

ABSTRACT FACTS

Fordson

Area: 8.8 square miles.

Population: 18,185 (1926 state enumeration, estimated at 33,000 at time of consolidation).

City Motto: One for all and all for one (1926)

Western Gateway to Detroit (1927)

Incorporated: 1923 (as city of Springwells)

Mean Elevation: 590 feet above sea level.

Latitude and Longitude: 42-18'-20" N, 83-10'-0" W

Named for: Henry Ford and son Edsel (Ford-Son)

Name Changed: Dec. 23, 1925, name changed from Springwells to Fordson.

Dearborn (original)

Area: 13 square miles.

Population: 9,000 (estimated for city at time of consolidation)

Village Incorporated: March 24, 1893

City Incorporated: Sept. 13, 1927

Highest Elevation: 626.06 feet above sea level at Ford Road and Telegraph.

Latitude and Longitude:

Named for: Major General Henry Dearborn.

Dearborn (current)

Area: 24.5 square miles.

Population: 89,286 (1990 census).

City Motto: Be Nice to People.

City Nickname: Hometown of Henry Ford

City Flower: Petunia.

City Colors: Maize and Blue.

Incorporated: January 1929

Mean Elevation: 620 feet above sea level.

Highest Elevation: 626.06 feet above sea level at Ford Road and Telegraph.

Latitude and Longitude: 42-18'-20" N, 83-10'-0" W

Named for: Major General Henry Dearborn.

Dearborn Heights

Area: 12.7 square miles.

Population: 60,838 (1990 census).

City Motto: City With a Future.

City Flower: Impatiens.

City Color: Dearborn Heights Blue (light blue)

Incorporated: 1963

Elevation: 675 feet above sea level (highest point, site unknown.)

Latitude and Longitude: 42-19'-54" N, 83-16'-35" W
Named for: Major General Henry Dearborn.

Wayne County

Area: 615 square miles.
Population: 2,111,687 (1990 census) (ranked eighth in U.S.).
County Seat: Detroit.
County Motto: "We're building a world-class county."
Named for: General "Mad" Anthony Wayne.

Michigan

Area: 58,527 square miles.
Population: 9,295,297 (1990 census) (eighth in U.S.).
State Motto: Si Quaeris Peninsulam Amoenam Circumspice (If you seek a pleasant peninsula, look about you).
State Flower: Apple blossom.
State Bird: Robin.
State Tree: White pine
State Song: "Michigan, My Michigan."
Capital: Lansing.
Admitted to the Union: Jan. 26, 1837.
Name origin: Chippewa (Ojibwa) words "mici gama," meaning "great water," for lake of same name.
Highest Point: Mount Arvon, Baraga County, 1,979 feet above sea level.
Lowest Point: Lake Erie, Monroe County, 571 feet above sea level.

United States

Area: 3,618,770 square miles.
Population: 248,709,873 (1990 census).
Capital: Washington, D.C.
Highest Point: Mt. McKinley, Alaska, 20,320 feet above sea level.
Lowest Point: Death Valley, California, 282 feet below sea level.

Consolidated Dearborn, 1929

Area: 24.5 square miles.
From Fordson: 8.8 square miles.
From Dearborn Township: Approx. 13 square miles.
From Dearborn: 3.28 square miles.
Population: 42,500 (estimated)
From Fordson: 33,000 (estimated).
From Dearborn Township: 600 (estimated).
From Dearborn: 9,000 (estimated).

POPULATION THROUGH THE YEARS

Dearborn

1990.....	89,286
1980.....	90,660
1970.....	104,199
1960.....	122,007
1950.....	94,994
1940.....	63,584
1930.....	50,538
1926.....	(estimate for village) 8,000

(Village Population)

1920.....	2,470
1910.....	911
1900.....	844

Dearborn Heights

1990.....	60,838
1980.....	67,706
1970.....	80,069
1963.....	71,551

Dearborn Township

1960.....	62,802
.....	(plus 3,136 in Inkster strip)
1956.....	35,000
1950.....	20,000
1940.....	???
1930.....	3,738
1920 (not including village of Dearborn) ...	5,206
1910 (not including village of Dearborn) ...	2,761
1900 (not including village of Dearborn) ...	2,752
1890.....	2,346
1880.....	2,094
1870.....	500+ (estimate)

Springwells/Fordson

July 1, 1926 (state enumeration).....	18,185
1923 (state enumeration).....	5,975
1920 (federal census).....	2,466
1900 (federal census).....	13,034
1890 (federal census).....	7,790
1880 (federal census).....	7,960
1860.....	1,516

Population through the years

DEARBORN

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1970.....	104,199
1960.....	122,007
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1926.....	8,000

(estimate for village)

(VILLAGE POPULATION)

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DEARBORN HEIGHTS

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DEARBORN TOWNSHIP

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	(plus 3,136 in Inkster strip)
1956.....	35,000
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SPRINGWELLS/FORDSON

July 1, 1926 (Fordson - state enumeration).....	18,185
1923 (Springwells - state enumeration).....	5,975
1920 (village of Springwells - federal census).....	2,466
1900 (township, federal census).....	13,034
1890 (township, federal census).....	7,790
1880 (township, federal census).....	7,960

STATE CITIES/TOWNSHIPS

(1990 census)

1. Detroit.....	1,027,974
2. Grand Rapids.....	189,126
3. Warren.....	144,864
4. Flint.....	140,761
5. Lansing.....	127,321
6. Sterling Heights.....	117,810
7. Ann Arbor.....	109,578
8. Livonia.....	100,850
9. DEARBORN.....	89,286
10. Clinton Township.....	85,866
11. Westland.....	84,724
12. Kalamazoo.....	80,277
13. Southfield.....	75,727
14. Farmington Hills.....	74,614
15. Troy.....	72,884
16. Pontiac.....	71,136
17. Taylor.....	70,811
18. Saginaw.....	69,512
19. St. Clair Shores.....	68,107
20. Waterford Township.....	66,692
21. Royal Oak.....	65,410
22. Wyoming.....	63,891
23. Rochester Hills.....	61,766
24. DEARBORN HEIGHTS.....	60,838
25. Canton Township.....	57,047

WHO WAS GEN. DEARBORN?

Dearborn and Dearborn Heights are named after a Revolutionary War and War of 1812 hero: Major General Henry Dearborn (1751-1829), a patriot who played many important roles in the early years of the United States.

Dearborn was a physician who answered the call to the service of his country as a minuteman, then as an officer in George Washington's army during the American Revolution.

Later, he served for eight years as the Secretary of War in the cabinet of President Thomas Jefferson. During the War of 1812, he was the senior Major General in charge of the army. Later, he served as the U.S. minister to Portugal.

Other places bearing his name are Dearborn Heights; Dearborn, Mo.; and Dearborn County, Ind. Chicago's original name was Fort Dearborn.

Interestingly, in 1930, serious discussion went on in the village of Inkster about renaming the community the village of West Dearborn. The idea never made it to the voting stage.

City Dateline

- 1603: French lay claim to undefined territory in this region, naming it New France.
- July 24, 1701: Antoine de la Mothe Cadillac and his soldiers first land at what is now Detroit.
- 1760: British take control of this area from France. British formally control the area until 1776, when the Declaration of Independence is signed.
- 1780: Pierre Dumais, first known white settler in Dearborn, clears a farm in the extreme southeastern part of the city near what is today Morningside Street.
- 1783: United States officially annexes former British territory around the Great Lakes and southward.
- 1783: Pierre Drouillard sells land in Springwells Township to Joseph Gaubielle.
- 1786: Agreed first actual settling in present-day Dearborn
- 1787: Territory of the United States north and west of the Ohio River is officially proclaimed the Northwest Territory.
- Nov. 5, 1790: Law passed in Northwest Territory authorizing Court of Quarter Sessions to divide counties into townships.
- 1795: James Cissne settles in what is now west Dearborn.
- 1796: Wayne County is formed (according to one source). Original area is 2,000,000 square miles, stretching from Cleveland to Chicago and northwest to Canada. The county was not officially established until 1812, when a proclamation was signed by the governor of the Northwest Territories. The boundaries were changed to their current 615 square miles in 1827.
- June 11, 1805: Fire destroys virtually all of Detroit.
- Jan. 5, 1818: Springwells Township established by Gov. Lewis Cass, but not officially laid out. Township includes the territory beginning at the southwestern boundary of Detroit, and continuing along the Detroit River to the mouth of Ecorse Creek, including the northwest shore of the creek, as well as both shores of the Rouge.
- Oct. 23, 1824: Bucklin Township laid out by Gov. Lewis Cass in a special proclamation. The area, 144 square miles, from Greenfield to just this side of I-275 and from Van Born to Eight Mile, was then essentially a French-Canadian settlement. Cass named township after William Bucklin, who earlier that year had been appointed justice of the peace by the governor. He was the owner of a large tract of land in the Rouge basin and was a tavern keeper on the Chicago Turnpike (now Michigan Avenue).
- 1826: Conrad Ten Eyck builds and opens Ten Eyck Tavern.
- April 12, 1827: Springwells and Bucklin Township formally organized and laid out by gubernatorial act. Also officially organized on this date were townships of Huron, Plymouth, Ecorse, Detroit and Hamtramck.
- July 9, 1827: The first election for which the figures are recorded in Bucklin Township. It was held to elect a territorial delegate to the Congress of the United States.
- Oct. 29, 1829: Bucklin Township split along what is today Inkster Road into Nankin and Pekin townships.
- March 7, 1833: Dearborn given its first post office, called Dearbornville. Thornby N. Scholar is first postmaster.
- March 21, 1833: Pekin Township renamed Redford Township.
- March 31, 1833: Northern half and section west of Baby Creek of Springwells Township split off and named Greenfield Township.
- April 1, 1833: Redford Township split along Bonaparte Avenue (Joy Road) into Redford Township on the north and Dearborn Township on the south.
- 1833: West Dearborn platted by Paul D. Anderson.
- 1833: Work begins on the Detroit arsenal.
- Oct. 23, 1834: Dearborn Township name changed to Bucklin Township.
- March 17, 1835: Nankin Township split along Bonaparte Avenue (Joy Road) into Nankin Township on the south and Livonia Township on the north.
- March 26, 1836: Bucklin Township name changed back to Dearborn Township.
- 1837: Michigan Central Railroad laid through Springwells Township. Unincorporated village of Springwells rises along railroad.
- Jan. 26, 1837: Michigan admitted to the union as the 26th state. Stevens Thomas Mason first governor.
- 1839: Detroit Arsenal finally completed.
- 1841: Boundaries of Dearborn Township again officially defined.
- Dec. 11, 1847: Ambrose Riopelle plats and records unincorporated village of Springwells.
- 1849: Eastern strip of Springwells Township bounded by Brooklyn Street annexed by Detroit.
- April 2, 1850: Another part of Springwells Township annexed to Greenfield Township.
- Feb. 16, 1855: Post office granted for Springwells Township. Samuel Ludlow first postmaster.
- Feb. 12, 1857: Detroit annexes portion of Springwells Township east of Grand Boulevard.
- April 4, 1857: Springwells post office closed.
- March 25, 1873: Part of Greenfield Township south of Tireman annexed to back Springwells.
- May 28, 1875: Dearbornville post office renamed Dearborn post office by Postmaster General, hence name of area changed to Dearborn.
- 1875: Another portion of Springwells Township annexed by Detroit.
- 1875: Detroit arsenal officially closed.
- 1876: William A. Nowlin writes "The Bark Covered House."
- Feb. 4, 1878: Post office restored to Springwells Township in hamlet of West End.
- June 20, 1885: Detroit annexes section of Springwells Township east of Livernois.
- March 24, 1893: Dearborn incorporates as village.
- Jan. 31, 1906: West End post office closed.
- 1906: Yet another portion of Springwells Township annexed to Detroit to form the 18th Ward.
- 1916: Another portion of Springwells Township annexed by Detroit, this time up to current east border of Dearborn.
- 1917: Rouge "Eagle" Plant opened.

