford Home: William Ford (1871-1934), Henry's younger brother, was successful in his own right. He built this home in 1916 after he'd been put in charge of the Service Department at the Fordson Tractor Plant. After the Fordson tractor production was moved to Cork, Ireland, Ford developed the William Ford Sales Company, which was still in operation as Ford-Allen Company in 1948. Ford was a respected and well-liked member of the community as he founded the Oddfellows Lodge in 1918 and was the chief of police in 1922. The house was originally located at 21551 Garrison and was moved in January 2001 to its present location on Brady Street.



The William Ford home was moved from Garrison to Brady in 2001.





# Michigan Avenue



## LOCATION:

Iron Brigade Sign, 21400 Michigan Ave  
(Sign is at trail head near Andiamo)



(Left) Interurban streetcar tracks bisect Michigan Avenue, looking west from Monroe, c. 1908. The turreted Wagner Hotel still stands. (Right) The Maples bowling alley, now closed, dominates Michigan Avenue, looking east from Haigh in 1944.

Stretching from Detroit to Chicago, Michigan Avenue is one of the state's oldest highways and has played a vital role in the development of Dearborn and westward expansion. Early settlers in southeastern Michigan traveled along waterways and followed the ancient trails created by animal migrations and long used by Native Americans. Recognizing the need for of better roads, United States Representative Father Gabriel Richard played a pivotal role in the passing of the Chicago and Pontiac Roads Enabling Act. In 1825, Congress appropriated \$3,000 to survey and in 1827, \$20,000 to construct a military road from Detroit to Chicago.

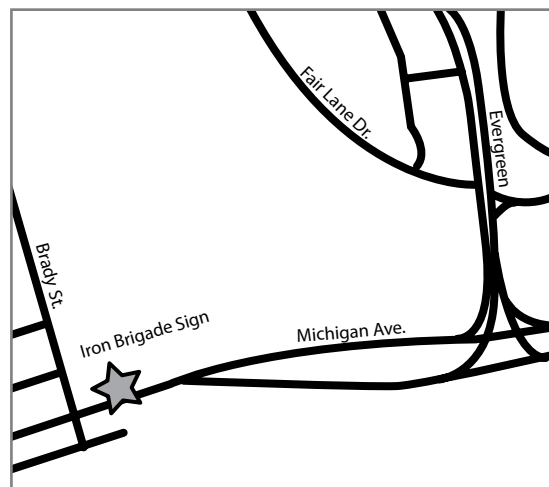
Over the years Michigan Avenue had many names, including the Sauk Trail, the Chicago Road, Military Road, Plank Road and US-112, which changed to US-12 in 1962. In addition portions of Michigan Avenue have been given honorary names such as the Iron Brigade Memorial Highway, named in honor of the 24th Michigan Volunteer infantry during the Civil War.

The first toll bridges were created over the Rouge River and River Aux Ecorse in 1816, and in 1824 turnpike roads were authorized. Including the toll booth at the bridge, by the 1840s there would be four toll booths established along Michigan Avenue in Dearborn.

The road took seven years to complete, and by 1835 a stagecoach line had been established from Detroit to Chicago. Along this line were many taverns or inns that served as stagecoach stops. At various times in Dearborn, the taverns included the Schaefer Six Mile House, Ten Eyck Tavern, Thompson's Live and Let Live Tavern and the 10 Mile House.



Telephone poles outnumber autos in this view of Michigan Avenue, looking west from a spot east of Miller Road in 1926. Overhead lines serve Interurban streetcars.





# Extended Tour

## Fair Lane Estate

**LOCATION:**  
4901 Evergreen



*Henry Ford's "Scottish Baronial" home sat on an estate covering more than 2,000 acres.*

The design of the Fair Lane Estate draws on the Renaissance but belongs to a 20<sup>th</sup>-century school of architecture known as the Prairie style. This style was developed by Frank Lloyd Wright and usually features low, horizontal structures with massive chimneys and gently pitched, dramatically overhanging roofs. They are often two stories high with single-story wings. This building is not a Wright design, but rather one initially started by one of his students, W. H. Van Tine.

This "Scottish Baronial" (modified English Tudor) home is constructed of concrete and Marblehead limestone and was completed in 1915 at a cost of over \$2 million. The home has 56 rooms, 15 bathrooms, a bowling alley, a swimming pool and gardens that comprised 1,260 acres of the over-2,000-acre estate. The estate was named Fair Lane after the area in County Cork, Ireland, where Ford's ancestors lived.

After the Fords' deaths, the mansion served as the Ford Motor Company Archives until 1957 when the company donated the residence, powerhouse, 202 acres and \$6.5 million to the University of Michigan for the creation of a Dearborn campus. The estate was designated as a National Historic Landmark in 1966.



*The Fair Lane Estate was completed in 1915 at a cost of over \$2 million.*





# Environmental Interpretive Center



## LOCATION:

Fair Lane Drive at Monteith Boulevard

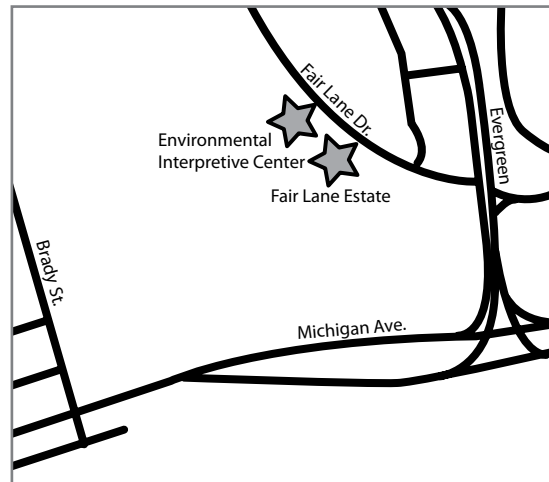


(Left) The Friends of the Rouge River is a nonprofit organization dedicated to raising awareness of the health of the Rouge River. The organization provides opportunities for clean-up, restoration, wetland monitoring and recreation in the Rouge watershed. (Right) Program coordinator Dorothy McLeer demonstrates maple tree tapping for syrup production.

The Environmental Interpretive Center was built in 2001. The Center consists of 70 acres on the campus of the University of Michigan-Dearborn. Along with 225 acres of Wayne County property, the area preserves natural habitat for educational and research activities along the Rouge River Drainage System. The Interpretive Center provides programs for school groups, naturalists, interactive exhibits, organic gardening and the Rouge River Bird Observatory. The Rouge River Bird Observatory is involved in bird-banding research to study the use of stopover sites for migrating songbirds.



The \$4.2 million Environmental Interpretive Center opened on May 25, 2001. The great blue heron and most of the other birds in the carving collection at the E.I.C. were made by Dearborn's George Boettner in his basement studio called "The Quackery." His collaborator and carving teacher was Steve Yurmanovic.



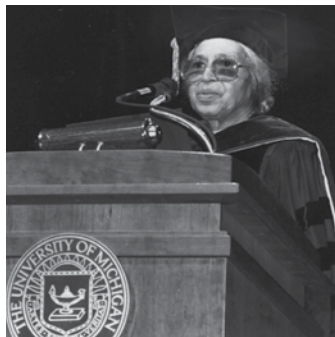




# University of Michigan – Dearborn

## Fair Lane Estate

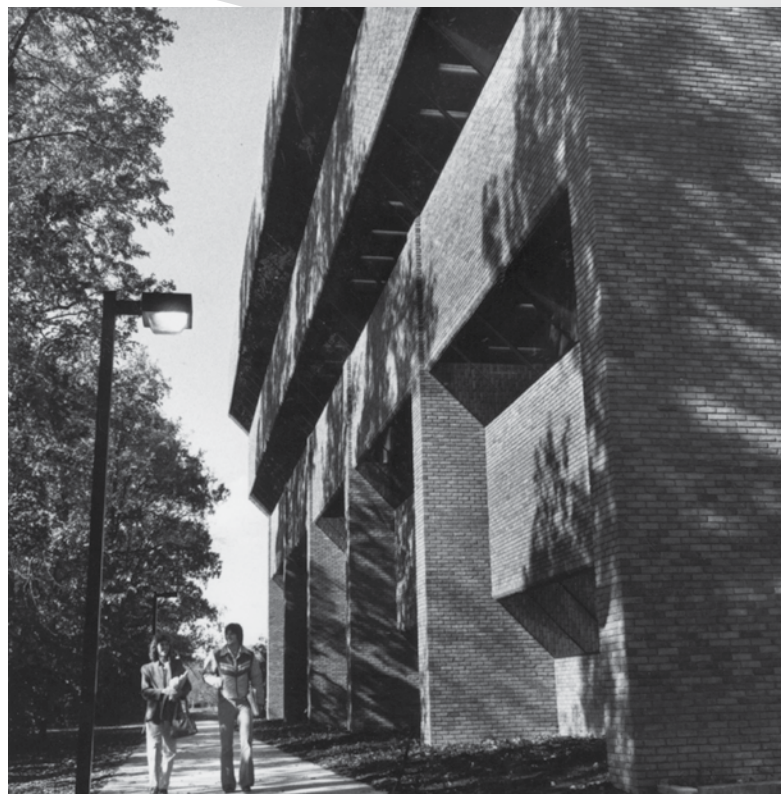
**LOCATION:**  
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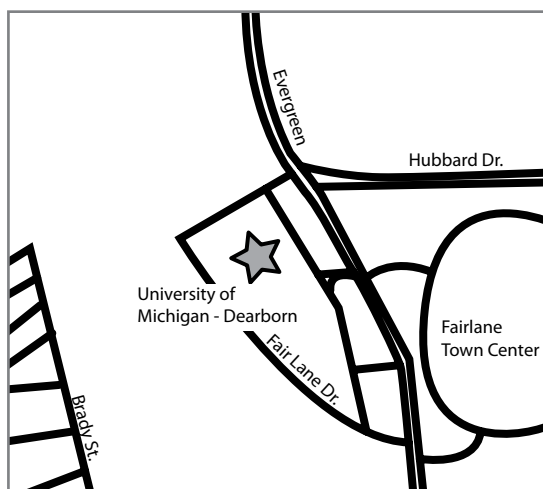
*(Left) Civil rights activist Rosa Parks received an honorary doctorate of law degree from the University of Michigan-Dearborn at spring commencement on April 28, 1991. (Right) In October 2005, the University of Michigan-Dearborn dedicated the "Rouge River Gateway Greenway Trail." The 1.5-mile trail connects Edward Hines Drive, through the university campus, to Michigan Avenue and the west Dearborn business district.*

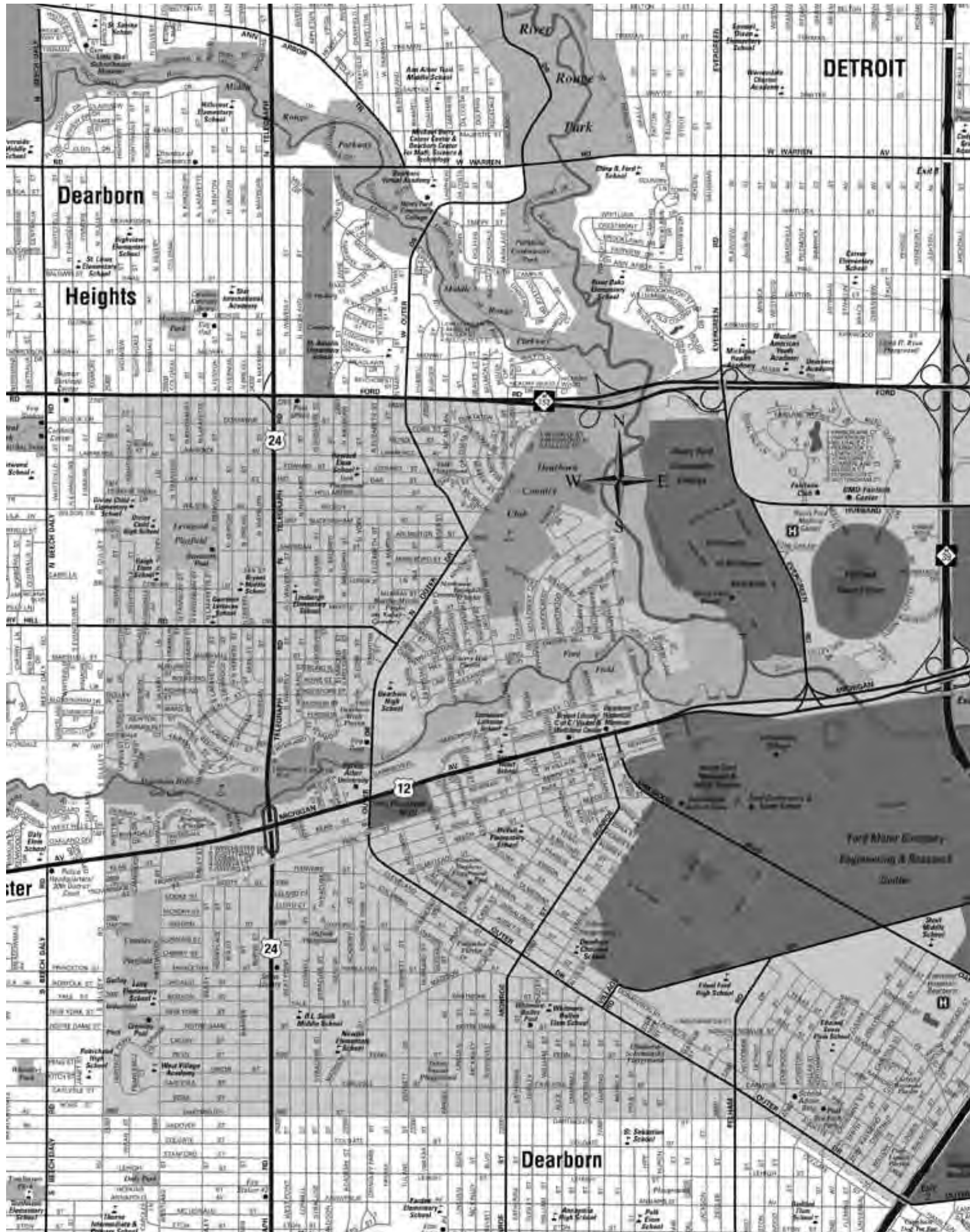
Beginning in 1909, Henry Ford acquired the 200-acre Black family farm and surrounding properties, which he tilled while conducting his early tractor experiments. In 1956 the Ford Motor Company donated 196 acres to the University of Michigan to be used as a university extension campus. The first term at the University of Michigan Center Dearborn, as it was originally called, began on September 28, 1959, and on January 20, 1962, the UM Center Dearborn graduated its first 14 students at a commencement held in Ann Arbor. The school name was changed to the University of Michigan, Dearborn Campus in 1963 and finally the University of Michigan-Dearborn in 1971.