- July 14, 1917:** Springwells loses post office again.
- Summer 1918:** Talk begins of incorporating Springwells Township as village of Fordson.
- June 2, 1919:** Election held to annex 51.020-acre farm of T. Oven to village of Dearborn. Proposal defeated.
- Oct. 1, 1919:** Petition presented to incorporate area approximately from Grindley Park to Homeplace and Colgate to MCRR and Michigan Avenue into village of West Dearborn. Plan never made it to vote.
- Dec. 9, 1919:** Springwells Township incorporates as village of Springwells.
- March 15, 1920:** Charter of village of Springwells adopted.
- March 19, 1920:** Petition presented to village board to incorporate entire township of Dearborn into the city of Dearborn. Plan is to bring matter to vote in November.
- June 2, 1920:** Election held to incorporate portion of southern Dearborn Township into village of Telegraph. Proposal defeated.
- 1920:** Plan discussed to expand the village of Dearborn so the new boundaries would be Warren Avenue on the north starting westward from Military (Telegraph), Jim Daly (Beech Daly) on the west, Carlyse on the south starting westward from Fort Boulevard (???) and the river on the east. Proposal never made it to ballot.
- 1920:** Henry Ford gave serious consideration on running for president of the United States.
- 1920:** First subdivision in Dearborn completed (Ford Homes District).
- Oct. 16, 1922:** A portion of southeast Dearborn Township annexed to Springwells Township.
- Dec. 27, 1923:** Voters approved incorporation of Springwells into a city.
- April 7, 1924:** Springwells officially becomes a city.
- June 24, 1924:** Election held for village of Dearborn to annex remaining part of Dearborn Township. Proposal failed.
- Sept. 9, 1924:** Election held to incorporate portion of southern Dearborn Township into village of West Detroit. Proposal failed. Petitions filed in 1919, but litigation held up election until this time.
- 1924:** First public library building in Dearborn opened.
- April 6, 1925:** Sizable portion of Dearborn Township annexed by Detroit.
- May 26, 1925:** Voters OK annexation of large portion of Dearborn Township to village of Dearborn. Area is bounded by Ford Road on north, Gulley and its extension on the west, Carlyse on the south and Townline Road and the center line of Rouge River.
- Dec. 23, 1925:** Springwells changes name to Fordson.
- 1925-26:** Petitions circulated to have village of Dearborn annex remaining section of Dearborn Township. Proposal never made it to ballot.
- March 1926:** Petition filed by village of Dearborn to annex territory north of Rouge River to Warren Avenue and east to city of Fordson with certain parcels left out. Area covered 5.55 square miles and included home of Henry Ford, his game preserve and his estate. Nothing became of this petition.
- Sept. 14, 1926:** Election approves incorporation of village of Inkster. Unincorporated part of Dearborn Township split into two separate areas.
- Summer 1926:** The first formal proposal of consolidating Fordson and Dearborn is made. A committee is formed to study the proposal.
- Feb. 15, 1927:** Dearborn votes to become a city, 484-277. Work begins on city charter. Dearborn Township hall must be moved out of new city and into remaining part of township.
- June 1927:** Dearborn celebrates its centennial.
- July 26, 1927:** Primary held for elective offices for proposed city of Dearborn.
- Sept. 13, 1927:** Election approves City Charter, 2,302-240. Clyde Ford elected mayor over Edward F. Fisher, 1,529-1,151. Wording of City Charter approved days later by governor, making Dearborn officially a city.
- April 1928:** The Consolidated Cities Association is formed by citizens in Dearborn, Fordson and part of Dearborn Township to promote the combining of the three areas into one community. Its president is Dearborn Mayor Clyde Ford. A 900-name petition in favor of the consolidation is signed. The first signature on the list from Dearborn Township is Henry Ford.
- May 22, 1928:** An anti-consolidation meeting is held in Henry Ford School in eastern Dearborn Township.
- June 9, 1928:** Henry Ford officially endorses consolidation, sending letter voicing his approval.
- June 12, 1928:** Voters in Dearborn, Fordson and part of Dearborn Township vote to consolidate into one city.
- June 22, 1928:** Fordson Mayor Floyd Yinger chosen charter commission chairman.
- July 27, 1928:** A secret ballot among the charter commission members is held to determine the new name of "The Greater City." The vote ends in a tie, three (four?) for "Dearborn" and three (four?) for "Fordson." One ballot is left blank, but person then changes to mind and votes for "Dearborn" as name.
- Aug. 13, 1928:** "Dearborn" is chosen as name for new municipality. The decision is made to have a mayor and a seven-member city council with three chosen from each side of Emerson (Southfield) Road and one at-large.
- Nov. 1, 1928:** The new city charter is completed by the charter commission.
- Dec. 12, 1928:** Clyde Ford, mayor of Dearborn, and Floyd Yinger, mayor of Fordson, win the primary for mayor of "new" Dearborn.
- Jan. 9, 1929:** Clyde Ford is elected mayor of "new" Dearborn, 4,800-3,780.
- Jan. 14, 1929:** City charter is delivered to Secretary of State and filed, officially creating the new city of "Dearborn."
- Jan. 15, 1929:** Clyde Ford takes oath of office. City charter commission is dissolved.
- 1929:** Petition circulated in village of Inkster to rename village West Dearborn. Nothing becomes of it.
- 1929:** Interurban stopped offering service to Dearborn.
- June 28, 1930:** New Dearborn Township hall at 26807 Michigan Ave., at Princess, dedicated.
- 1932:** Dearborn Colony, a settlement in Otsego County, formed by six families from Dearborn, with aid from the city in a back-to-the-land movement begun during the Depression.
- 1936:** John L. Carey becomes mayor.
- 1937:** Battle of famed Ford Overpass.
- 1941:** Ford Motor Co. finally unionized.
- 1942:** Orville Hubbard becomes mayor.
- 1947:** Henry Ford dies.

1948: Camp Dearborn opened.
1950: Former Commandant's Quarters officially turned into part of Dearborn Historical Museum.
1950: First Pleasant Hours senior citizen group formed.
1952: Oakwood Hospital dedicated.
1956: McFadden-Ross House re-opened as part of Dearborn Historical Museum.
April 22, 1958: Election held to annex south Dearborn Township to Dearborn. Proposal failed.
April 6, 1959: Election held to annex north Dearborn Township to Dearborn. Proposal failed.
March 4, 1960: Petition filed to incorporate Dearborn Township and strip of Inkster into city of Dearborn Heights.
May 11, 1960: Inkster files Bill of Complaint against incorporation of Dearborn Heights. Hearings begin May 31.
June 20, 1960: Voters approve incorporation of Dearborn Township into city of Dearborn Heights.
July 11, 1960: Judge Carl M. Weideman rules in favor of Dearborn Township. Inkster restraining order dissolved. Inkster appeals July 14 to state Supreme Court.
Dec. 16, 1960: Township offices move into new administration building. Dedication Jan. 27 and 28, 1961.
April 26, 1961: Supreme Court rules in favor of Dearborn Township. Case sent back to Circuit Court because of unanswered questions.
July 15, 1961: Four Inkster residents file petition against incorporation. Hearing begins July 28. Restraining order modified Aug. 2 to allow election on charter with results enjoined to order.
Sept. 12, 1961: Dearborn Heights city charter approved, 7,486-2,891.
1962: Ford Rotunda burns.
1962: New Henry Ford Community College campus dedicated.
1962: St. Joseph Retreat razed.
1963: Dearborn Heights officially becomes a city at 8:05 a.m. April 8, when city charter is filed with the Secretary of State office in Lansing. John L. Canfield becomes first mayor.
July 15, 1967: First Dearborn Heights post office opens.
1967: Dearborn Towers in Florida opens.
March 2, 1976: Fairlane Town Center opens.
1975: John L. Canfield dies March 12. John Harris appointed new mayor of Dearborn Heights.
1977: Frank Swapka elected mayor of Dearborn Heights.
1978: John B. O'Reilly becomes mayor of Dearborn.
1980: Frank Swapka dies March 14. Donald Bishop appointed new mayor of Dearborn Heights.
1984: Wesley Tennant appointed mayor of Dearborn Heights after Bishop is sentenced to prison.
1986: Michael A. Guido becomes mayor of Dearborn.
1986: Lyle Van Houten becomes mayor of Dearborn Heights.
1993: Michael A. Guido first Dearborn mayor to run unopposed.
1994: Ruth Canfield becomes mayor of Dearborn Heights.

Dearborn Area Place Names

- ADDISONVILLE:** Informal name of community in the late 1800s and early 1900s around Addison Switch, where streetcars used to switch direction on Michigan Avenue at Addison Street. (*Dearborn Historical Museum.*)
- ADDISON SWITCH:** Name used for the area at Michigan Avenue and Addison and Western by the Dearborn boarder in 1924. The area previously was informally called Addisonville. (*Dearborn Historical Museum.*)
- ALLEN PARK:** City southeast of Dearborn. Named for Lewis Allen, a lumberman whose land holdings in the 1800s included 276.5 acres in what is today Allen Park. Village was named for him in 1926, but it did not incorporate until 1927. Original village boundaries did not include the northeast strip directly south of central Dearborn. City incorporated in 1957, at which time it annexed the northeast strip. (*Allen Park City Directory via Michigan Place Names.*)
- BEECH:** Village at what is today the Beech Daly crossing of the Detroit, Grand Rapids & Western Railroad north of Plymouth Road. Albert Fisher ran the general store. Dunning, Fisher & Rhode operated the sawmill. Village was originally called Fishers. Railroad station was called Fishers Station. Post office named Beech opened Dec. 4, 1871; Albert Fisher was first postmaster. Village was platted January 1872. Post office operated until Sept. 17, 1906. (*Michigan Place Names*)
- BELGRADE:** Original name of the village of Delray. Village was centered at West Jefferson and West End (continuation of Springwells) in what is now southwest Detroit. The area was then part of Ecorse Township. The area was first platted and recorded as Belgrade Sept. 10, 1836. Replatted and re-recorded as Delray Oct. 14, 1851. Detroit annexed village in 1906.
- BELLE BRANCH:** (Also Bell Branch) Name of post office and community around Telegraph and Five Mile Road (Fenkell). Also called Redford Center, for its location in Redford Township. Named for Azarias Bell, first white settler who came in 1818. Map in 1927 Michigan Manual shows community just outside Detroit city limit in Redford Township.
- BRAINARD:** Informal name given to Ford Road-Gulley area because land was owned by Brainard family. Most common use of name was in Brainard School and Brainard School District (Dearborn District No. 4). District was renamed the Crestwood School District April 13, 1964.
- BRIGHTMOOR:** Name of village near Grand River and Evergreen. Annexed with a major part of Redford Township by Detroit in 1926. Name still exists as name for the neighborhood in that area.
- BRIGHTON:** Informal community listed on 1882 map in Michigan Manual on Pere Marquette Railroad, roughly near Schaefer. Map was too general for more exact location. Community not listed in subsequent materials.
- BROWN'S CORNERS:** Post office on southwest corner of what is today West Chicago at Chase in Detroit, opened in 1866. By 1882, name had been changed to Yew. Named for John Jeremiah Brown, who built his home there and then opened a grocery store. Intersection also site of schoolhouse in 1893. (*Dearborn Press & Guide archives, Wayne County Plat Atlas 1893.*)
- BUCKLIN:** Hamlet somewhere in Bucklin Township; its actual location is uncertain. Post office, named for Timothy Bucklin, who became its first postmaster, opened Jan. 8, 1833. Office renamed Centre Port Feb. 1, 1838, with Abel Perrin as postmaster. Office closed March 14, 1838. It was restored Feb. 17, 1841, with Andrew L. Stevens as postmaster. Office permanently closed Dec. 3, 1845. (*Post office archives via Michigan Place Names.*)
- BUCKLIN TOWNSHIP:** Gov. Lewis Cass laid out and named township in Oct. 23, 1824, after William Bucklin, a local justice of the peace. There are two suggested reasons why the township was named after him. One is he was the first white settler in the township. The other is he offered to serve as clerk without pay in return for having the township bear his name. Bucklin Township was divided along what is today Inkster Road into Nankin and Pekin townships Oct. 29, 1829. Dearborn is in what was then-Pekin Township.
- BUCKLIN TOWNSHIP:** Dearborn Township was renamed Bucklin Township Oct. 23, 1834. Voters changed the name back to Dearborn Township March 26, 1836.
- CENTRE PORT:** New name of post office in hamlet of Bucklin (actual location uncertain) somewhere in Bucklin Township. Name was changed Feb. 1, 1838. Office closed March 14, 1838, re-opened Feb. 17, 1841, and closed permanently Dec. 3, 1845. (Post office archives via Michigan Place Names.)
- CHERRY HILL:** Name of school district covering north Inkster and southwestern section of North Dearborn Heights. This district was originally called Fractional School District No. 2 of Nankin-Dearborn. Name Cherry Hill comes from street which cut across district. Street name comes from small village in western Wayne County which street leads to.
- COONVILLE:** Name of the small settlement on the Rouge River near Outer Drive, Warren Avenue and Ann Arbor Trail. The main part of the settlement had a blacksmith shop and a general store. The area was named for the Valentine Coon family. The area also included a schoolhouse, called the Coonville School. The district was officially Dearborn Township School District No. 2, but was commonly referred to as Coonville Schools. The district was later renamed the Fairlane School District. Dearborn Public Schools annexed it in March 1971.
- CRESTWOOD:** Informal name of north Dearborn Heights area west of Telegraph and north of Cherry Hill, originally northwest part of old Dearborn Township. Also name of school district in northwest Dearborn Heights.
- DEARBORN:** Name first used for plat of 48.5 acres near proposed Detroit Arsenal, surveyed by Paul D. Anderson under directive of Lt. Joshua Howard. Filed January 1833, but not recorded until March 19, 1833. Because it was not signed nor acknowledged, it was again recorded Aug. 28, 1833. (from F.J. Freling, former resident, given in 1931). In 1833, Redford Township was split along Bonaparte Avenue (Joy Road) with the northern half remaining Redford Township. The southern half was renamed Dearborn Township after Major General Henry Dearborn. Lt. (later Col.) Joshua Howard, commander of the relocated Detroit Arsenal, reportedly suggested the name for the township and probably the original plat. The village of Dearbornville was incorporated April 5, 1838. It reverted to unincorporated status May 11, 1846. Post office of Dearbornville opened March 7, 1833. (*Post office archives via Michigan Place Names.*) Thornby, N. Scholar was its first postmaster. The office was renamed Dearborn May 28, 1875. The village of Dearborn was incorporated March 24, 1893. The village of Dearborn, then one square mile, held an election in 1924 to annex the rest of Dearborn Township, but the ballot was defeated. In 1925, a second – and this time successful – annexation election was held with new boundaries of Rouge River on the east, Carlyle on the south, Gulley on the west and Ford Road on the north. Dearborn became a city Sept. 13, 1927, upon approval of the voters of the new city charter. In 1928, voters elected to merge with Fordson and part of Dearborn Township. Cities merged January 1929.
- DEARBORN, MO.:** Small town in Missouri. One of four places in the country named for Gen. Henry Dearborn.
- DEARBORN TOWNSHIP, BEADLE CO., S.D.:** One of five places in the country named for Gen. Henry Dearborn.
- DEARBORN COLONY:** Dearborn Colony in Otsego County was a settlement formed by a back-to-the-land movement begun during the Depression (1932) by six families from Dearborn with aid from the city. The plan was announced Sept. 9, 1932. Program was so successful that in 1940s, government

planned on sending another 150 families. (*Michigan Place Names.*)

DEARBORN COUNTY, IND.: One of four places in the country named for Gen. Henry Dearborn.

DEARBORN HEIGHTS: Dearborn Heights was created out of what remained of Dearborn Township and the two-block-wide strip of the village of Inkster abutting Dearborn. It incorporated as a city in 1963 after a two-year fight in the courts over whether it could annex the strip from Inkster to join the two sections. The first use of the name dates from at least 1950, when it was used by a civic association in far west Dearborn.

DEARBORN HILLS: Informal name for area in northwest Dearborn. This area is the highest in elevation of all of Dearborn. The highest point in the city is at Ford Road and Telegraph.

DEARBORN STATION: Famed train station in Chicago. One of few remnants remaining of Chicago's original name, Fort Dearborn.

DEARBORN TOWNSHIP: Dearborn Township was formed out of Redford Township April 1, 1833. When the new township was created, Lt. (later Col.) Joshua Howard, the commander of the new Detroit Arsenal, suggested the name Dearborn to honor his former commander, Major General Henry Dearborn, who had died a few years prior. Only five places in the country are named for Dearborn: Dearborn and Dearborn Heights, Mich.; Dearborn, Mo.; Dearborn Township, S.D.; and Dearborn County, Ind. Dearborn Township's name was changed to Bucklin Township Oct. 23, 1834, but was changed back to Dearborn Township March 26, 1836. The boundaries of Dearborn Township were roughly Inkster Road on the west, Van Born on the south, Southfield, the Rouge River and Greenfield on the east and Joy Road on the north.