Today the University of Michigan-Dearborn offers both undergraduate and master's degrees in arts and sciences, education, engineering, computer science, and management. The university maintains over 70 acres as a nature preserve on the campus and along the Rouge River.



*In September 2012 the University of Michigan-Dearborn was ranked sixth among master's-level public universities in the Midwest by U.S. News & World Report.*







**Road Classifications**

- Controlled Access
- U.S. Route
- State Route
- Principal Route
- Other Roads

NovoPrint USA





# The Driving Tour

The driving tour begins at the McFadden-Ross House.

1. McFadden-Ross House
2. Fair Lane Estate
3. Carver Lab
4. U of M Environmental Interpretive Center
5. University of Michigan–Dearborn
6. Henry Ford Community College
7. Altar Road
8. Toll Gate Marker
9. Ford Motor Company Headquarters/  
Henry Ford II Trade Center
10. Henry Ford Centennial Library
11. Dearborn Police Department & 19th District Court
12. Ford Community & Performing Arts Center
13. Henry Ford Birthplace
14. Fordson High School
15. Ford-Wyoming Drive-In
16. Haggerty Brick Yard
17. Desoto
18. Graham-Paige Motor Car Company
19. Warren Avenue Business District
20. Aviation Subdivision
21. St. Alphonsus Catholic Church
22. East Dearborn Business District
23. Ford Rouge Plant
24. Ford Gate 4 & UAW Local 600
25. Steel Sites
26. South East Dearborn Business District
27. Woodmere & Holy Cross Cemetery
28. Fort Street Bridge
29. Butler Road
30. Ford Motor Company Administration Building
31. Springwells Park
32. TPC
33. Detroit Lions Practice Field
34. Stout, Ford Airport & Test Track
35. Ford Engineering & Power Plant







# The Dearborn Historical Museum

## McFadden-Ross House

### LOCATION:

915 S. Brady Street

Between Garrison St. and Michigan Ave.



(Left) The Powder Magazine as it appeared during the Arsenal era.  
(Right) Mary Elizabeth Ross pictured at home with her collies.



### HOURS:

Tuesday - Wednesday 8 a.m. to 4 p.m.

Thursday - 8 a.m. to noon

Floyd and Mary Haight Archives:

Also by appointment

[www.cityofdearborn.org](http://www.cityofdearborn.org)

### ADMISSION:

Donations accepted

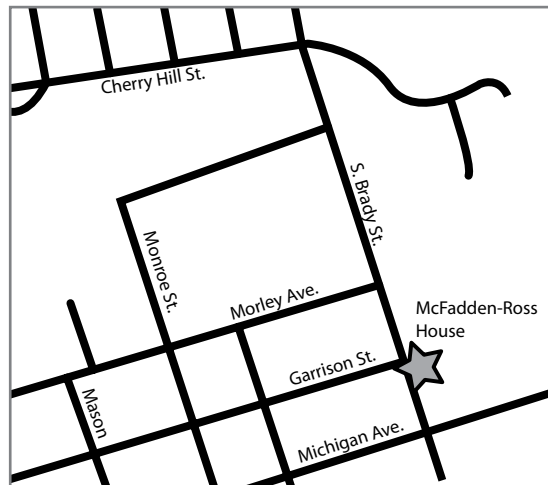
Built in 1839, this building originally served as the Powder Magazine for the Detroit Arsenal in Dearbornville. The original arsenal and powder magazine were located in Detroit. However, due to population growth and other factors, the U.S. military started construction on a new arsenal in Dearbornville in 1833. Of the 12 buildings at the Detroit Arsenal in Dearbornville, the Powder Magazine was the last to be completed in 1839. To protect the rest of the Arsenal complex in case of explosion, the Powder Magazine was built 940 feet east of the Arsenal proper.

After the closing of the Arsenal in 1875, the Powder Magazine, along with six acres, was purchased by Nathaniel Ross in 1883. Over the next 67 years, the Ross family converted the Powder Magazine into their home. In 1950, Miss Mary Elizabeth Ross, the last immediate member of the family, passed away. Her will designated that her home and property be left to the City of Dearborn for a museum honoring both her mother and father. In 1956 the McFadden-Ross House was opened as the second building of the Dearborn Historical Museum.

The McFadden family owned several properties in west Dearborn, including a general store. Michael McFadden was also instrumental in overseeing the construction of the Christ Episcopal Church originally built on Michigan Avenue. This church is now located at Military and Cherry Hill.



The Detroit Arsenal in Dearbornville was supplied via the Rouge River, Michigan Avenue and by rail. The Powder Magazine was strategically located high and dry on a sandy knoll. Please visit the Museum during your local history tour!



# Extended Tour

## Fair Lane Estate

### LOCATION:

4901 Evergreen



Henry Ford's "Scottish Baronial" home sat on an estate covering more than 2,000 acres.

The design of the Fair Lane Estate draws on the Renaissance but belongs to a 20<sup>th</sup>-century school of architecture known as the Prairie style. This style was developed by Frank Lloyd Wright and usually features low, horizontal structures with massive chimneys and gently pitched, dramatically overhanging roofs. They are often two stories high with single-story wings. This building is not a Wright design, but rather one initially started by one of his students, W. H. Van Tine.

This "Scottish Baronial" (modified English Tudor) home is constructed of concrete and Marblehead limestone and was completed in 1915 at a cost of over two \$2 million. The home has 56 rooms, 15 bathrooms, a bowling alley, a swimming pool and gardens that comprised 1,260 acres of the over-2,000-acre estate. The estate was named Fair Lane after the area in County Cork, Ireland, where Ford's ancestors lived.

After the Fords' deaths, the mansion served as the Ford Motor Company Archives until 1957 when the company donated the residence, powerhouse, 202 acres and \$6.5 million to the University of Michigan for the creation of a Dearborn campus. The estate was designated as a National Historic Landmark in 1966.



The Fair Lane Estate was completed in 1915 at a cost of over \$2 million.







# Waterworks/Carver Laboratory

**LOCATION:**  
21031 Michigan Avenue

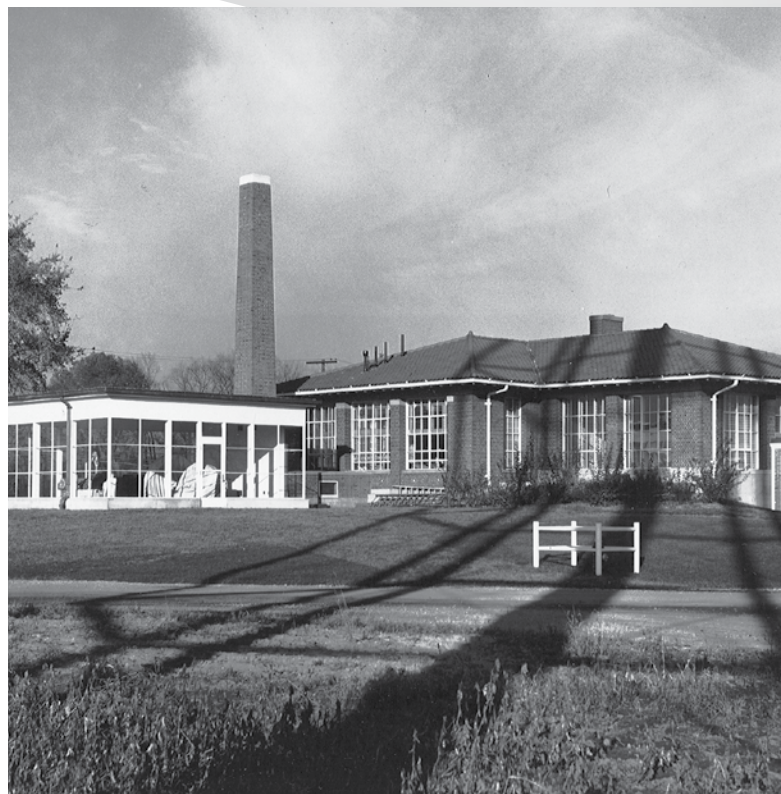


*(Left) The Ford team's experiments led to the development of a plastic car in 1941. (Right) The Waterworks converted underground water tanks to store thousands of bushels of fruits and vegetables.*

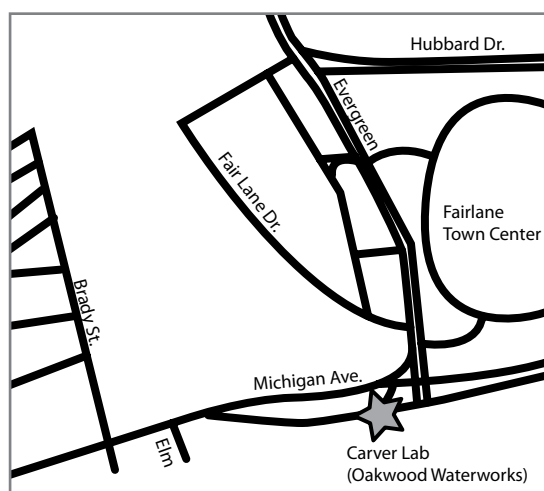
Henry Ford was intensely interested in agriculture and the potential for industrial uses for agricultural products. As early as 1910 Ford began experimenting with tractor engines to develop more efficient means of working fields, and by the beginning of the 1930s Ford had established a chemical lab and greenhouse at Greenfield Village. Among his experiments were efforts to extract oil and to "make milk without a cow." In 1932 Ford decided to concentrate on soybeans and planted 500 experimental varieties on a 25-acre site at Greenfield Village. Ford and his team's experiments resulted in paints and plastics that were used on cars and food products that became standard fare at Ford Plant cafeterias and at the Henry Ford Hospital.

In 1936 Ford met Dr. George Washington Carver, the botanical chemist best known for developing over 300 commercial products from the peanut. The two struck up a friendship based on their mutual philosophies in which plants were seen as the solution to man's problems. Prior to Carver's 1942 visit to Dearborn, Ford asked Robert A. Smith to convert the former Waterworks building into a working laboratory for Carver. Because of wartime rationing, the project wasn't deemed a high priority and was nearly halted. It is speculated that a promise of rubber research is what cut through government red tape. The new "Nutritional Laboratory" was dedicated on July 21, 1942, by Carver. During a two-week visit, Carver spent a lot of time at the laboratory, but produced no secrets on rubber manufacturing.

Eventually the laboratory employed 25 people under Smith and went into volume production of soybean milk and ice cream. On January 5, 1943, Carver died; three days later Ford renamed the laboratory in honor of Carver. Operations continued until 1945; following Ford's death in 1947, the building was essentially abandoned.



*The Waterworks facility was constructed by Ford in 1913 to supply water from the Rouge River to the Village of Dearborn. The facility ceased pumping in the early 1930s.*



# Environmental Interpretive Center



## LOCATION:

Fair Lane Drive at Monteith Boulevard



(Left) The Friends of the Rouge River is a nonprofit organization dedicated to raising awareness of the health of the Rouge River. The organization provides opportunities for clean-up, restoration, wetland monitoring and recreation in the Rouge watershed. (Right) Program coordinator Dorothy McLeer demonstrates maple tree tapping for syrup production.

The Environmental Interpretive Center was built in 2001. The Center consists of 70 acres on the campus of the University of Michigan-Dearborn. Along with 225 acres of Wayne County property, the area preserves natural habitat for educational and research activities along the Rouge River Drainage System. The Interpretive Center provides programs for school groups, naturalists, interactive exhibits, organic gardening and the Rouge River Bird Observatory. The Rouge River Bird Observatory is involved in bird-banding research to study the use of stopover sites for migrating songbirds.



The \$4.2 million Environmental Interpretive Center opened on May 25, 2001. The great blue heron and most of the other birds in the carving collection at the E.I.C. were made by Dearborn's George Boettner in his basement studio called "The Quackery." His collaborator and carving teacher was Steve Yurmanovic.



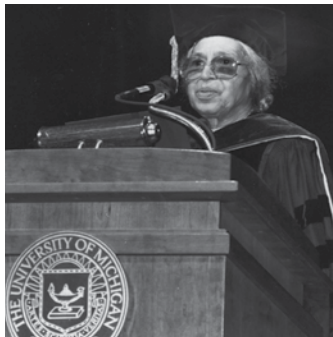




# University of Michigan – Dearborn

## Fair Lane Estate

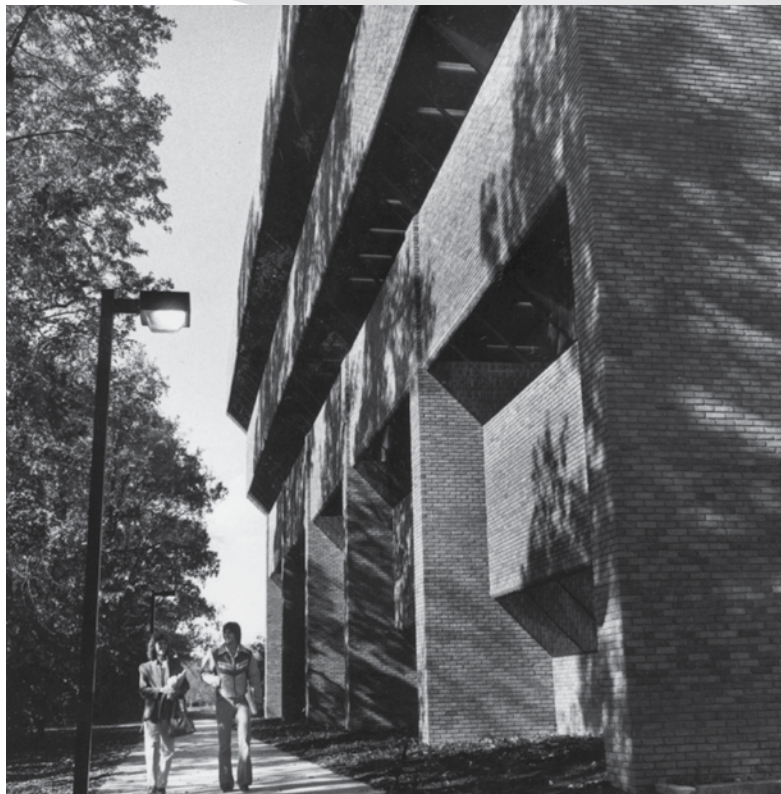
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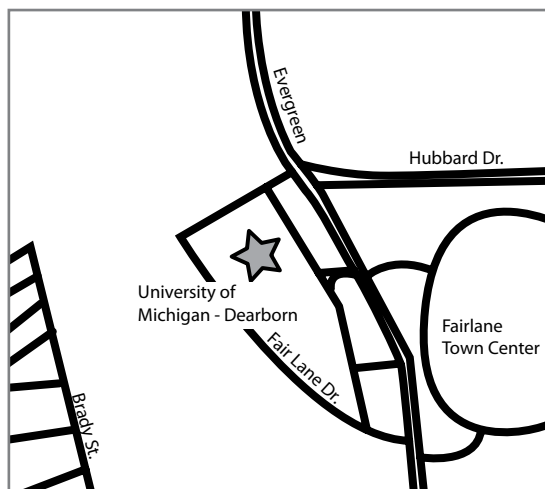
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# Henry Ford Community College



## LOCATION:

5101 Evergreen Road

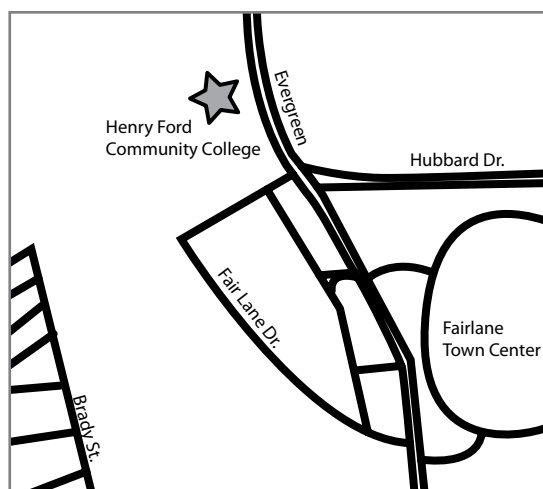


(Left) Visitors are invited to dine at Fifty-One O One, the college's restaurant operated by students and staff of HFCC's Hospitality Studies Program. (Right) Students interested in broadcasting arts can receive real-world telecommunications experience at the college's independent, noncommercial radio station WHFR 89.3. Radio host James Grant is pictured on the air.

Post-high-school classes were initially held in west Dearborn as early as 1933, but the first formal plan for a junior collegiate division was adopted in 1938 by the Fordson Board of Education, establishing the Fordson Junior College. Classes at the new college were located in Fordson High School. In 1952 the trustees of the Dearborn Board of Education agreed to take on the programs of the Ford Trade School, established by Henry Ford in 1916, and the Ford Apprentice Program. With the addition of the Ford programs, the institution changed its name to the Henry Ford Community College (HFCC). Beginning 1957, a new campus was developed on 75 acres donated by the Ford Motor Company. In 1998, HFCC added M-TEC, one of 18 Michigan Technical Education Centers. Located off the main campus on Schaefer and Rotunda, M-TEC is a 30,000-square-foot facility that is used to retrain workers and the general public in advanced manufacturing, health care, information technology, education and the green economy. Today the Henry Ford Community College is one of the largest community colleges in the state of Michigan, offering associate degrees and certificate programs in a wide variety of liberal arts, science, fine arts, culinary arts and health science disciplines.



In addition to the curriculum, HFCC offers a variety of student organizations and events including sports, music and art and study-abroad programs.





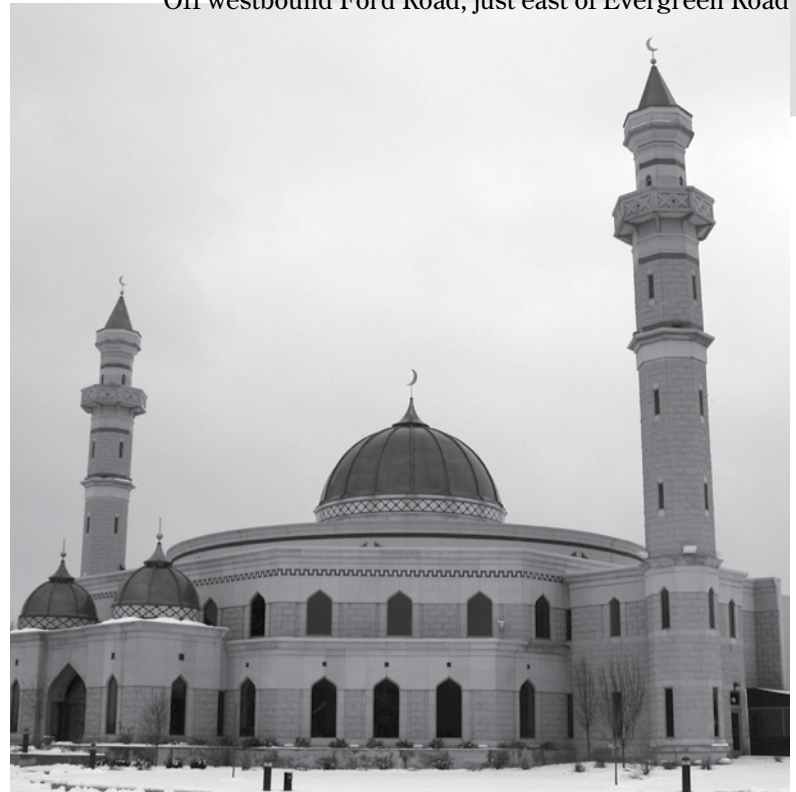


# Altar Road

## St. Clement Orthodox Church, Islamic Center of America and St. Sarkis Apostolic Church

### LOCATION:

Off westbound Ford Road, just east of Evergreen Road



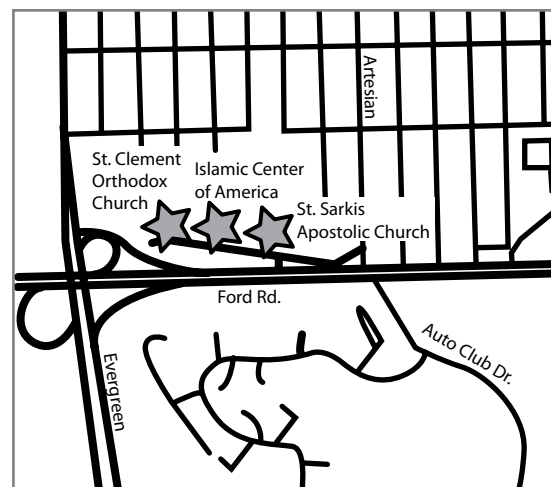
Altar Road is a crossroads of faith and culture that straddles the border of Dearborn and Detroit. This short road features five houses of worship, a cultural center, a school and some remarkable architecture representing several faiths. Like bookends, Altar Road has two examples of midcentury Christian church architecture: Warrendale Community Church and Prince of Peace Lutheran Church. Between these two churches are the St. Clement Ohridski Macedono Bulgarian Eastern Orthodox Church, the Islamic Center of America, the Armenian Cultural Center, and St. Sarkis Apostolic Church.

The St. Clement Ohridski Macedono Bulgarian Eastern Orthodox Church congregation was founded in 1930 in Detroit. This site was purchased in 1960 and the building constructed in 1964. The church is named after Saint Clement of Ohrid, who helped create the Slavic alphabet, making it possible to read the holy scriptures in four languages: Hebrew, Greek, Latin and Slavonic. This church follows the Byzantine style of architecture, complete with domes.

After groundbreaking ceremonies were held in 1999, the Dearborn Muslim community opened the Islamic Center of America in May 2005. The mosque and community center spans 70,000 square feet and features a school, banquet hall and auditorium. The fiberglass dome measures 150 feet, and it is flanked by two 10-story-tall minarets that are topped with solid brass crescents.

St. Sarkis Armenian Apostolic Church was built in 1961 to serve the Armenian community. In 1906 there were approximately 45 Armenians in Detroit; by the end of World War II the community grew to over 25,000. Traditionally, the Armenian Church is laid out over the shape of the cross with a lantern tower at the intersection. In the old country many of the churches were built in walled enclosures. St. Sarkis has been built to imitate a walled enclosure. However, here the walls conceal the Sunday school, social hall and service rooms.

(Far left) In memory of St. Gregory the Illuminator, a lantern tower was constructed a top the cross-shaped St. Sarkis church. (Right) When one enters the interior of St. Clement Church, it is like stepping into a whole new world of color and light. The prophets circumambulate the fiberglass interior of the dome. (Above) The Islamic Center mosque dome is flanked by two 10-story-tall minarets topped with brass crescents.

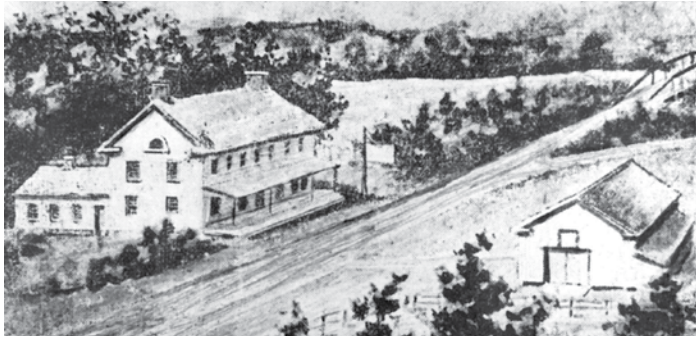


# Toll Gate Marker & Ten Eyck Tavern



## LOCATION:

North side of Michigan between Southfield and Evergreen



*This image of the Ten Eyck Tavern was drawn from memory by Henry Haigh. The tavern still exists in name as a popular dining spot located in the Dearborn Inn.*

## TEN EYCK TAVERN

Known today as Michigan Avenue, the Chicago Road was the principal route west connecting Detroit to Chicago. Travel on this road was difficult and very slow; as a result, many inns or taverns were established along the route. The proprietor of the Ten Eyck Tavern, Conrad Ten Eyck, was perhaps the earliest of these innkeepers in Dearborn. His famous tavern began in 1826 as a hospitable stagecoach stop for weary travelers, one day's travel from Detroit.

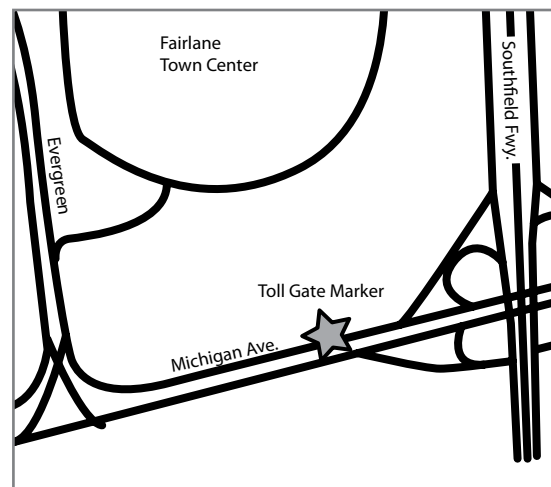
Following the death of Ten Eyck in 1847, his son William continued the tavern business near the intersection of the Chicago Road and the Territorial Road (originally located near Evergreen Road), until the tavern was destroyed by fire in 1869.

## MICHIGAN AVENUE TOLL GATE

Detroit historian Silas Farmer reported that "no road, worthy of the name, existed in the (Michigan) Territory until 1812." Even then, these roads needed constant repair and maintenance, especially in lowlands. The earliest roads in the region included the Pontiac Road, Woodward Avenue, the road to Fort Meigs and the Military Road from Detroit to Chicago (Michigan Avenue). Because of the difficulty in travel and the resulting lack of economic growth, the General Plank-Road Act of 1848 authorized chartered companies to raise revenue for repairs. This marker represents the site of the third of eight toll gates between Detroit and Saline on the Chicago Turnpike.



*Officials dedicated the toll gate marker in 1951. Pictured on the immediate left of the sign is the former mayor of Fordson, Joseph M. Karmann. To the immediate right is former Dearborn Mayor Orville L. Hubbard.*







# Conrad Ten Eyck & Samuel Duffield

## LOCATION:

North side of Michigan between Southfield and Evergreen



(Left) Conrad Ten Eyck may have been indirectly responsible for Michigan's "wolverine" nickname. (Right) Michigan Avenue was dedicated in 2001 to honor Michigan's Iron Brigade regiments in the Civil War.