DEARBORNVILLE: Name first used as plat of 48.5 acres near proposed Detroit arsenal, surveyed by Paul D. Anderson under directive of Lt. Joshua Howard. Filed January 1833, but not recorded until March 19, 1833. Because it was not signed nor acknowledged, it was again recorded Aug. 28, 1833. (*from F.J. Freling, former resident, given in 1931.*) Howard is likely the one who first suggested the names Dearbornville and Dearborn. The village of Dearbornville incorporated April 5, 1838. It reverted to unincorporated status May 11, 1846. Post office of Dearbornville opened March 7, 1833. (*Post office archives/Michigan Place Names.*)

DEARSON: One of several proposed names for new city when Dearborn and Fordson voted in 1928 to merge into one city. The name was a combination of Dearborn and Fordson.

DELRAY: Village centered at West Jefferson and West End (continuation of Springwells) in what is now southwest Detroit. The area was then part of Ecorse Township. Boundaries were Fort Street and the village of Woodmere on the north, Livernois on the east and the Rouge River on the west and south. First platted and recorded as Belgrade Sept. 10, 1836. Replatted and re-recorded as Delray Oct. 14, 1851. Additional platting was done Sept. 8, 1856, but wasn't recorded until Feb. 24, 1860. Delray Post Office opened Feb. 8, 1870, with Frederick F. Englington as first postmaster. Incorporated as village in 1897. Annexed by Detroit in 1906. Its post office became part of Detroit post office system. Name came from Augustus D. Burdeno, a pioneer resident who was a soldier in the Mexican War. He got residents to agree to rename community after village of Del Rey, Mexico. Del Rey is Spanish for "of the King's." Was eventually Americanized as Delray. (*Post office archives via Michigan Place Names.*)

DETROIT: Name of major city north and east of Dearborn. Name derived from French name for "of the strait" (de troit).

DETROIT ARSENAL: While not really a place name, the arsenal as a military installation still merits mention. The arsenal was built along the old Chicago Road (Michigan Avenue) abutting the Rouge River. The fort fronted the northern side of the Chicago Road with its gate at what is today Monroe. The arsenal operated 1833-75. The boundaries of the land belonging to the arsenal, inside and outside the walls, were a line extending both ways from Golfview to the Rouge River and to

the Michigan-Telegraph Road intersection, southwest along a line just north of Oxford to what would be the southwest extension of Elmdale, then northeast along the line formed by extending Elmdale back to the Rouge River.

EAST NANKIN: A sawmill settlement in eastern Nankin Township (exact location uncertain). It was originally called the Irish Settlement. General store-keeper Francis Stringer became first postmaster Oct. 1, 1857. Office closed Jan. 9, 1858. Restored Jan. 23, 1858. (*Gazetteer of the State of Michigan and Post office archives via Michigan Place Names.*)

EASTBORN: Name created in mid-1990s to refer to east Dearborn's downtown business district centering around Michigan Avenue and Schaefer. Name was counterpart to Westborn and is a combination of East and Dearborn.

ECORSE TOWNSHIP: Name of township south of east Dearborn. Name comes from how French referred to first settlement, Riviere aux Ecorces (river with bark). Last remnants of township were Southgate before it incorporated and the northern strip of Allen Park just south of Dearborn. (*Michigan Place Names and Dearborn Press & Guide archives*)

ELM: Village, originally called Elmwood, along Detroit, Lansing & Northern (or Detroit, Grand Rapids & Western) Railroad now in present-day Livonia near Merriman. Depot called McKinney's Station. Post office called Elm. Post office opened June 30, 1858, with Henry Battenburg first postmaster. Office closed Sept. 17, 1906. (*Post office archives via Michigan Place Names.*)

ELMWOOD: Village, later called Elm, along Detroit, Lansing & Northern (or Detroit, Grand Rapids & Western) Railroad now in present-day Livonia. (*Post office archives via Michigan Place Names.*)

ELOISE: Name for medical facility, originally a home for the poor, along Michigan Avenue at Merriman. While never officially a village, this facility was large enough to be shown on maps until the township it was in, Nankin, became the city of Westland in 1966. Originally called the Wayne County Almshouse, it was moved from Gratiot Road to Nankin Township in 1839. Its name was changed to Eloise when it was given a post office July 9, 1894. The facility was named after the daughter of Freeman B. Dickerson, chairman of the board of Eloise. Its official name was Eloise Infirmary, Sanatorium and Hospital. At its peak, it was composed of 435 acres and more than 50 buildings. It was renamed Wayne County General Hospital in 1945, but the post office retained the name Eloise. Few buildings now remain. (*Post office archives via Michigan Place Names.*)

FAIRLANE: Informal name for the Dearborn Heights section of the Dearborn Public Schools, although name is used freely throughout Dearborn and Dearborn Heights. The Dearborn Heights part of the school district was the Fairlane School District before it was annexed in 1971. The name comes from Henry Ford's home, which was called Fair Lane and is now called the Henry Ford Estate Fair Lane. All usages of the name are one word except when referring specifically to the home.

FISHERS: Original name of village of Beech near where Beech Daly crosses railroad north of Plymouth Road. Albert Fisher ran the general store. Dunning, Fisher & Rhode operated the sawmill. Railroad station called Fishers Station. Received post office named Beech Dec. 4, 1871, with Albert Fisher as first postmaster. Village was platted January 1872. Post office operated until Sept. 17, 1906. (*Michigan Place Names*)

FISHERS STATION: Name of railroad station at village of Fishers. (*Michigan Place Names*)

FORDBORN: One of several suggested names for the "new city" when Dearborn and Fordson voted in 1928 to consolidate into one city. The name had a little support, but nothing compared to the established names of Dearborn and Fordson. Name is a combination of Fordson and Dearborn.

FORDSON: In summer 1918, talk went on about possibly organizing the section of Springwells Township south of the Michigan Central Railroad and west of the Detroit city limit into the village of Fordson (*Dearborn Press Aug. 23, 1918*).

- FORDSON:** The city of Springwells was renamed Fordson in an election Dec. 23, 1925, in honor of Henry Ford and his son, Edsel. The city ceased to exist Jan. 14, 1929, when the city charter for "new" Dearborn was delivered to the secretary of state in Lansing. The name continued in the guise of the Fordson Public Schools until 1944 when Dearborn and Fordson public schools merged.
- FORT DEARBORN:** Original name of Chicago. Name remains locally as name of substation of Dearborn Post Office at Newman and Tenny and as street in west Dearborn.
- GARDEN CITY:** Founded and platted as subdivisions in Nankin Township in 1921 by Arnold F. Folker. Village incorporated in 1927 with Folker as president. Incorporated as city in 1933. Community so named because it was platted into large enough lots for their owners, when unemployed, to cultivate vegetable gardens. (from L. Clarke Oldenburg and Post office archives via Michigan Place Names.)
- GILTEDGE:** Community near Joy Road and Wayne Road in Nankin Township. Shown on map in 1927 Michigan Manual.
- GLENWOOD:** Downriver village just west of Wyandotte. Village boundaries were North Street on the north, the MCRR (Wyandotte village limit) on the east, Eureka Road on the south and Fort Street on the west.
- GRAND TRUNK JUNCTION:** Original name of community about three miles west of Detroit (circa 1870) along the Grand Trunk Railroad, possibly near Junction and Michigan Avenue. Later called Detroit Junction and West Detroit. (Post office archives via Michigan Place Names.)
- THE GREATER CITY:** Informal name given to the consolidated town of Fordson, Dearborn and part of Dearborn Township until a formal name was chosen.
- GREENFIELD:** Community on Pere Marquette Railroad near Livernois (exact location uncertain) shown on 1882 map in Michigan Manual. Later Michigan Manual showed hamlet on Greenfield about Five Mile. County plat atlas in 1876 showed Greenfield to be along Grand River at the railroad crossing at Meyers. The post office was in Eight Mile House along the Detroit & Lansing Plank Road in 1876.
- GREENFIELD TOWNSHIP:** The government split Springwells Township into two smaller townships March 31, 1833. The southeastern portion remained Springwells. The area north and west of Springwells was named Greenfield Township. Greenfield Township boundaries originally were Eight Mile on the north, Greenfield on the west, the Rouge River on the south and Baby Creek, Woodward and Van Dyke on the east. An additional segment was annexed to Greenfield Township from Springwells April 2, 1850. This small segment is in far northeast present-day Dearborn. Most of the township was annexed in sections during the 19th century by Detroit. Everything south of Tireman was annexed back to Springwells March 25, 1873. The name is remembered through Greenfield Village and Greenfield Road. First settler was John Strong in 1826. Post office opened Dec. 8, 1837, with John Kennedy first postmaster. Post office operated on and off throughout the 1800s. Named for its many green fields. (Post office archives via Michigan Place Names and other sources.)
- GREENFIELD VILLAGE:** Historical village created in Dearborn by Henry Ford.
- HAND:** Village based at Wabash Railroad stop west of Telegraph and south of Ecorse Road, then called German Road. Also called Hand Station. Named for S.S. Hand, railroad agent. Received post office Oct. 10, 1882, with Charles H. Purdy first postmaster. (Post office archives via Michigan Place Names and Wayne County Atlas 1893.)
- INKSTER:** Name for city and former village overlapping parts of old Dearborn and Nankin Townships. Named for Robert Inkster, a Scot, who operated a steam sawmill on present-day Inkster Road, near Michigan Avenue, in the early 1860s. Area first settled 1825. Post office opened Dec. 31, 1857, under name Moulin Rouge. Josiah Dort was first postmaster. Post office renamed Inkster July 11, 1863. Area given station on Michigan Central Railroad by 1878. Incorporated as village in 1926 and as city in 1964. Original eastern boundary was Gulley before Dearborn Heights took two-block strip between Gulley and Beech Daly when Dearborn Heights officially became a city in 1963. Inkster officially became a city at 8 p.m. Monday, Nov. 16, 1964. (Post office archives via Michigan Place Names, Dearborn Press archives.)
- IRISH SETTLEMENT:** Original common-usage name for East Nankin. (Dearborn Press & Guide archives.)
- JOHNSONS:** First place in area to be noted on a map. Was on Michigan Avenue west of Wayne Road in 1824. (Dearborn Press archives.)
- LaBELLE FONTAINE:** The early French were so impressed by the many springs, they called the area LaBelle Fontaine, or the Beautiful Springs.
- LeGRAPH:** Name for former substation of Dearborn post office at Lehigh and Telegraph. (Post office archives via Michigan Place Names.)
- LIMA:** Original name of post office in Nankin Township along Rouge River. Opened Jan. 8, 1828. Renamed Nankin April 2, 1830. Area became known as Nankin Mills. (Post office archives/Michigan Place Names.)
- LINCOLNFORD:** One of the suggested names for the consolidated new city in 1928.
- LIVONIA:** The name of the township and later city touching kitty-corner to Dearborn Heights (old Dearborn Township) at Joy Road and Inkster. The township was formed from the north half of Nankin Township in 1834 with the name taken from Livonia, N.Y., where many of the settlers of that area came from. The first village was platted and recorded as Livonia City May 20, 1836. Livonia Township incorporated as the city of Livonia in 1950. The name originally came from Russia, supposedly as a combination of Latvia and Estonia. (Post office archives/Michigan Place Names.)
- LIVONIA CENTRE:** Name of village in center of Livonia Township where township offices were maintained. Approximately at Venoy and Five Mile Road.
- McKINNEY'S STATION:** Depot in village of Elm (originally called Elmwood), along Detroit, Lansing & Northern (or Detroit, Grand Rapids & Western) Railroad, now in present-day Livonia. (Post office archives via Michigan Place Names.)
- MELVINDALE:** Name of city south of east Dearborn. It was first called Oakwood Heights. Name was changed to honor Melvin Wilkinson, one of those who platted village. He died during the development, so the community was named in his memory. Village incorporated in 1925. City incorporated in 1932. (Thomas J. Anderson via Michigan Place Names)
- MINOSA-GOINK:** An Indian term referring roughly to the area along the Rouge River, including Dearborn. It means "Singeing Skin River," or the place where game was dressed. (Dearborn Historical Museum)
- MISHQUA SIBE:** The Ottawa, Potawatomi and Wyandot Indians referred to the Dearborn area by the Indian name for the Rouge River, Mishqua Sibe. (Dearborn Historical Museum)
- MOULIN ROUGE:** Original name (translation: Red Mill) of post office serving the Inkster area. Post office opened as Moulin Rouge Dec. 31, 1857. Name changed to Inkster July 11, 1863. Moulin Rouge came from the informal name for the area by Inkster Road and the Rouge River, north of Michigan Avenue. This was a train stop for water and cord wood. Later, a furniture facility was built at Inkster Road and the railroad track. Frank H. Fellrath later bought the facility and turned it into a lumber yard. People in the area came from Germany circa 1850 when they did not like it when Bismarck began conscripting the boys from the farms to fight for Germany. (Post office archives via Michigan Place Names.)
- NANKIN CENTER:** In middle of Nankin Township, hence its name. Settled 1830. Given post office named Swift July 10, 1882. Edward Lathers first postmaster. Office closed March 22, 1887. Restored Dec. 19, 1895, closed again Sept. 30, 1902. (Post office archives via book Michigan Place Names.)
- NANKIN MILLS:** Post office in Nankin Township along Rouge River. Post office first called Lima, opened Jan. 8, 1828. Henry