### CONRAD TEN EYCK

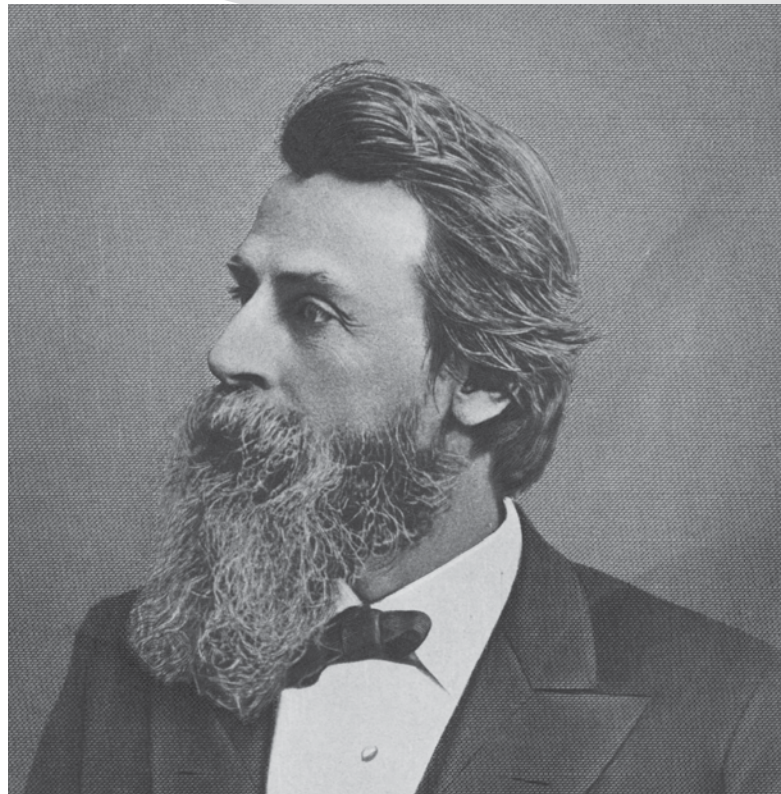
Conrad Ten Eyck's hospitality and humor have been described in the records of the Pioneer Society of Michigan. The tavern was "noted for its well stored larder and good entertainment," and Ten Eyck reportedly enjoyed playing jokes on his guests. Many have heard of his treating a party from Detroit, who called on him one day, to a wolf steak for dinner, and of their great amazement when he told them what they had eaten. One of the diners remarked, 'If we have eaten wolf, we must be wolverines.' Hence the name wolverines applied to settlers of his State. (Pioneer Society of Michigan. Vol. 5. 1882, 242.) In addition to his role as an innkeeper, he also served as township supervisor, Wayne County treasurer, sheriff, state constitutional convention member, and as a U.S. marshal.

### DR. SAMUEL PIERCE DUFFIELD

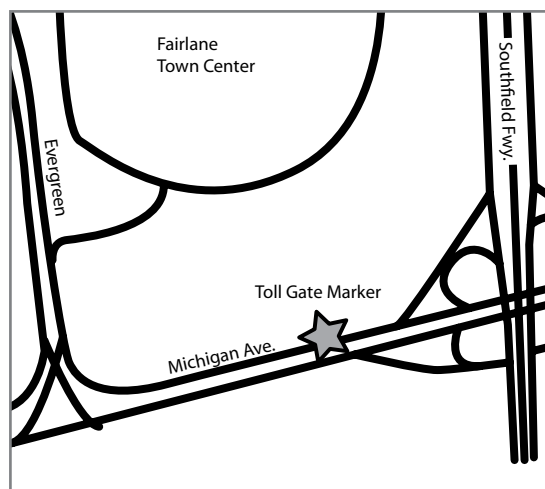
Dr. Samuel Pierce Duffield graduated from the University of Michigan in 1854, then studied medicine at the University of Pennsylvania.

In 1858 he returned to Detroit to start a small drugstore, and in 1862 he established a pharmaceutical laboratory. He was joined by Harvey C. Parke in 1866 and founded Duffield, Parke & Co., which later developed into the well-known Parke, Davis & Co.

During this period Duffield moved his family to the well-populated South Dearborn Road. This road followed the southwest bank of the Rouge up from the Detroit River and joined the Chicago Road on the Duffield property. For many years this road was known as Duffield Road. He retired from his practice in 1906 and sold his 8.3 acres to Henry Ford on August 21, 1909, for \$5,000. Ford developed this property into the Waterworks facility and later the Carver Laboratory.



Dr. Samuel Pierce Duffield sold land that Henry Ford developed into the Waterworks.



# Ford Motor Company World Headquarters



## LOCATION:

One American Road



(Left) Construction began in 1955 on the site that was once home to Ford's Camp Legion, an agricultural training ground for boys following World War I. (Right) During the week, the Camp Legion chapel was used as a classroom with removable blackboards and writing surfaces attached to the pews. A V-8 Engine coupled to a generator was used when electricity was needed.

Henry Ford created the Ford Motor Company in 1903. Initially offices and manufacturing facilities were located at the Mack Avenue Plant in Detroit, the Piquette Plant in Detroit and later the Ford Motor factory on Woodward Avenue in Highland Park. However, to achieve his goal of producing a car and all of its associated parts under one roof, Ford needed land. Thus, beginning in 1917, Ford began the construction of the Ford Rouge Plant in Springwells. When completed, the entire complex featured manufacturing facilities, the Ford Rotunda and the administration offices.

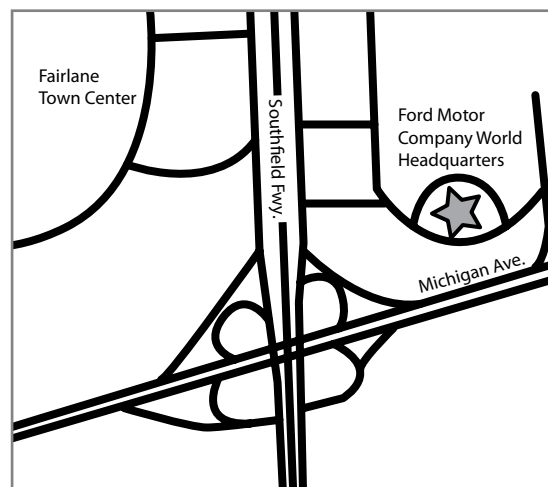
During World War II, Henry Ford II was called home from the Navy to help oversee the war effort at the Ford Rouge Plant. Following the death of his grandfather in 1947, Henry Ford II became president of the company.

Ford II expressed interest in constructing a new administration building in 1950; however, the project was postponed because of the conflict in Korea. In 1953, Ford announced plans to move forward with the project.

The Ford World Headquarters, or "Glass House," was designed by Skidmore, Owings and Merrill and constructed on a 120-acre site at Michigan Avenue and Southfield Road. The structure is 12 stories high and features movable interior partitions.



The Ford "Glass House" sits on a 120-acre site at Michigan Avenue and Southfield Road.







# Henry Ford Centennial Library

**LOCATION:**  
16301 Michigan Avenue



*(Left) The life-size sculpture of Henry Ford by Marshall Fredericks stands at the west end of the Henry Ford Centennial Library. (Right) The library's rotunda features a spiral staircase that wraps around Glen Michaels' reflecting pool, serpentine wall and tapestry.*

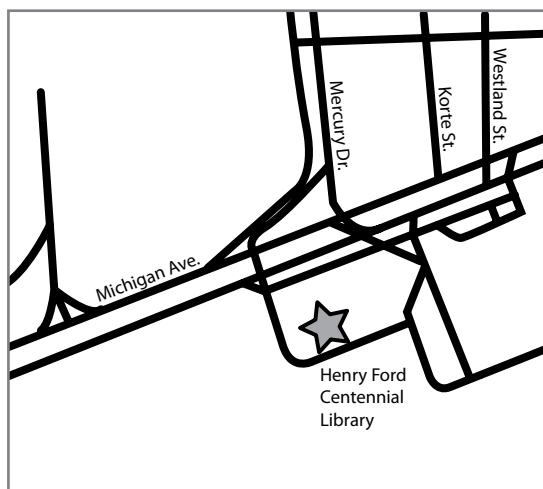


*Henry Ford Centennial Library was built on a 15-acre Michigan Avenue site in 1969.*

In 1923 the Katherine Bryant Library was established on Michigan Avenue in west Dearborn by Clara Ford as Dearborn's main library. During the Henry Ford Centennial celebration in 1963, the Ford Foundation approved a grant request of \$3 million to build a new, larger facility to serve as the main branch of Dearborn's library system. The 15-acre Michigan Avenue property was donated to the City of Dearborn by the Ford Motor Company. The project's groundbreaking was held in 1966, and the building, designed by Harley, Ellington & Associates, was completed and dedicated as the Henry Ford Centennial Library in 1969.

The library features a 219-seat auditorium, a computer training lab, public computers and the "Enchanted Forest" children's section. The facility until recently housed the Department of Public Health.

In addition, a life-size statue of Henry Ford, commissioned by famed Michigan sculptor Marshall Fredericks, stands at the west end of the library grounds. The fountain in front of the library was crafted from marble. Other notable works of art inside the building include a serpentine wall, reflecting pool and a 20-foot hanging wool tapestry in the library rotunda, as well as a bas-relief mosaic map of the continental United States. All were designed by the Birmingham artist Glen Michaels.



# Dearborn Police Department & 19<sup>th</sup> District Court



## LOCATION:

16099 Michigan Ave. • 16077 Michigan Ave.



(Left) Mayor Michael A. Guido (with pointer) examines a model of the new court building. Judges Virginia Sobotka and William Hultgren look on. (Right) During the 1960s the Police Department moved into its new building, centrally located on Michigan Avenue near Greenfield Road.

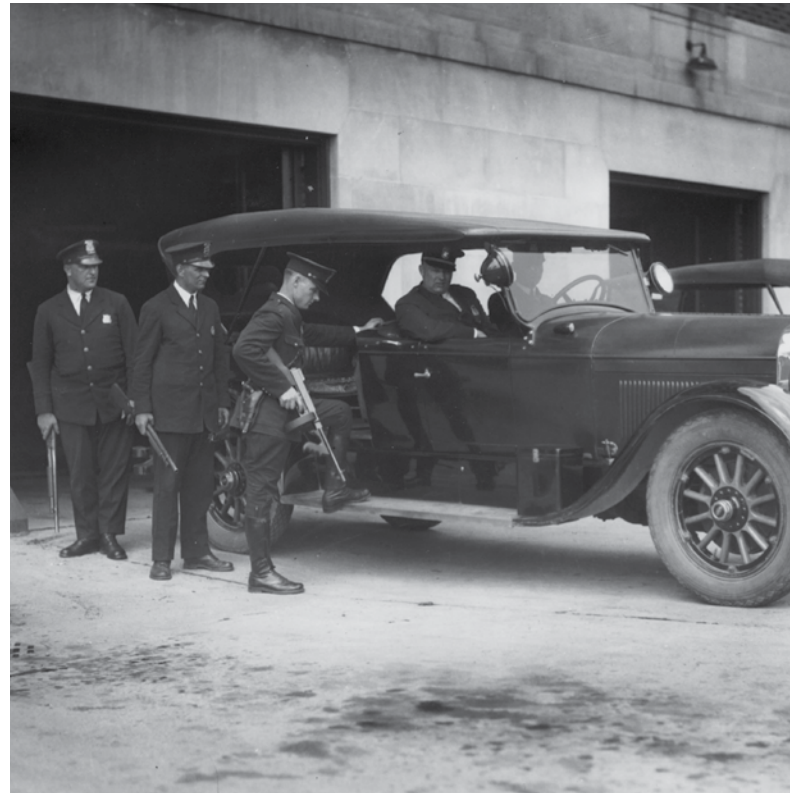
## DEARBORN POLICE STATION

Following the 1929 consolidation of the City of Dearborn with the City of Fordson (formerly Springwells), Dearborn had police stations at each end of Michigan Avenue. On the west end of town, the Commandant's Quarters, formerly of the Detroit Arsenal, served as the city's police headquarters. In Springwells the first police station in east Dearborn was in a frame building on the northwest corner of Michigan Avenue and Schaefer Road. A new frame building was constructed in 1920 on the northeast corner to serve as a village jail. Springwells Township incorporated in 1919, and a new city hall, complete with jail cells in the basement, was constructed in 1922. Later in the decade, a fire station, a new police station and court house were constructed on the city hall campus.

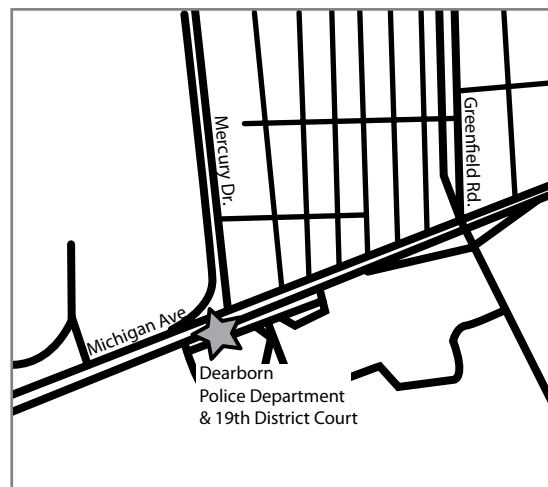
Following consolidation, the Commandant's Quarters police station, known as precinct # 2, remained in use until 1948 when the entire force was moved to the Maple Street facility and the Commandant's Quarters was turned over to the Historical Commission. In 1958 ground was broken for a new, centrally located police headquarters on Michigan Avenue. The Police Department was renovated and updated and rededicated in 1998.

## 19TH DISTRICT COURT

Dearborn's original charter provided for justices of the peace. On November 6, 1945, voters approved an amendment that established a Dearborn Municipal Court, effective November 19, 1945. On June 2, 1970, City Council voted to abandon the Municipal Court system in favor of the 19th District Court. Dearborn's 19th district Court building was constructed in 1971. In 1997 the facility was renovated and expanded and is now a state-of-the-art complex.



Police toting Tommy guns roll out of the Maple Street Police Station in 1929.







# Ford Community & Performing Arts Center

LOCATION:  
15801 Michigan Ave.



(Left) The Ford Community & Performing Arts Center features the 1,201-seat Michael A. Guido Theater. The theater is home to the Dearborn Symphony Orchestra. (Right) The Padzieski Gallery was a collaborative effort between the City of Dearborn and the Dearborn Community Arts Council.