- Wells first postmaster. Renamed Nankin April 2, 1830. Area became known as Nankin Mills. Nankin Mills was also the name of the school district in north central Nankin Township. It was dissolved June 30, 1969, with the north half added to the Livonia School District and the southern half added to the Wayne Community School District. In June 1971, that district renamed itself the Wayne-Westland Community School District. (*Post office archives/Michigan Place Names; Press & Guide archives.*)
- NANKIN TOWNSHIP:** Name given to western half of Bucklin Township when it was split in two along present-day Inkster Road Oct. 29, 1829. Name from Chinese city to avoid chance of duplicating name of another area. Nankin Township split in 1835 with northern half becoming Livonia Township and southern half remaining Nankin. Remnants finally incorporated as city of Westland in 1963.
- NAVARRÉ:** Village just southeast of present-day Dearborn, later called Oakwood. On Rouge River on Ecorse Township side of river. Named for Robert Navarre, early French settler. Post office opened Dec. 11, 1899, with William Wiegert first postmaster. Incorporated as village in 1910. Renamed Oakwood Nov. 25, 1918. Post office closed Dec. 31, 1918. Annexed by Detroit in 1922. (*Post office archives/Michigan Place Names.*)
- NEWBURGH:** Village shown on 1876 county plat atlas at Newburgh Road and Ann Arbor Trail.
- NORTON:** Small community near Inkster Road and Pere-Marquett Railroad near Plymouth Road. Shown on various early maps.
- OAK:** Village near what is today the Outer Drive crossing of the Detroit, Grand Rapids & Western Railroad north of Plymouth Road. Given post office June 30, 1858, with Salem T. Philips as first postmaster. Office closed Sept. 17, 1906. Now part of Detroit. (*Post office archives via Michigan Place Names.*)
- OAKWOOD:** Village 2.4 square miles just southeast of present-day Dearborn, originally called Navarre. On Rouge River on Ecorse Township side of river. Incorporated as village of Navarre in 1910. Renamed Oakwood Nov. 25, 1918. Annexed by Detroit November 1921. (*Post office archives/Michigan Place Names.*)
- OAKWOOD HEIGHTS:** Original name of Melvindale, settled in 1870. (*Thomas J. Anderson via Michigan Place Names.*)
- PARKRIDGE:** New name proposed for Inkster in October 1953 in petition presented Inkster Village Council by residents requesting the name change and the re-incorporation of the village into a city. Proposal never made it anywhere. (*Dearborn Press archives*)
- PEKIN TOWNSHIP:** Pekin Township was part of the resulting split of Bucklin Township in Oct. 29, 1829. The other half of the former Bucklin Township was called Nankin Township. Pekin Township was renamed Redford Township March 21, 1833. When Bucklin Township was split, federal law said no names of post offices could be duplicated. Officials of the new township decided to look to China for a name under the assumption there was little likelihood of name duplication. The name Pekin (later Peking, now Beijing) was chosen. Officials of Nankin and Canton townships used the same method for naming their new townships.
- PENFIELD:** Informal community at intersection of Grand Trunk Western Railroad and Conrail tracks near intersection of Northline and Allen Road in Taylor. Named for William Penn, founder of Pennsylvania.
- PERRINVILLE:** Village along Ann Arbor Trail about a half mile west of Middlebelt. First settled in 1831 by Thomas Dideren. Brother settlers Abraham and Isaac F. Perrin built a sawmill on the Middle Rouge in 1832. Isaac F. Perrin platted the village in 1834. Likely named for him, possibly for Abel Perrin, early settler and postmaster of Centre Port post office. Post office opened Oct. 11, 1861, with James Peck as first postmaster. Name changed to Pike's Peak Dec. 21, 1887. Post office closed Aug. 30, 1902. A historical marker commemorating Perrinville is posted next to Ann Arbor Trail just east of Merriman Road.
- PERSHING:** One of several suggested names for the new city when Dearborn and Fordson voted in 1928 to merge.
- PIKES PEAK:** Later name of Perrinsville, name changed Dec. 21, 1887. (*See Perrinsville for more information.*)
- PRESTON:** Informal community along Norfolk Western & Southern Railroad (originally Wabash Railroad) near Middlebelt and Wick. Believed to have been named for David Preston, banker and landowner. Storekeeper Albert Bull was first postmaster March 6, 1899. Office closed Sept. 17, 1906. (*from Post office archives via Michigan Place Names.*)
- RECKNOR'S CORNERS:** Informal name for the Interurban stop at Dort's Lane and Michigan Avenue (northeast of Michigan and Southfield) in the 1880s. The spot featured an ice cream and candy emporium and a stable operated by Mr. and Mrs. Matthew Reckinger and children: Nick, Anne, George, Elizabeth and Margaret. Nearby was the Reckinger orchard. Bordering farms owned by the Korte family. Matt Reckinger was the first west Dearborn farmer to sell his land to Henry Ford. He sold his farm on the corner of Southfield and Michigan in 1912 for \$500 per acre. His wife, Katherine, died in 1899. He farmed wheat, silage, garden crops and apples. They also raised cows, whose milk was used for cream and ice cream at Recknor's Corners. The land was originally owned and operated by the Samuel Emerson family.
- REDFORD:** Name of village at Five Mile (Fenkell) and Lahser. Village was annexed by Detroit in 1926. Previous community of Redford was centered at Seven Mile (listed as 10 Mile on 1876 map) about 1/2 mile east of Telegraph.
- REDFORD CENTER:** Alternate name for village near Five Mile (Fenkell) and Lahser. Also called Belle Branch (or Bell Branch), which was the official name of the post office there. (*Post office archives via Michigan Place Names.*)
- REDFORD TOWNSHIP:** New name of the former Pekin Township, changed March 1833. Its name was derived from Rouge Ford, a favorite crossing place over the Rouge (French for "Red") River by the Indians on their trips to Detroit. Dearborn Township was formed out of part of Redford Township April 1, 1833.
- ROMULUS:** Name for city (and previously township) touching southwest corner of south Dearborn Heights. Named for hometown of first settler, Samuel McMATH of Romulus, New York. (*Michigan Place Names.*)
- SAND HILL:** Early name of village of Redford, centered at Grand River and Lahser before the turn of the century. Named changed to Willmarth, then back to Sand Hill before becoming Redford.
- SCHWARZBURG:** Near Perrinsville, named for Gen. John E. Schwarz of Detroit, who built a dam and a little mill along the Rouge River circa 1825. The settlement that formed there took his name. Nearby Perrinsville lured away the inhabitants. The village became extinct.
- SCOTCH SETTLEMENT:** This was an informal name in the 1800s for the area bounded approximately by Greenfield, Southfield, Ford Road and Joy Road. The name comes from the fact that the settlers in this area all came from Scotland.
- SPRING HILL:** This was a settlement in Springwells Township between Downtown Detroit and Fort Wayne. Dearborn Historical Museum considers this to be an early name for the township. (*from Michigan: A Guide to the Wolverine State.*)
- SPRINGWELLS:** Springwells was the name for the township, village and city which preceded the city of Fordson. It was named for the large springs in the Clark Park and Fort Wayne area, which it originally encompassed. It was also called Spring Hill. The building of the Michigan Central Railroad in 1837 gave rise to the unincorporated village of Springwells in Springwells Township. The village was platted and recorded by Ambrose Riopelle Dec. 11, 1847. A post office was granted Feb. 16, 1855, with Samuel Ludlow as its first postmaster. The office was closed April 4, 1857, but was restored Feb. 4, 1878, and moved to West End. County plat atlas 1876 shows Springwells post office about Lonyo and Michigan Avenue. The Springwells post office operated again July 15, 1910-July 14, 1917. Talk of incorporating the township as a village began

in 1917 with the name of the village being Fordson. The township finally incorporated as a village in 1919 (charter adopted March 15, 1920), but with the name Springwells. It re-incorporated as a city Dec. 27, 1923, again as Springwells. The bulk of town was centered along Schaefer from Ford Road to Warren Avenue. The city was renamed Fordson for industrialist Henry Ford and his son, Edsel, Dec. 23, 1925.

SPRINGWELLS TOWNSHIP: The township was laid out and named by Gov. Lewis Cass Jan. 5, 1818. The original boundaries were Greenfield on the west, the Rouge River on the south, as far east as Trumbull (some records say Vinewood) and as far north as Eight Mile Road (Base Line Road). The section north of Baby Creek was split off in 1833 to form Greenfield Township. Another small section was split in April 2, 1850, and added to Greenfield. Everything south of Tireman was annexed back to Springwells Township on March 25, 1873. Sections of the township were annexed by Detroit in 1845, 1857, 1875, 1885, 1906 and 1916. The possibility of further annexing of Springwells by Detroit ended in 1923 when Springwells incorporated as a city.

SWIFT: Name of post office in Nankin Center and community in middle of Nankin Township. Settled 1830. Likely named for Marcus Swift, first and only supervisor of Bucklin Township. Post office of Swift July 10, 1882. Edward Lathers was first postmaster. Office closed March 22, 1887, was restored Dec. 19, 1895, and closed again Sept. 30, 1902. (*Post office archives via Michigan Place Names.*)

TAYLOR: Name of township and later city directly south of Dearborn Township. The township was formed in 1847. It is named for Gen. Zachary Taylor, who had then just had several major victories in the Mexican War. The area was given a post office called Taylor Center Jan. 12, 1863. This name stuck informally with the small community which grew near Telegraph and Goddard. The township incorporated as the city of Taylor in May 1968. (*Post office archives via Michigan Place Names.*)

TAYLOR CENTER: Informal name of community near Telegraph and Goddard within Taylor Township until the township incorporated as the city of Taylor in May 1968. Name was first used for the post office in the township. The post office was opened Jan. 12, 1863. (*Post office archives via Michigan Place Names.*)

TELEGRAPH: A portion of south Dearborn Township had an election June 2, 1920, to incorporate as village of Telegraph. The voters defeated the proposal. A similar proposal went before the voters in southern Dearborn Township Sept. 9, 1924, to incorporate as the village of West Detroit. This measure, too, was defeated. (*Dearborn Press archives.*)

WALLACEVILLE: The area by Ann Arbor Trail and Gulley along Rouge River was called Wallaceville, after local sawmill owner John B. Wallace. Post office operated Oct. 28, 1862-July 31, 1901. Wallace was first postmaster. (*Post office archives via Michigan Place Names.*)

WARRENDALE: Name for the community in the northeast part of old Dearborn Township, particularly along Warren Avenue. The section from Ford Road to Joy Road and from Greenfield to Rouge Park was incorporated as the village of Warrendale by an election Sept. 9, 1924. Voters approved annexation by Detroit in April 1925. When discussion of voting on incorporating as a village was going on in 1924, one of the suggested names of the village was West Detroit. The predominant name of Warrendale prevailed. Village was 7.5 square miles. The name remains as the official city of Detroit designation of the neighborhood bounded by Southfield, the south city limit, Rouge Park and Joy Road. (*Dearborn Press archives.*)

WEST DEARBORN: A proposed new name for Inkster. In 1929, petitions were circulated to change the name of the village of Inkster to West Dearborn. It was thought the connection to Dearborn would benefit businessmen. The movement ended here.

WEST DETROIT: Southern Dearborn Township voted Sept. 9, 1924, to consider incorporation as the village of West Detroit.

The measure was defeated. (*Dearborn Press archives.*)

WEST DETROIT: Suggested name of village of Warrendale when community incorporated in 1924. Name Warrendale prevailed.

WEST DETROIT: Community about three miles west of Detroit (circa 1870) along the Grand Trunk Railroad, possibly near Junction and Michigan Avenue. It was originally called Grand Trunk Junction. It received a post office called Detroit Junction June 23, 1874, which was renamed West Detroit Jan. 14, 1887. Office closed Aug. 10, 1889, when the area was annexed by Detroit. (*Post office archives/Michigan Place Names.*)

WEST END: West End was a station on the Michigan Central Railroad in Springwells Township. The office was somewhere in the vicinity of Michigan Avenue and Oakman, about two miles west of the Detroit city limit at that time. Its post office operated Feb. 4, 1878-Jan. 31, 1906. (*Post office archives via Michigan Place Names.*)

WEST FORDSON: The residents of Dearborn Township bounded by the Rouge River on the west and south, Division (Greenfield) on the east and the Detroit city limit on the north petitioned Wayne County in September 1926 to become the village of West Fordson. The area encompassed about 3.75 square miles. It was in Dearborn School District No. 5 and had an assessed value of \$10 million. Only 86 signatures were turned in and law required 100 for the petition to be legal. (*March 6, 1926, Fordson Sun, and Dearborn Press archives.*)

WESTBORN: Informal name of business district around Michigan Avenue at Outer Drive. Name is combination of West and Dearborn.

WESTLAND: Name for city abutting Dearborn Heights at northern and southern edges of the city's western boundary. Westland was formed in 1966 from the remnants of old Nankin Township. A debate ensued over the name because of the then-recently opened Westland Mall. Some complained the new city's name sounded like it was named for the shopping center. A vote was finally taken to change the city's name to Nankin, but voters kept the name Westland.

WESTWOOD: Name for southwestern-section of old Dearborn Township with probable borders of Michigan Avenue, Inkster Road, Van Born and either Westwood or Telegraph. In 1924, there was some talk about incorporating the section into the village of Westwood, but the matter never made it to the ballot. Part of Westwood finally incorporated in 1926 with the Inkster area as the village of Inkster. The name now only remains in the name of the school district in Inkster and southwestern Dearborn Heights and a cemetery on Michigan Avenue. (*Dearborn Press archives.*)

WILLMARTH: One time name of village of Redford. It started as Sand Hill, then was changed to Willmarth, then back to Sand Hill and finally Redford. Area was annexed by Detroit in 1926.

WILLOW: Village on Pere-Marquette Railroad around 1872. Post office operated July 13, 1892-May 31, 1915. (*Post office archives via Michigan Place Names.*)

WOODMERE: Village just southeast of southeast Dearborn. Annexed by Detroit in 1901. Boundaries were Livernois on the east, Fort Street on the south, Dix on the west and the railroad on the west. Had train station on Canada Southern and the Lake Shore & Michigan Southern Railroads in 1878. Area at this time was six miles southwest of Detroit. Post office opened July 17, 1884. Michael F. Roulo was first postmaster. Office closed May 31, 1901, when village annexed by Detroit. Name is retained in area cemetery. (*Post office archives via Michigan Place Names.*)

YEW: Later name of post office at West Chicago and Chase. Originally called Brown's Corners. Post office opened in 1866.

Annexation attempts

Ecorse Township

(From Feb. 2, 1956 Dbn. Press, Page 1)

Petitions were circulated in January and February 1956 for the annexation by Dearborn of the two-square-mile strip of Ecorse Township bounded by the DT&I railroad, Southfield, Rotunda Drive and Snow.

No homes were involved in the land. Its sole tenant was Ford Motor Company's Continental plant.

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Dearborn needed 1,700 names on petitions including names from the Ecorse District to bring the city's proposition before county fathers. They, in turn, would set an election date. Ford Motor Company officials said they had no plans for future construction on that land.

Allen Park had filed a petition for similar annexation with the county one day prior to Dearborn's. Allen Park was still a village and the annexation was part of its incorporation plans to become a city. According to county statutes, the Board of Supervisors had to consider the first petition submitted first.

The Dearborn Press said Dearborn acted on the land only because Allen Park did and realized the territory would make a worthwhile addition to Dearborn.

Ford, the only resident on the land in question, backed Dearborn's annexation of the area.

In May 1956, the Wayne County Board of Supervisors gave its approval to Allen Park to incorporate as a city and to annex the 800 acres in Ecorse Township.

The Ecorse Township land was sought by the villages of Allen Park and Melvindale and the city of Dearborn. Allen Park was the first to file for annexation.

The land was bounded by Snow Road, the DT&I railroad, the Rouge Rive and I-94.

The area did have one residence, located just south of the Springwells Park subdivision (Ford Foundation), but did not have anyone living there at the time of annexation. The area was 783 acres.