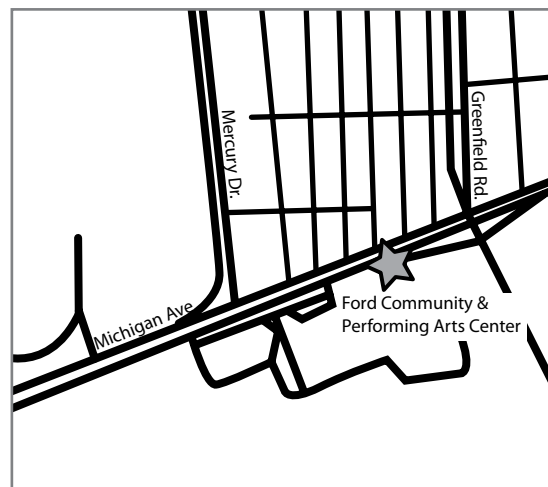
The community's Civic Center was formally dedicated in 1961 with an open house at the Police-Municipal Court-Fire House-Signal Bureau Building. The building's spacious Youth Center, opened in 1960, provided recreational facilities. The facility's Dome Room had a large, pillarless roof and was used for roller skating, dancing, assemblies, special sport shows and banquets.

After a complete renovation, the Civic Center transformed into the Ford Community & Performing Arts Center. The 198,000-square-foot facility includes a 1,201-seat theater, the Padzieski Art Gallery, aerobic/dance studios, two swimming pools, a double gymnasium, a 30-foot-high indoor rock-climbing wall, and a complete array of exercise equipment. The center's athletics and fitness areas, aquatic area, and new senior citizen services center opened in June 2001. In September 2001, the entire center, including the theater and gallery, opened. Pop singer Melissa Manchester performed at the Center that month.

In 2003 President George W. Bush chose Dearborn's Ford Community & Performing Arts Center to pledge America's commitment to help Iraq rebuild following the defeat of Saddam Hussein's regime. Mayor Michael A. Guido introduced President Bush during the event, which was televised to an international audience.



Amenities at the Ford Community & Performing Arts Center include an outdoor pond and jogging track, new baseball and soccer fields, café, meeting rooms, 200-seat "black box" theater and a great hall, which offers special-event seating for groups large or small.



# Henry Ford Birthplace



## LOCATION:

15101 Ford Road



(Left) Ford Road is named after William Ford, Henry's father.  
(Right) This lithograph depicts the Ford farm as it appeared in 1876 on Ford Road.

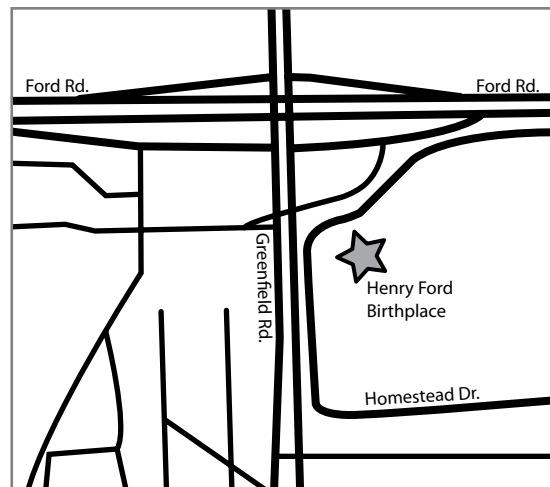
During the early 19th century, many members of the extended Ford family began to immigrate to southeastern Michigan from Ireland. Finding fertile woodland in Dearborn Township, the Fords wrote to family members still remaining in Ireland, encouraging them to make the trip. Following the disastrous potato failure in 1847, John Ford, Henry Ford's grandfather, gathered his wife and children, packed his belongings and sailed to America. Arriving by way of Canada, the Fords initially landed in Detroit's Corktown, an Irish neighborhood located near Michigan Avenue and Trumbull.

John Ford purchased land in Redford Township to be near his brothers. His son William worked as a farmhand, and he was a trained carpenter. William found work on the construction of the Michigan Central Railroad. Following his father's retirement, William and his brother Samuel purchased their father's farm.

William, in the meantime, had been working on the O'Hern farm, located at Division and South Road (now Greenfield and Ford roads, respectively). It was there that he met and in 1861 married Mary O'Hern. The couple's first child was born in 1861 but died in infancy. By 1863 William and Mary were living in the O'Hern home that William had helped construct, and the couple had the deeds to the O'Hern property. It was in this home, in 1863, that William and Mary had a son whom they named Henry.



The 1863 Ford homestead was moved to Greenfield Village in 1944 from its original site at Ford and Greenfield roads.







# Fordson High School

**LOCATION:**  
13800 Ford Road



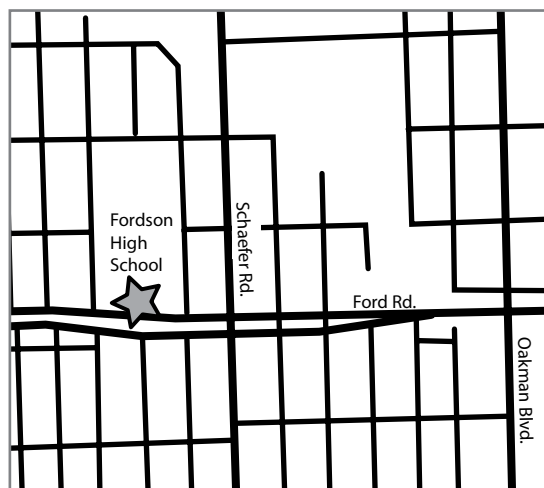
(Left) The Fordson High School nickname the "Tractors" was inspired by Henry Ford's Fordson Tractor Company. (Right) Groundbreaking ceremonies for Fordson High School were held on April 19, 1926.

Prior to the building of Fordson High School, all K-12 classes in Springwells/Fordson were held at the Miller School, built on Lois in 1918. With the construction of Ford Motor Company's Rouge Plant, the rapidly growing City of Fordson decided to build a secondary school. This school, now called Fordson High School, was built on a 15-acre plot of land on the north side of Ford Road between Horger and Neckel streets. Its campus covers four city blocks. Along with classrooms, laboratories and other facilities, the building also housed the School Administrative Offices and the Fordson Junior College, now known as Henry Ford Community College.

The architect, H.J. Keough of Detroit, endeavored to make the building livable as well as picturesque. His principal sources of inspiration for the school's design came from Memorial Quadrangle at Yale University, the Lawyers Club at the University of Michigan and English Renaissance mansions of the 16th century, mainly Rushton Hall and Apethorpe Hall at Northamptonshire, England.



Constructed at a cost of nearly \$2 million, Fordson High School was inspired in part by English Renaissance mansions.



# Ford-Wyoming Drive-In Movie Theater & Haggerty Air Field

## LOCATION:

10400 Ford Road



(Left) "The Man from Colorado" was the first film shown at the Ford-Wyoming Drive-In. (Right) Opening in 1950, the theater is the last of its kind in metro Detroit.

## FORD-WYOMING DRIVE-IN MOVIE THEATER

Located on the former site of a Haggerty Brothers' clay pit, the Ford-Wyoming Drive-In was the first drive-in to be opened within a city's limits. However, Mayor Orville L. Hubbard and others were opposed to it as a "breeding ground for immoral behavior." After almost two years of controversy, James Clark and his brothers of Clark Entertainment Enterprises finally opened the Ford-Wyoming Drive-In on May 19, 1950, as a one-screen drive-in theater. The current owners, Bill Clark and Charlie Shafer, expanded the theater to five and then nine screens. In 2009, theaters six through nine were dismantled. Today the name has changed to the Ford Drive-In.

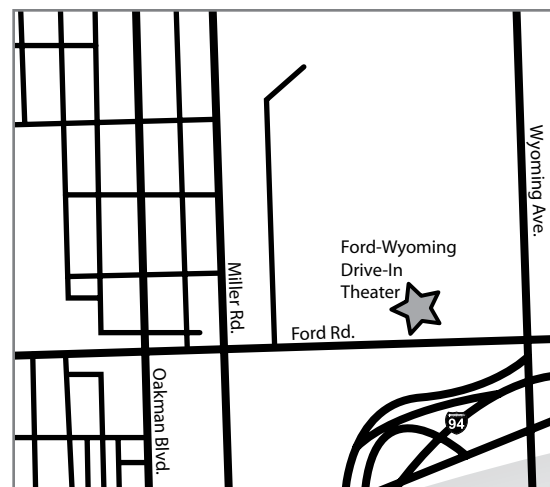
## HAGGERTY AIR FIELD

After the clay was exhausted from the brickyard and following the closure of Morrow Air Field (located north of Warren Avenue), John Haggerty was approached by Eddie Rickenbacker to use this empty stretch of land, north of Ford Road and on the west side of Wyoming, for a new airfield. Rickenbacker was a national hero as a World War I "Ace of Aces" pilot, and in 1920 he took over the former Saxon Motor Plant on McGraw.

Haggerty Air Field was dedicated in April 1930. Leonard Flo, president of Flo Flying Service, leased the field from Haggerty. The field was primarily used by amateur pilots and by a flying club called the Wise Birds. The airfield was closed during the early 1950s.



One of the former Haggerty brickyards was located near the intersection of Wyoming Avenue and Ford Road. Following the closure of Morrow Air Field, this site served as the Haggerty Air Field from 1930 through the early 1950s.



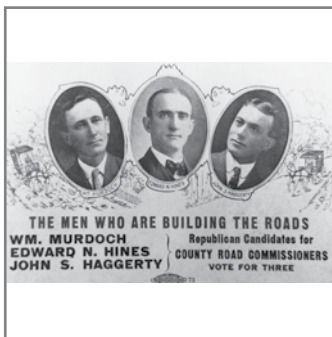




# Haggerty Brickyard

## LOCATION:

Ford Road between Miller and Wyoming



(Left) In 1910 John Haggerty renamed the company after himself and started branding his bricks "J.S.H." (Right) Under the leadership of men like John Haggerty, Wayne County became world-renowned in the development of concrete roads.

The first brick-manufacturing company owned by the Haggerty family was called Haggerty & Proctor. It was formed by Lorenzo Haggerty and his nephew William Proctor in the 1880s on a site near Michigan Avenue and Central Street in Springwells.

In 1886 Lorenzo's son, John Haggerty, purchased brick-making equipment, and he began the Haggerty Brothers' Brick Company at the family farm at Michigan and Miller. The first bricks were produced in 1887 at this location. In time, Haggerty would open several yards along Wyoming Avenue, bounded on the west by Detroit Toledo & Ironton Railroad and stretching from Michigan Avenue north to Warren Avenue. However, in the late 1930s, the southern portion was sold when the clay deposits had been depleted. The buildings were demolished during the Second World War. Part of the original brickyard, including the Haggerty farmhouse, was razed by the construction of Interstate 94 during the late 1940s. The Haggerty Brick Company sold off its reclaimed land to several developers for homes and businesses. In 1936 Henry Ford obtained an unused engine house from the Haggerty Brickyard and moved it to Greenfield Village, where it was reconstructed as a scale model of Edison Illuminating Company Station A. The Haggerty Brickyard continued operation until 1950.



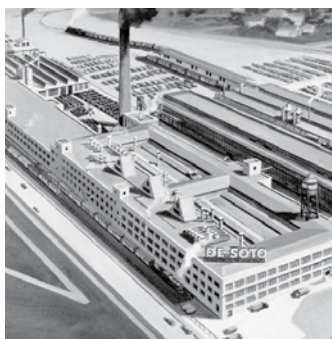
The Haggerty Brickyard was involved in road construction in southeastern Michigan beginning c. 1910 through the 1920s, supplying concrete and bricks.



# DeSoto-Chrysler Glass Plant



**LOCATION:**  
6000 Wyoming



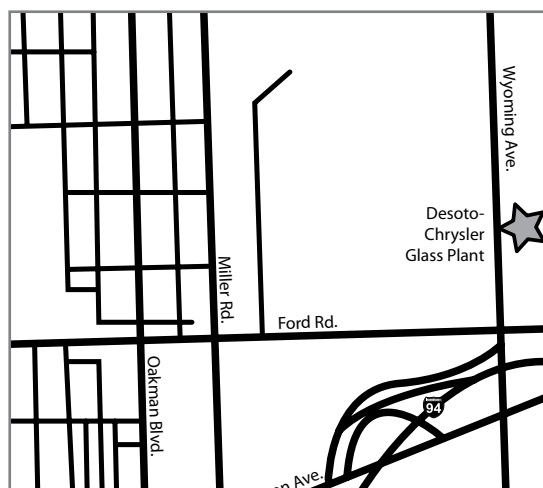
(Left) The 1934 DeSoto Airflow's design flaws jeopardized the company. The redesigned car became known as "America's Taxicab." (Right) An artist's rendering of the Albert Kahn-designed Desoto Plant.

In 1929 the Chrysler Corporation introduced the DeSoto. Walter P. Chrysler modeled the Chrysler car menu based on General Motors' "step-up features" aimed at enabling Plymouth to compete with Ford and Chevrolet. The mid-priced DeSoto competed with Oldsmobile, Buick and others; the Chrysler would serve as the company's luxury car. Despite record sales for any new model in 1929, the DeSoto nearly failed in 1934 due to design problems. However, by 1936 the improved DeSoto emerged as "America's Taxicab," spurring Chrysler to build a new factory. In 1936 construction began on this Albert Kahn design located at McGraw Street and Wyoming, in Detroit. Completed in 1938, this was the only new automobile factory constructed in the United States during the Depression.

Following World War II, production of the DeSoto continued at this site and the facility located at 8505 West Warren. The factory was retooled to assemble the Chrysler Imperial and sheet metal stampings for other Chrysler vehicles from 1958-60. Beginning in 1961 until it closed in 2004, the factory produced glass products for all of Chrysler's vehicles. The factory was razed in 2011.



The West Warren facility is visible in the upper right corner of this aerial view of the DeSoto Plant. The large empty field pictured west of Wyoming was originally part of the Haggerty Brickyard. It was later used as an airfield until the 1950s, and then the southern portion was converted into the Ford-Wyoming Drive-in Theater.







# Graham-Paige Motor Car Company (West Warren Plant)

LOCATION:  
8505 West Warren



(Left) 1937 Graham Standard Coupe. (Right) 1934 Graham in the showroom.