Most of the land was owned by Ford Motor. It also included one acre north of Rotunda Drive owned by Greenfield Congregational Church.

North, South Township

In 1957, the Dearborn Township Civic Association, School District No. 2 (Clara B. Ford Elementary), put a drive on for the area to be annexed by the city of Dearborn.

North Dearborn Township, bounded by Cherry Hill, Inkster, Joy Road, West Parkway, Warren, Evergreen, Ford Road and Gulley, unsuccessfully tried to be annexed by Dearborn April 6, 1959.

In order to pass, approval had to be received in the township and in all areas voting. The final tally was 4,313 yes and 656 in the north township, 2,485 no and 1,509 yes in south township (meaning approval in the township) and 16,429 no and 8,550 yes in Dearborn, leaving the final vote at 19,570 no and 15,372 yes, thereby defeating the measure.

At the time, the 6.5 square mile area had about 30,000 people in it.

The annexation attempt in 1959 to have the part of north Dearborn Township bounded by Inkster, Cherry Hill, Gulley, Ford Road, Evergreen, Ann Arbor Trail, Evergreen and Joy Road covered 6 square miles. The area had about 27,000 people at the time.

In 1957, south Dearborn Township east of Gulley Road filed for an election to be annexed by Dearborn.

Petitions were then circulated and filed for possible annexation by the remainder of south Dearborn Township and north Dearborn Township. These petitions were put on hold until after the first election.

In spring 1982, about 250 Westwood school district residents organized a drive to have their area, the district bounded by Avondale, Gulley and Beech Daly annexed by the Crestwood School District.

In summer 1932, petitions were circulated in Inkster and Dearborn Township to ask for an election to merge the village and township with the city of Dearborn.

The reason for the petitions is Inkster nor Dearborn Township were both having major financial problems and it was felt a consolidated community would be able to better withstand the bad economic conditions of the time.

Annexations/Incorporations

Detroit annexed Rouge Park in 1923. The area north of Joy Road east of Greenfield was annexed in 1923 and 1925. Redford Township and Warrendale were also annexed in 1925.

Village of Wayne voted down for the third time a proposal to annex three districts of Nankin Township south, east and north of the village. The village was one square mile in size. If the election passed, Wayne would have been five square miles. *(June 6, 1929, Dbn. Press)*

The Village of Wayne voted March 4, 1958, to incorporate as a city and annexing much of the surrounding area. Wayne would have gone from 13,000 to 40,000 residents and from three square miles to 12 square miles. The proposal was defeated by 9 votes.

Consolidations and annexations were a common event during the early years of this century. Many more were suggested, but never happened. Detroit had annexed several villages and parts of neighboring townships during the early 1900s. This was part of the underlying cause of the consolidation of Fordson to Dearborn.

Two other annexations were considered in the months

preceding the local consolidation election.

On the north side of Detroit, plans were submitted to annex Hazel Park to either Ferndale or Royal Oak. Petitions with more than 20,000 signatures were turned into the Board of County Auditors asking for a vote on annexing Lincoln Park to Detroit.

One of the tools used to promote the consolidation here were comparisons to the consolidation 32 years earlier of the cities of Saginaw City and East Saginaw and the villages of Salina and Florence and the consolidation in 1903 of Bay City and West Bay City

In mid-1928, several residents of Lincoln Park were in favor of being annexed by Detroit as they were dissatisfied with their own government. Early predictions said such a vote would probably pass in Lincoln Park, but be defeated in Detroit as the tax rate in Detroit would go up a little bit.

At least two elections on the merger were held in 1928 and 1929. The outcome was exactly opposite of the predictions. Detroit voters were in favor of the annexation, but Lincoln Park residents both times voted against being annexed by their larger neighbor to the north.

(from Thursday, Sept. 19, 1929 Press FP)

A petition to change the name of the Village of Inkster to West Dearborn is now in circulation, and is reported to have many signers to date.

This change is advocated as a progressive step for the business men and property holders in this territory, and has gained rapid favor with many who have signed the petition, and are working to get more converts to the idea.

The name of West Dearborn was selected as a possible successor to Inkster, with the idea that it will carry more weight with outsiders, and will prove a valuable asset in advertising the village.

Miscellaneous

(from Dbn. Ind. Page One Feb. 12, 1931)

To eliminate added expense of two many governments, plans are now being made in Dearborn and Nankin Townships as well as in the village of Inkster for the consolidation of those districts with the city of Dearborn, according to an article published in Wednesday's edition of the Detroit Free Press, written by Bart A. Lynch, Free Press staff writer and a resident of Dearborn.

The plan, according to Mr. Lynch's article, is being pushed by William T. Kronberg, Dearborn Township supervisor, and others who are seeking to eliminate the expense now placed upon the shoulders of residents of Dearborn and Nankin townships as well as in Inkster.

"Furthering plans to escape the unnecessary expense of too many local governments," the article reads, "officials and leading citizens of Dearborn and Nankin Townships and the Village of Inkster have launched a movement to unite their territory with Dearborn.

"The move is in accordance with a tendency elsewhere in the state to merge small political divisions where it is evident their fiscal standing and governmental efficiency would be benefited by the change.

"Cost of government in Dearborn Township has become an oppressive burden," stated William T. Kronberg, Dearborn Township supervisor and a leader in the movement. "A merger with Dearborn would eliminate the cost of administration of township schools, road work and police and fire protections, besides relieving the taxpayers of the

salaries of other township officers. Official salaries alone total \$15,000 a year. Not excessive, but something that should be done without if possible and particularly as the saving would really bring the territory better government. The taxpayers are not getting what they want now, or what they should have. A more economical system, we think, will give it to them. Duplication of expenses is eating up their money."

"The cost of maintaining the doubtful luxury of small governmental units is illustrated in the case of Dearborn Township as pointed out by officials.

"For the last fiscal year, the charges against the taxpayers reached a total of \$553,587.60 on a tax valuation of \$13,269,000. Of this sum, \$280,616.76 represents special assessments for water, sewers, covert roads and drains. These, of course, will automatically disappear as yearly charges once the debt is paid years hence, but there will remain the cost of repair, upkeep and extension.

"Inescapable taxes in the town show a gross of \$272,070.84. These, proponents of the merger believe, can be reduced many thousands of dollars each year by incorporating the territory into the City of Dearborn. They also argue there will be better service in all departments of government due to the lifting of an ever-threatening shortage of finances.

"The township has a balanced budget," said Mr. Kronberg, "at least as far as the tax levy is concerned. But collection are slow and have been crippling us. Delinquent taxes are at present more by \$160,000 than debts; but uncollected taxes are not rated as good assets by the banks, which refuse to lend us money to meet our obligations."

"The banks' demand for curtailment of the cost of government, he added, have reached the point of inimical dictatorship, and include practical elimination of police and fire protection, and reductions in other directions that would cripple community government.

"The townships and village involved in the contemplated merger are said to be heartily in favor of it. They are doubtful how the proposition would be received by the city of Dearborn. Leaders in the townships plan conversations with Dearborn officials and group leaders with the purpose of bringing about a favorable reception. They are anxious to submit the question to the voters at special elections this spring.

"It must be carried in every community by a 60 percent majority."

(From Dbn. Indp. Feb. 19, 1932)

Plans for a huge consolidation of several suburban cities and villages with the city of Dearborn are now being made, according to a story published in the Wyandotte Daily Records. Backers of the movement, according to the Record, will begin the circulation of petitions within a few days to bring the plan before the voters in all communities included in the project.

According to the Wyandotte report, the suburban communities included in the merger are Dearborn, Lincoln Park, River Rouge, Ecorse, Melvindale and Allen Park.

"A well-laid plan," the Wyandotte paper states, "is now being formulated, backed by a large group of forward-looking men amply financed, looking to the establishment of what will be Michigan's second largest city, by the amalgamation of Dearborn, Allen Park, Melvindale, Lincoln Park, River Rouge and Ecorse into one huge city that would be undisputedly Michigan's second richest industrial

community, with a possibility that it might exceed Detroit, because of the location in its midst of the great Ford Motor Company, the U.S. Steel Corp. And a great number of other large concerns."

The story, however, was published without mention of a single person or organization that plans to actively take part in the move.

"The advantages of this amalgamation" the story continues, "are many and cumulative. In the first place, it would place the entire district under one governing head, doing away with six distinct bodies and six separate pay-rolls. It would save hundreds of thousands of dollars in taxes, would reduce the necessary expenses of government and would bring into the city two of the world's largest tax-paying industries - the Ford Motor Company and the U.S. Steel Corp."

The article continues by explaining the advantages to areas concerned in the proposed merger. It fails to reflect the attitude of Dearborn residents, however, who probably would turn down such a plan by a tremendous one-sided vote. The plan undoubtedly would assist the communities in need of immediate financial aid, but not mention is made as to what Dearborn's position would be in regard to the amalgamation dream.

"In Lincoln Park," the story relates, "the combed city tax with the state, county, school and good roads tax reaches the staggering total of \$44.38. In the two school districts of Allen Park, it varies, one being \$16.45 and another \$21.95. In Melvindale, the total is \$39.03. In Ecorse, it is \$41.62. In River Rouge, it is \$36.49. In Dearborn, it is only \$27.52."

In fall 1978, Dearborn Mayor John B. O'Reilly held informal talks with Melvindale city officials about the possibility of merging the two cities. This is as far as the process went.

In 1957, the Dearborn Township Civic Association, School District No. 2 (Clara B. Ford Elementary), put a drive on for the area to be annexed by the city of Dearborn.

During summer 1925, a movement went on to have Springwells annexed to Detroit. Petitions were circulated throughout the city to have annexation put on the November ballot.

The goal, according to the Springwells Independent, was to benefit Detroit. The newspaper pointed out that Detroit would soon need to radically improve its transportation system, possibly including a subway or elevated rail. The more area the city could annex, the larger the population it could tax to help pay for this new transportation system.