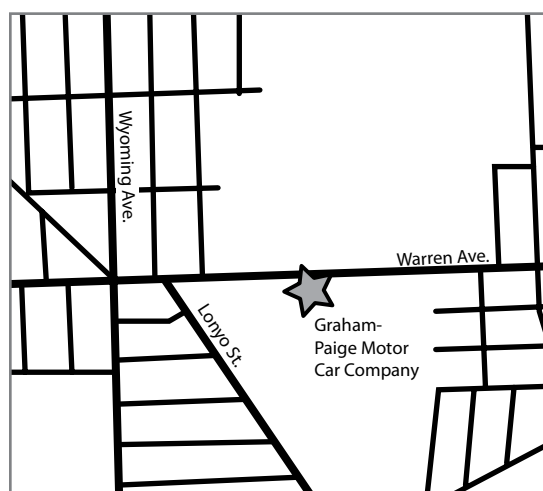
The two factory facilities formerly located at McGraw and Wyoming and at 8505 West Warren are part of a tangled history of several auto companies. First, in 1909 the Paige-Detroit Motor Car Company was formed in Detroit. Its first car, a three-cylinder vehicle called the Challenger, suffered weak sales, but, following a 1911 redesign, sales improved and the company grew. Between 1914 and 1922 the company operated five buildings including the facility at 8505 West Warren in Springwells. In 1923 the company made a \$1.5 million investment for the expansion of the facility and in 1924 added a \$250,000 office building to the complex.

Second, in 1916 brothers Joseph, Ray and Robert Graham began their automotive careers in Indiana by modifying cars and turning them into trucks for farmers. The truck operation was moved to Detroit in 1921 and sold to the Dodge Brothers in 1926. In 1927 the Graham Brothers bought controlling interest in Paige Motors and renamed the company Graham-Paige.

Beginning in 1941 the Chrysler Corporation leased 600,000 square feet of the Warren Avenue plant for production of fuselages for the war effort. Following the war, Chrysler purchased the plant outright, and it became the home of the DeSoto from 1946-58. In 1960 Chrysler discontinued the DeSoto and began production of the Chrysler Imperial. The Warren Avenue plant was closed in December 1961 and sold. Portions of the plant became Arlan's Department Store and more recently the home of Shatila Food Products.



The Graham-Paige West Warren Plant. The facility included motor assembly, testing and inspection, experimental laboratories and administrative offices.



# Warren Avenue Business District



## LOCATION:

West Warren Avenue

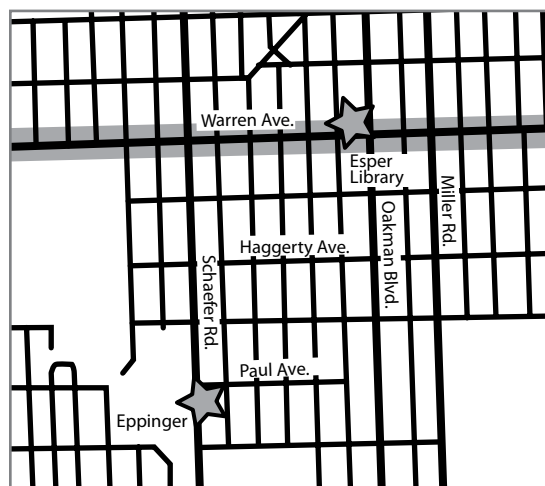


(Left) Although not located in the Warren Avenue business district, Eppinger, on Schaefer south of Warren, deserves recognition as the developer of the red-and-white spoon "Dardevle" fishing lure and as one of Dearborn's oldest family-owned businesses, founded in 1906. (Right) Warren Avenue has experienced a lot of new construction to accommodate the growth of the business district.

Named after Revolutionary War hero Joseph Warren (1741-75) in 1869, the Warren Avenue business district is a thriving commercial center. This shopping district was once the principal hub of activity for Springwells Township. Today it is the center of Arab-American life in Dearborn and home to one of the largest Arab enclaves in America. Originally coming here to work in the automobile industry, many Arab Americans have established businesses along Warren Avenue. A variety of professional services is available as well as markets, Middle Eastern restaurants, boutiques and bakeries. Notable among these businesses are Shatila Bakery, Famous Hamburgers and New Yasmeen Bakery. The district has hosted the Arab International Festival, a three-day event in June sponsored by ACCESS (Arab Community Center for Economic and Social Services).



Library services in the northeast section of town began in a Warren Avenue storefront in 1944. A new facility was constructed on Warren near Oakman in 1953 and in 1961 renamed in honor of Anthony M. Esper. In 2000 the branch was renovated and expanded and remains one of two branches in the library system.







# Aviation Field Subdivision

## LOCATION:

Extending from Warren Avenue on the south, Joy Road on the north, Schaefer and Wyoming on the west and east, respectively.



(Left) Aviation Field Subdivision is known for its variety of architecture, which features a number of impressive Tudor-style homes. (Right) Lt. Karl Morrow (standing second from left) attended the University of Pittsburgh and is pictured with members of Sigma Chi Fraternity in the 1916 Owl yearbook.

The Aviation Field Subdivision takes its name after an airfield once located on this site. The subdivision straddles the Dearborn-Detroit city limits extending from Warren Avenue on the south, Joy Road on the north, and Schaefer and Wyoming on the west and east, respectively. Some of the earliest land purchases in this area date to the 1820s, and by the mid-19th century many German families were farming the area. Today's street names reflect several of those families, such as Esper, Theisen, Thayer and Reuter.

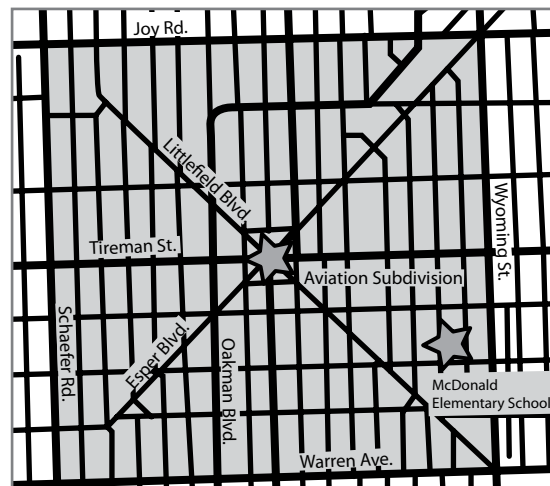
During the early 20th century the United States Armed Forces began purchasing aircraft and leased this land, which became Detroit Aviation Acceptance Field. During World War I it was one of 40 such locations across the country.

At the conclusion of World War I, an Armistice Day celebration was held in Detroit. During the celebration, Lt. Karl Morrow and several other pilots left Detroit Aviation Acceptance Field and flew over the streets of downtown Detroit. Morrow's plane collided with a flag pole on the roof of the Fyfe Building, located on Woodward Avenue near Grand Circus Park. He lost control of the plane and crashed into a house. Lt. Morrow died of his injuries later that day.

Following the accident, the War Department renamed this field in his honor. When the lease on this land was terminated in 1921, it was purchased and developed by the Robert Oakman Land Company. The street plan of the neighborhood still exhibits evidence of those early runways.



The impressive John C. McDonald Elementary School was named after a member of one of Springwells' early pioneer families. John C. McDonald was a farmer, business owner, civic leader and champion of education. Henry Ford suggested that this 1928 building be named in honor of McDonald.



# St. Alphonsus Catholic Church and Cemetery

## LOCATION:

13540 Gould Avenue



(Left) An architectural sketch of the 1929 building. (Right) St. Alphonsus Catholic Church as it appeared in the 1950s.

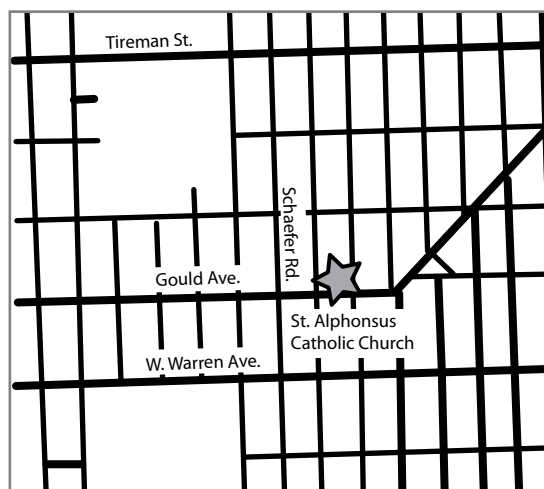
The history of St. Alphonsus parish dates to 1842, when waves of Catholic Germans began to settle in Springwells Township. The first formal church services were held in the living room of the Esper family. In 1851 plans were made to construct a modest church building on a four-acre site donated by Peter Esper and located near Warren Avenue and Schaefer. The cornerstone was laid in August 1852, and when completed, the structure measured 30 feet by 50 feet. A small cemetery was established on the side of the church at a time when Schaefer did not extend north of Warren.

As the parish grew, a larger facility was needed. The second church building was constructed in 1874. The new 51-pew structure could accommodate 250 parishioners. It was renovated in 1892, and stained-glass windows, fashioned by Friedrich and Staffin of Detroit, were added. Also a new rectory was constructed in 1904. This structure was razed in the 1950s to make way for the St. Alphonsus Catholic School.

In June 1927 seven plots of land were purchased from the Robert Oakman Land Company for the present church building. This massive structure was designed by Arthur Des Rosiers and is an outstanding example of the Gothic Revival architectural style. The first Mass was celebrated on March 31, 1929, and the new church was officially dedicated by Bishop Gallagher on May 18, 1930, after all three altars were completed.



St. Alphonsus Catholic Church as it appears today. The original cemetery was relocated to its current site in 1876.







# East Dearborn Business District

## Midway Theatre, Schaefer Building, Arab American National Museum

LOCATION:

13624 Michigan Avenue • 4915 Schaefer Road • 13530 Michigan Avenue



(Left) The Arab American National Museum. (Right) The Schaefer Building.

During the early 1920s, as plans were being developed for a new city hall, many people opposed Michigan Avenue as a site, preferring Schaefer and Warren or Schaefer and Ford Road. Following the construction of the Ford Rouge Plant, the business district thrived.

### ARAB AMERICAN NATIONAL MUSEUM

On May 5, 2005, the 38,500-square-foot Arab American National Museum held its grand opening. It is the only institution among America's 17,500 museums that is devoted to the history, culture and contributions of Arab Americans. The museum, located across from City Hall, is affiliated with the Smithsonian Institution in Washington, D.C.

### MIDWAY THEATRE

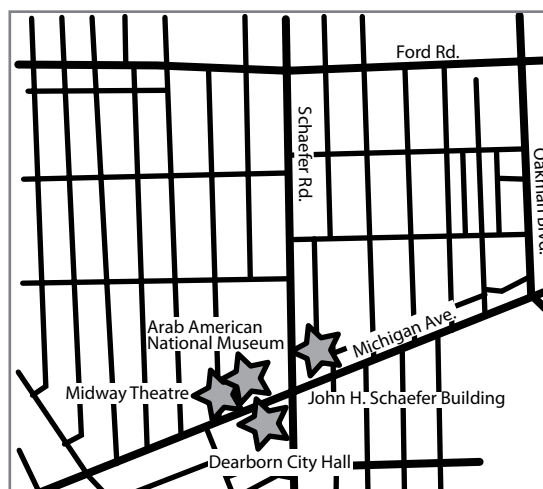
This movie house opened in 1934 as the first in the eastern section of town. Local architects Bennett and Straight designed this art deco building to reflect the style and imagery of the Schaefer Building, located across the Schaefer. It closed as a movie theater in the 1970s.

### JOHN H. SCHAEFER BUILDING

This three-story, granite-and-terracotta, art deco building, designed by Louis Kamper in 1929, covers one city block. This site was originally part of the Schaefer farm and tavern/stagecoach stop erected in 1850. In 1868 a wooden frame building was erected next to the tavern, and the Six Mile House complex was established. During prohibition John H. Schaefer built this iconic, monumental building on the site of the old tavern at Schaefer and Michigan Avenue.



Midway Theatre as it appeared circa 1950.



# East Dearborn Business District

## City Hall, Montgomery Ward & Mt. Olivet Church

### LOCATION:

13615 Michigan Avenue



(Left) Mt. Olivet Church. (Right) Montgomery Ward.

### DEARBORN CITY HALL

City Hall anchored the east Dearborn downtown business district since this Georgian Revival building opened in June 1922 as the center of government for the City of Springwells. The West Annex building was completed in 1927 and served as the police station, jail and court house. In 1981 the two buildings were connected with the addition of a concourse that has housed the offices of the city clerk and treasurer, and the City Council chambers.

### MONTGOMERY WARD

Chicago-based Montgomery Ward was founded as the world's first mail-order business in 1872 and opened its store in Dearborn in 1937. After 60 years of business on the corner of Michigan Avenue and Schaefer, Montgomery Ward closed its doors in 2001 and was razed in 2009 to make way for the Dearborn Town Center.

### MT. OLIVET UNITED METHODIST CHURCH

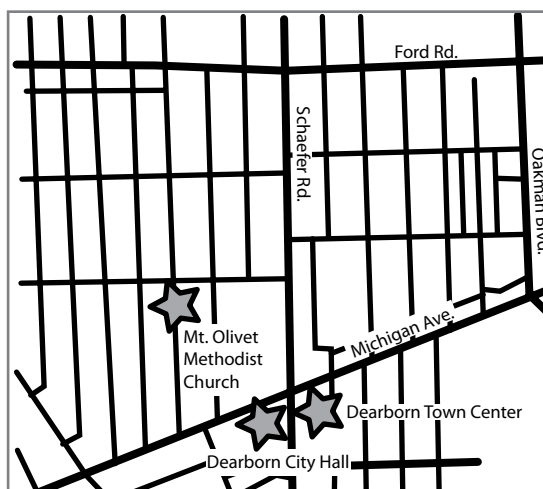
The church was built in 1926 on Horger Street to replace a "garage church." Membership peaked during the 1950s. In 2007 Mt. Olivet merged with the Dearborn First Methodist Church. The last services at Mt. Olivet were held in 2007, and the building was razed in 2009.

### KEYES HOSPITAL

In the early 1930s Dr. Eugene C. Keyes established a hospital on Maple Street north of Michigan Avenue. The hospital closed in the early 1960s and was razed in 1965.



Dearborn City Hall was built in 1922. With completion of the sale of the building to the nonprofit group Artspace, the city's new Dearborn Administrative Center is housed in the former ADP building, 16901 Michigan Avenue, just west of Henry Ford Centennial Library.







# Ford Motor Company Rouge Plant

**LOCATION:**  
3001 Miller Road



*(Left) The Rouge Plant's "green roof" is designed to reduce storm water runoff and absorb greenhouse gases. (Right) A new Ford Mustang receives a quality control inspection as it rolls through the Rouge Plant assembly line in 1964.*

In 1915 the Ford Motor Company purchased 2,000 acres of land situated along the Rouge River. The potential of the site inspired Ford and his engineers to think big. They planned a new facility based on the designs of Albert Kahn to allow raw materials to be made into nearly every component needed for the production of automobiles.

Construction of the new automobile factory began on April 1, 1917, but the first item manufactured at the Rouge Plant was not an automobile but rather an Eagle Boat. These boats were produced for the U.S. Navy to counter the German submarine threat in the Atlantic Ocean during the First World War. Immediately following the war, steel and Fordson tractors were produced at this facility. Within 10 years this facility contained 93 structures, 90 miles of railroad tracks, 27 miles of conveyors, 53,000 machine tools and 75,000 employees. Raw materials were received at the docks of the Rouge River and were turned into components for Model T production at the Highland Park Plant along with completed Fordson Tractors. On May 26, 1927, the last Model T came off the assembly line at Highland Park, and in September the new Model A began rolling out of the Rouge Plant. Over the next 15 years, 15 million cars were produced at the Rouge.

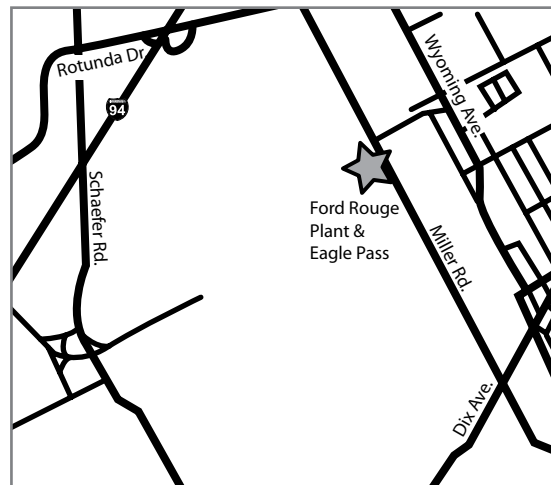
In addition to steel-forging and stamping operations, the manufacture of parts and the assembly of automobiles, the Rouge also included a power plant, glass plant, cement plant and a byproducts plant that produced petroleum products such as paints, fertilizers and charcoal.

After World War II the Ford Motor Company initiated a decentralization policy and began transferring many manufacturing and production processes to other Ford properties. In 1989 Ford's steel assets along with the Rouge River docks were divested and became known as Rouge Steel Company.

The Rouge Plant, also known as the Ford Dearborn Truck Assembly Plant, won the 2004 Green Roofs for Healthy Cities Award of Excellence. The 600-acre site underwent major redevelopment, laying the groundwork for sustainable manufacturing at one of the world's largest and oldest industrial icons.



*The Rouge Plant as viewed from the Dix Avenue bridge.*



# Ford Gate 4 & United Auto Workers Local 600

## LOCATION:

3001 Miller Road • 10550 Dix Avenue



*Workers clash with the Ford Service Department on Miller Road.*

## GATE 4, MILLER ROAD

Ford was the last of the “Big Three” automobile manufacturers to recognize union organizing efforts. With the growth of operations at the Rouge Plant, Miller Road was widened and an overpass was added so that the labor force could enter the Rouge complex safely and not interfere with traffic. This overpass leads to Gate 4, the site of a bloody confrontation between the Ford Motor Company and labor organizers.

## THE BATTLE OF THE OVERPASS ON MAY 26, 1937

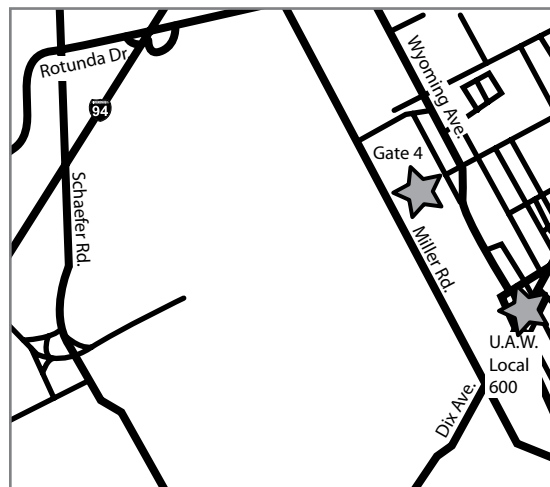
UAW officials Walter Reuther and Richard Frankensteen, along with over 50 United Auto Workers members, including many women, arrived at the plant to distribute circulars that cited the Wagner Act and solicited workers to join the UAW. As they attempted to pass out union leaflets on the overpass to Gates 4 and 5, they were set upon by the Ford Service Department and viciously beaten. The Battle of the Overpass has become a lasting symbol in the labor struggle.

## UNITED AUTO WORKERS LOCAL 600

On August 25, 1938, the UAW issued a charter establishing Local 600. Following a massive strike on April 2, 1941, a reluctant Henry Ford finally agreed to a National Labor Relations Board election on April 11, 1941. A month later with the Congress of Industrial Organizations receiving 70 percent of the vote to the American Federation of Labor's 28 percent vote, the CIO was certified to be the workers' sole bargaining representative. After many years of struggle, the UAW-CIO signed the first contract with the Ford Motor Company on June 20, 1941.



*Workers distribute union newspapers at the overpass stairs.*







# Severstal North America & Double Eagle Steel Coating Co.

LOCATION:  
2623 Salina Street



(Left) Double Eagle Steel Coating Company on Miller Road. (Right) Severstal North America is a wholly owned subsidiary of OAO Severstal, Russia's largest steelmaker.

## SEVERSTAL NORTH AMERICA

With Russian-based Severstal Steel's acquisition of the Rouge Steel Company, Severstal North America was created in 2004. Company President and Chief Executive Officer Ronald J. Nock said in 2004, "We have worked very closely with the Michigan Economic Development Corporation, the Michigan Economic Growth Authority and the City of Dearborn to lay the foundation for investments in excess of \$500 million in our Dearborn facilities over the next four years. We intend to provide our customers with the steel products of the future that they are demanding, preserve good paying jobs and be a good corporate citizen and neighbor in Dearborn and Southeastern Michigan for years to come."

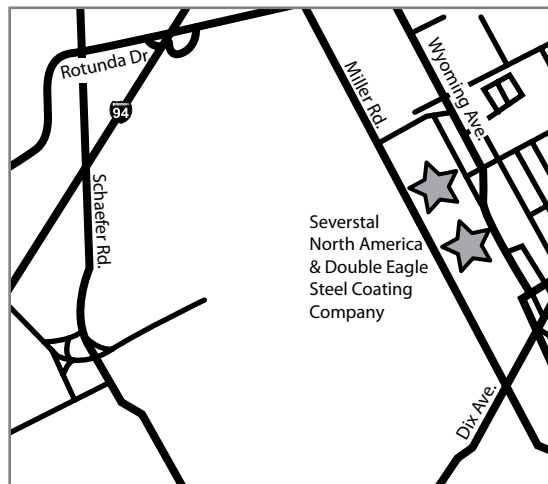
For many years this facility was part of the Ford Motor Company, which created an integrated manufacturing complex to produce all major automobile components at one large facility. Recent major capital expenditures included a \$1.8 million state-of-the-art blast furnace that began operation in 2007.

## DOUBLE EAGLE STEEL COATING COMPANY

This facility is the largest producer of electro-galvanized steel in the world. It is a co-owned venture of U. S. Steel and Severstal North America, Inc. Sold through its parent companies, Double Eagle's rolled-steel products are predominately used by automobile manufacturers and suppliers for parts such as doors and body panels, as well as other industries where high-quality, rust-resistant sheet steel is required.



Severstal North America produces high-quality, flat-rolled carbon steel products, including hot-rolled, cold-rolled, electro-galvanized and hot-dip galvanized steel for use in a variety of industries.



# Southeast Dearborn Business District



## LOCATION:

Salina Intermediate School, 2623 Salina Street



*(Left) Salina School's growth has been steady. In 2003 Salina expanded its facility to serve preschool through third-grade students. The original building is used by fourth through eighth grades. (Right) In addition to freshly made sausage and hams, Dearborn Sausage sells sandwiches and other items to go.*

Southeast Dearborn, or the Salina community, has long been a gateway neighborhood for many immigrant groups settling in Dearborn and hoping to find employment at the Ford Motor Company. The community is centered on Dix Avenue and bounded by Detroit's Woodmere Cemetery on the east, the Rouge plant on the west, Eagle Pass on the north and Riverside on the south. The area was the site of a shipyard established by the British during the 18th century.

## DEARBORN SAUSAGE

Victor Kosch founded Dearborn Sausage in 1946. The family has continually invested and expanded operations to its present-day 85,000-square-foot facility.

## YEMENI ZAYDI DEARBORN MOSQUE

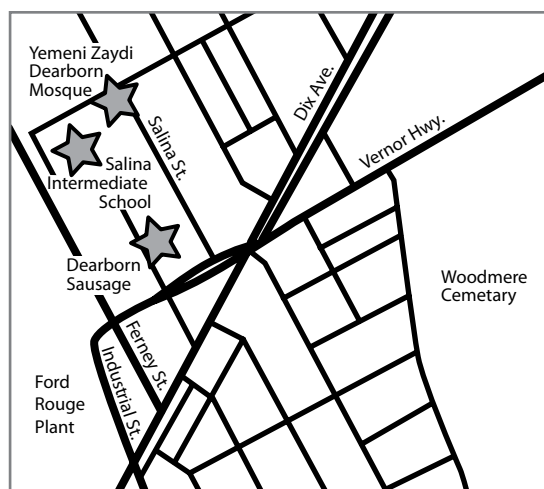
Established in 1937 by the emerging Islamic community of Sunni Muslims from Lebanon, this mosque was the second built in the United States. The building has been expanded to include a school, library and community center.

## SALINA SCHOOL

Initially located where the Rouge Plant is today, the Salina School moved in 1921 to a new building. In 1926 it was expanded to contain 37 classrooms, a gym, auditorium and swimming pool. Today Salina serves students from preschool through the eighth grade and is noteworthy because of the bilingual programs offered.



*The Dearborn Mosque follows the Sunni tradition and serves the Yemeni community.*







# Woodmere & Holy Cross Cemeteries

**LOCATION:**  
9400 West Fort Street  
8850 Dix Street



*(Left) The entrance gate at Woodmere Cemetery was built in 1897. The original structure featured an arch over the driveway, which was later removed. (Right) The Ross family marker is located at Woodmere. Upon her death in 1950, Elizabeth Ross donated her estate to the City of Dearborn to be used as a historical museum*



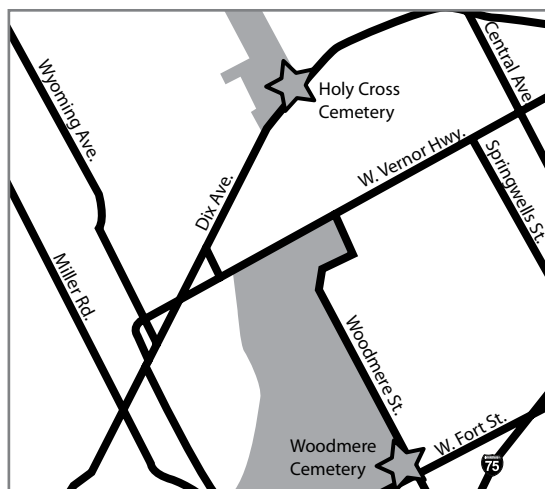
*Holy Cross Cemetery was dedicated on All Souls' Day, November 2, 1922, by Detroit's Bishop Michael Gallagher.*

Although located within Detroit's city limits today, Woodmere Cemetery was founded in Springwells Township. The entrance to the cemetery is at the corner of West Fort and Woodmere streets near Dearborn's southeast border. The cemetery sits on about 250 acres. Much of this property was initially used as a shipyard, established when Detroit was still under British rule.

Dedicated on July 14, 1869, Woodmere Cemetery is the final resting place for many who lived in Detroit, Dearborn and surrounding communities. Among those who are buried here are James Vernor, the creator of Vernor's Ginger Ale; Conrad Ten Eyck, proprietor of Dearborn's well-known tavern; David Buick, founder of Buick Motor Company; David Whitney Jr., lumber baron; Rabbi Leo Franklin, head of Detroit's Temple Beth El from 1899-1941; and four of the five workers killed during the 1932 Ford Hunger March.

## HOLY CROSS CEMETERY

In June 1835 Father Vincent Baden from St. Anne Church blessed a mission in the Dix settlement that he named Holy Cross after Saint Croix in France. A log cabin mission periodically held religious services, and in 1840 a two-acre cemetery was dedicated adjacent to the church. During the early 1900s the Archdiocese of Detroit recognized a need for a Catholic cemetery to serve the residents of Detroit's west side. Church officials chose to expand the cemetery at Holy Cross, and on March 23, 1906, the cemetery officially incorporated.



# Fort Street Bridge



## LOCATION:

Fort Street (M-85) Over River Rouge

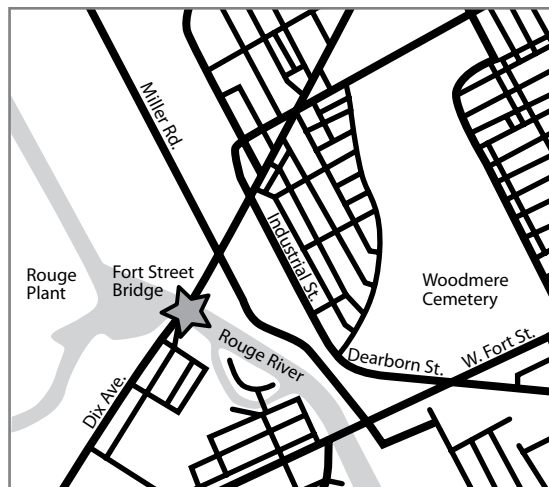


*(Left) The U.S. Naval Training School, formerly located on 1,200 acres near the Rouge Plant, was paid for by the Ford Motor Company. During the four years the school used Ford instructors—January 1941 to December 1944—about 22,303 naval personnel received training. (Right) Dearborn police try to stop demonstrators from reaching the Ford Rouge Plant in 1932.*



*This 222-foot-long drawbridge is one of the few remaining in the state.*

Built in 1926 by the Missouri Valley Bridge and Iron Co., this drawbridge allows large freighters arriving and departing the Ford Rouge Plant and Severtal North America easy access to the Detroit River. The tower also bears a state historical marker as the starting point of the Ford Hunger March of 1932. The Detroit Unemployed Council and the Auto, Aircraft and Vehicle Workers of America called for a march on March 7, 1932, from Detroit to the Ford Rouge Plant. The marchers, consisting of about 3,000-5,000 men, women and children, planned to demand jobs and unemployment benefits from Ford. They gathered at the drawbridge, but were stopped by police at the Dearborn border. To disband the marchers, the police fired tear gas. Undeterred, the marchers began to hurl stones. As the marchers approached the Rouge Plant, the Fire Department doused them with water. The Ford Service Department also engaged the marchers with clubs and guns. By the time it was over, four marchers were dead, and within the week a fifth would die from his wounds.



In March 1992, at a 60th-anniversary ceremony held at Woodmere Cemetery, a marker with all five marchers' names was dedicated. The headstones for their graves, bought by the Local 600 Retirees' Chapter, read, "They gave their lives for the Union."



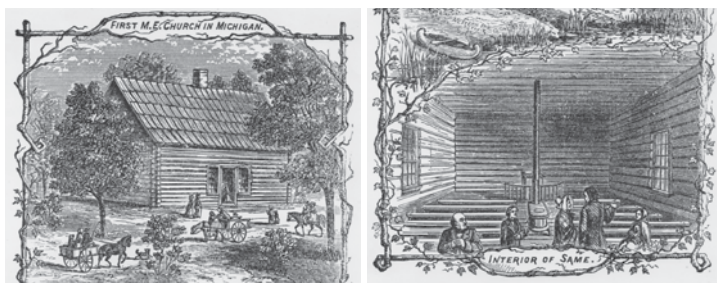




# Butler Road

## First Methodist Church

**LOCATION:**  
Marker, 15050 Butler



*This 19th-century engraving depicts the exterior and interior of the First Methodist Church.*

### SITE OF THE FIRST METHODIST CHURCH

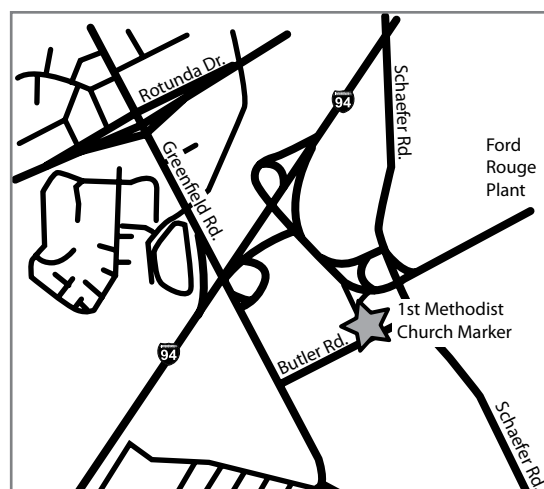
The Methodists were the first Protestant organization to send missionaries or "circuit riders" to the "white" people of the Northwest; other denominational missionaries continued to focus on Native Americans. In addition, the Methodists were the first Protestant body to organize a congregation and erect a church building in Michigan.

There were attempts to start the Methodist Church in Detroit, but the Methodist cause was poorly received, and many Methodists considered the religious climate unfavorable. However, with the arrival of the Reverend William Mitchell, the Methodist Church of Michigan decided to settle in Dearborn in 1810. The church chose Dearborn based on the location of the farms of many of its founding members and interest among the people of Dearborn.

The First Methodist Church was built on the farm of William Sargeant near Butler Road and Greenfield in 1818. In 1837 the church relocated to a new building on Park Street near Monroe Boulevard. Expanding again, a third facility was located on Michigan Avenue near Monroe. The fourth and current building was dedicated in 1926 and is located on the northwest corner of Mason and Garrison.



*The historical marker on Butler Road was dedicated June 12, 1954, at the site of the First Methodist Church.*



# Ford Motor Company Administration Building & Rotunda

## LOCATION:

3674 Schaefer



(Left) The Ford Administration Building opened in 1928. Henry Ford, Edsel Ford and Henry Ford II all had offices in this building overlooking the Rouge Plant. (Right) The Dearborn Fire Department struggles in 1962 to save the Rotunda.



With over 18 million visitors in its history, the Ford Rotunda became America's fifth-leading tourist destination during the 1950s. The building featured exhibits, a theater, 16 Marshall Fredericks relief sculptures, annual Christmas programs and the company's Archives.

## FORD ADMINISTRATION BUILDING

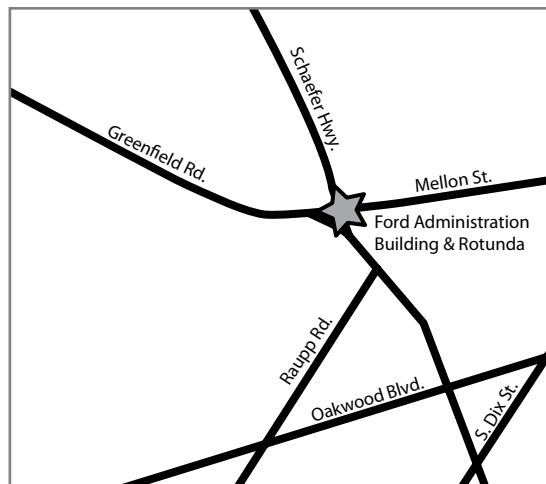
In 1923 the Ford Motor Company's main operations relocated from Highland Park to Dearborn, including the administrative offices. Ford once again chose his favorite local architect, Albert Kahn, to design a large administration building adjacent to the Rouge Plant complex. With the completion of the World Headquarters in 1956, the former Administration Building became the offices for the Lincoln-Mercury Division. From 1978-1992 it served as the Parts and Service Division. After Parts and Service moved, the building remained vacant until it was razed in 1997.

## FORD ROTUNDA

The Ford Rotunda was originally built as part of the Ford Exposition at the 1934 Chicago "Century of Progress" World's Fair. Albert Kahn designed the ultra-modern structure and then redesigned it when it was moved to Dearborn. The facility served as the visitors' center for the Rouge Plant and a showcase for Ford products.

In 1942 the Rotunda was closed to the public and reopened in 1953 to celebrate the 50th anniversary of the Ford Motor Company. During the mid-1950s, the Ford Archives were moved to the Rotunda from the Fair Lane Estate.

The Rotunda met its end in November 1962. A roofing accident caused a fire, weakening the steel girders and causing slabs of limestone to spilt apart and fall. The Rotunda was destroyed in only 40 minutes. The Ford Archives survived and were moved to the Benson Ford Research Center in 1980.







# Springwells Park

## LOCATION:

Greenfield Road and Rotunda Drive



*Business is booming at the Springwells Park shopping center at Greenfield and Rotunda in 1957.*

The Springwells Park Subdivision is located near the intersection of Greenfield Road and Rotunda Drive. The subdivision is laid out over the sites of two early ribbon farms or private claims, which include P.C. 52 and P.C. 312. In 1791 one of the first to make a claim in this area was Jonathon Dodemead, a retired British sergeant and a loyalist, who claimed this land and built his home. This property later came to be owned by Conrad Ten Eyck.

For most of the 19th century Dearborn's economy remained largely agrarian-based. In 1914 this parcel was owned by Gustav Zanger and his wife. The couple sold the land to the Detroit Zoological Society as the location of the City of Detroit's new zoological park. The fledgling Zoological Society had several of Detroit's most prominent leaders as members, including Henry Ford. Ford was interested in this parcel for his own project, and the Zoological Society sold the land to Ford at a profit.

In 1937 Ford turned the 1,124-acre parcel of land over to the nonprofit Ford Foundation. Edsel Ford served as the Foundation's president, and in an effort to raise funds for the Foundation a residential development was planned for this site.

The engineering team of Giffels, Vallet & Rossetti and Ford Motor engineer Ralph Taylor laid out the residential subdivision. The subdivision is designed in a "non-grid" plan with massive open areas or parks for use and enjoyment by residents. Construction began in 1939, and in August of 1940, the home at Brookline number 5 was the first to be completed.



*The apartments and stores were originally managed by the Ford Foundation. In 1959 the assets were donated to the Founders Society, which operates the Detroit Institute of Arts, and the proceeds were used to benefit the D.I.A. In 1939 construction began on the steel-framed apartment buildings that border the Springwells Park Subdivision.*

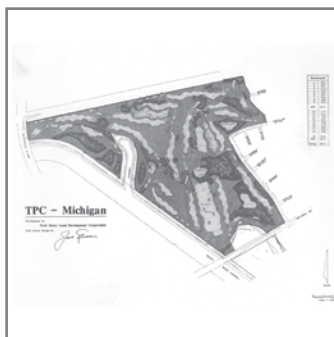


# TPC & Detroit Lions Practice Field



## LOCATION:

One Nicklaus Drive & 222 Republic Drive



(Left) Between 1991 and 2006 the TPC Michigan hosted the Ford Senior Players Championship. (Right) The scenic TPC is Michigan's first National Audubon Society-certified golf course.

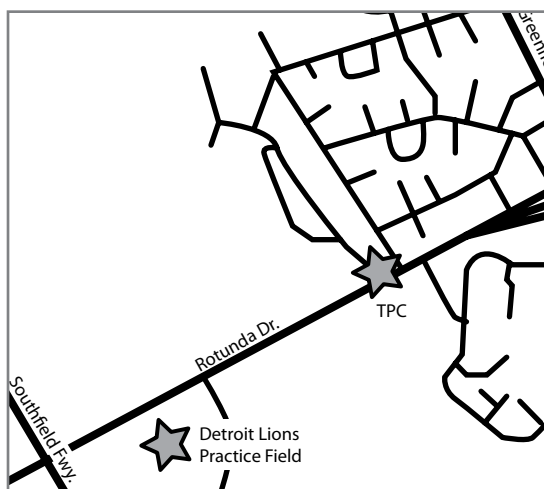
Established in 1990, the Tournament Players Club (TPC) Michigan is one of the state's top private golf clubs. The course was the 86th designed by golf legend Jack Nicklaus and his firm, Jack Nicklaus Services. The course is laid out on a 210-acre site and designed as a "golf stadium." This concept calls for large mounds, tiered grass amphitheaters and unobstructed viewing for spectators. The course is about 7,000 yards in length with two manmade lakes and a blend of tees, fairways and greens. The TPC Michigan is a member of the Tournament Players Club network operated by the PGA Tour. In 2007 the TPC Michigan was sold to its current owners, the Heritage Golf Group; it retained its TPC branding under a licensing agreement.

## DETROIT LIONS HEADQUARTERS

In August 2002 the Detroit Lions hosted the Pittsburgh Steelers at their new Detroit stadium, Ford Field. In March of that year the Lions began practices at their new training facility and headquarters near Rotunda and Southfield. The \$35.5 million headquarters and training facility was built on a 22.7-acre site, and the 460,000-square-foot complex includes a full indoor practice field, 2.5 outdoor practice fields, a state-of-the-art weight and training room, locker room, hydrotherapy room, equipment room, cafeteria, meeting rooms for each position, player lounge, 103-person auditorium for full team meetings and large press conferences, studio, library and archive room, media room and offices for all personnel.



The Detroit Lions Headquarters and Training Facility lies both in Dearborn and Allen Park.







# Ford Airport & Test Track

**LOCATION:**  
19846 Oakwood



(Left) The first airmail service in the United States was flown from the Ford Airport to Chicago and Cleveland on February 15, 1926.  
(Right) The Dearborn Development Center features: a 2.5-mile, high-speed track (90 mph max speed) and 2.6-mile, low-speed track (60 mph max).

William B. Stout served as chief engineer of the Packard Motor aviation division, later forming the Stout Engineering Company in Dearborn, the Stout Metal Airplane Company and Stout Air Services. A historical marker can be found in front of the school that bears his name on Oakwood Boulevard near Rotunda.

Following the successes of the Stout Airplane Company and the development of commercial airplanes made of metal, rather than wood and fabric, Ford encouraged Stout to use buildings located at the new Henry Ford Airport to continue his airplane development. In 1925 Ford purchased the Stout Airplane Company, which became a division of Ford Motor. Edsel Ford became the president of the company. Stout and Ford engineer William B. Mayo became vice presidents.

The Ford Airport, located on Oakwood Boulevard, was the first airline terminal in the United States, and regularly scheduled airline service began in 1925. Aviation history was made on February 10, 1927, when the first Ford tri-motor plane flew from Ford Airport to Wright Field in Ohio and made a radio-guided landing. Ford's radio aircraft guidance systems are still recognized landmarks in aviation safety.

In 1933 the Ford Airport was closed and in 1937 the field was converted into a test track for Ford Automobiles.



The Ford Airport became the first air terminal in the country in 1925.