It turns out that local people were tricked into signing the petitions. Later talk was that everyone was saying the proposal would be voted down.

The plan was finally dropped in October 1925.

Petitions were circulated in 1925 and 1926 for the village of Dearborn to annex the remainder of Dearborn Township.

In 1973, G. Daniel Ferrera, Dearborn Heights mayoral candidate, made it part of his platform to pursue a merger with Dearborn. He lost.

In summer 1974, the Dearborn Heights City Council

appointed a commission of council members to further investigate the possibility of a merger with Dearborn. The commission was then unable to meet with Hubbard to discuss the matter.

In 1919, a proposal was made to annex the area along Military north of the Rouge River to the village of Dearborn. Nothing became of this.

In November 1920, the Dearborn Board of Commerce urged the village council to expand the boundaries of the village to Warren, Jim Daly (Beech Daly) and Carlisle. Again, nothing became of this.

In 1964, northeast Nankin Township threatened to try to be annexed to Livonia, taking Westland Mall with it.

Elections were held Nov. 2, 1926, in the villages of Lincoln Park and Melvindale on annexation to Detroit. Both villages soundly defeated the measures.

The vote in Lincoln Park was 1,210 no, 599 yes. The tally in Melvindale was 365 no, 127 yes.

A vote was held in 1924 for the village of Dearborn to annex the rest of the township. The village said no, 320-118. The township likewise turned down the proposal, 344-75.

Petitions were circulated in summer 1974 in the Far West Civic Association of Detroit, west of Parkway Street (Rouge Park) south of Joy Road and north of Warren Avenue to have the area annexed by Dearborn Heights.

The petitions, with 865 signatures, were then submitted to the Dearborn Heights City Council.

The problem was for annexation to happen, both cities would have to approve such a move. Further, an amendment would have to be made to the state constitution involving the Home Rule Act.

In fall 1973, a push was on in Dearborn Heights to have the city annexed by Dearborn. One of the people leading the move was G. Daniel Ferrera, who said his entire mayoral campaign was based on effecting such a change.

Ferrera included in his merger the combination of the various school districts, which would be an entirely separate move from combining the two cities.

Ferrera did not survive the mayoral primary.

In order for such a merger to happen, approval would have to be obtained from the voters in both cities.

(from Dbn. Press P. 1, June 1925 Vol. VIII, No. 1)

A proposition is at present underway among Detroit interests for the expansion of Detroit. As was rumored before the election in regard to this expansion, plans are fully underway to bring up at the November election this question.

The facts of the case are that 42 businessmen of Detroit met at the Board of Commerce and made the preliminary arrangements for plans to annex a great portion of the Downriver district.

Gen. C.W. Harrah was chairman of the meeting and outlined the territory which took in all of the territory from Pennsylvania Avenue north to Dearborn and west to Telegraph Road. Several at the meeting expressed themselves as favoring a larger area.

This would mean the taking into the city of Detroit all of the smaller villages and municipalities including River

Rouge, Ecorse, Wyandotte, Lincoln Park, Trenton, Melvindale, Dearborn and the territory surrounding it. Grosse Ile was also suggested to be included.

A. Louis O'Connor was chosen secretary of the organization and James Donahue the treasurer. The committee appointed to make a more thorough study of the subject consists of John Welch, E.J. Lieber, Frank H. Franham, James Donahue and A. Louis O'Connor.

As it is planned to bring this matter to a vote, each locality will vote on it, and their vote will not have a bearing on another district, that is, if one village should vote to come in and an adjoining district vote to stay out, the territory voting to come in will be accepted.

Dearborn with its greater area no longer needs fear of being swallowed by Detroit's expansion program. Dearborn now has an area that will give it exceptional opportunities to grow. With the confirmation from the state of the last election, which should be received within the next few days, the village will be ready to send out engineering parties to start surveying the district.

Dearborn-AP land swap

The original boundary between Dearborn and Allen Park was the Rouge River. When the river was straightened south of Michigan Avenue in the 1970s, the meant the city limit no longer followed the river and caused occasional jurisdictional problems with patches of land then accessible only through the other city.

Finally, in July 1978, Dearborn and Allen Park proposed as land swap moving the city limit back to the river. Dearborn was to get 26.5 acres, which would be zoned residential. Allen Park would get 22 acres that would be zoned industrial and commercial.

While Dearborn got more land, Allen Park got more tax base since residential property is taxed at a lower rate than the others.

This is the second time Dearborn and Allen Park had a land swap involving the Rouge River.

Previously, the city limit following the extension of the diagonal portion of the Southfield Freeway went north of Rotunda Drive just east of Greenfield Congregational Church. That church had one acre in Allen Park. The two cities made a deal whereby all property north of Rotunda Drive would be Dearborn.

Hubbard's New Cities

Orville Hubbard unveiled a plan Feb. 20, 1957, to consolidate Dearborn and 15 townships in Wayne County to create a more efficient government.

The new area would have about 500,000 people and 400 square miles of land, second only to the 451 square miles of Los Angeles. The new city would be three times larger than Detroit.

According to Hubbard, Melvindale, Taylor Township, Dearborn Township and Allen Park were most enthusiastic about the idea. Hubbard referred to Grosse Ile as the Belle Isle of the new Dearborn.

Hubbard omitted most villages and all other cities from the plan as they would likely not be interested and because of likely expected opposition to the plan.

Townships involved were Brownstown, Canton, Dearborn, Ecorse, Grosse Ile, Huron, Monguagon, Nankin, Northville, Plymouth, Redford, Romulus, Sumpter, Taylor and Van Buren.

Hubbard called for an April 1 vote. A couple of days after the plan was revealed, Allen Park officials said no to the idea, in effect stopping any further action on it.

Oct. 28, 1965, Hubbard released plans for a proposed four-city merger involving Dearborn, Dearborn Heights, Allen Park and Melvindale. It was compared to an upside-down Texas in shape.

John Canfield, mayor of Dearborn Heights supported the merger. The new city would be 47.25 square miles and have 250,000 people.

In November, Inkster indicated it wanted to be part of the merger.

Try for Taylor Township

(from May 1993? Dearborn Heights Leader)

Annexation does not seem to be one of Dearborn Heights' better fortes.

Dearborn Township, the predecessor to Dearborn Heights, tried twice unsuccessfully in the late 1950s to be annexed to Dearborn. Dearborn Heights tried the other side of the coin 25 years ago by trying to annex the 1.52-square-mile strip of Taylor (at that time Taylor Township) between Van Born and I-94. Again, the attempt was unsuccessful.

A move was on in 1966 for Dearborn Heights to expand its city limits. The area affected was valued at the time at \$15 million for tax purposes. The area contained about 8,000. The purpose was to strengthen the city's tax base.

For the annexation to go through, there were two requirements: a majority of the combined ballots of the two communities needed to be in favor; and a majority of the votes in the affected strip had to have been in favor.

City Councilman Robert McLachlan said at the time that Taylor's north end would be more naturally affixed to Dearborn Heights than the rest of the township. He also said that police and fire departments from both communities occasionally answered the same calls.

The south-end library and fire station in Dearborn Heights were closer to some north Taylor residents than their own equivalent facilities.

Taylor officials countered the arguments for annexation with statements about how homeowners in Dearborn Heights were complaining about the heavy tax load and that the added industrial base to the city would come at Taylor's expense.

The matter of taxes in the affected strip and the rest of Taylor were one of the primary issues as was the paving of streets. Dearborn Heights city officials said the streets in the affected area would have a better chance of being paved sooner if it were annexed to its northern neighbor.

Before the election Feb. 15, 1966, the debate had become so heated, the Taylor police threatened to arrest Dearborn Heights Mayor John L. Canfield for passing out handbills in Taylor about the annexation.

The incident of possible arrest arose out of a report of intimidation by Taylor police of a Taylor resident who had been passing out handbills in favor of annexation. Canfield and McLachlan decided to assist the Taylor resident, and the three went door-to-door handing out annexation literature.

Township police stopped the trio. After Canfield produced identification, the police said they would seek a warrant for his arrest. The three then continued with the distribution.

Canfield was reported as telling the police at the time, "You can cite me for each violation. I think your actions smack of intimidation and unconstitutionality. I will probably contact the American Civil Liberties Union."

Instead of being arrested, Canfield was finally served a violation summons for his part in handing out handbills in Taylor, the day before the election. The citation was not for handing out the handbills, which was legal, but for not registering first as called for by a Taylor Township ordinance.

When all of the ballots were counted, residents in the area in question and the rest of the township soundly defeated the proposal, while the light vote in Dearborn Heights was overwhelmingly approved. Even had the affected area voted in favor of annexation, the yes votes from the light turnout in Dearborn Heights would not have been enough to counteract the strong negative vote in Taylor as a whole.

The final vote tallies were: Dearborn Heights, 4617 yes, 560 no; the affected strip, 1031 no, 209 yes; Taylor Township proper, 7964 no, 318 yes.

So, Dearborn Heights has remained unchanged since it was incorporated as a city.

Fordson-Dearborn merger

No one can say for sure when the idea of consolidating the cities of Fordson and Dearborn and the intervening part of Dearborn Township into one community was first suggested, the first formal action taken was the forming of a committee in 1926 to study the feasibility of consolidation.

Among the people on that original committee was E.G. Liebold, secretary to Henry Ford. Henry Ford was one of the major proponents of the merger, whether for personal or business reasons.

One reason the consolidation was pushed at this time was the massive expansion of Detroit during the 1920s, when Detroit nearly doubled its size through annexation.

Communities such as Redford and Warrendale disappeared into the arms of the growing Detroit. Dearborn Township was another likely candidate for annexation by Detroit. Early in 1928, a proposal was made to have Fordson annex eastern and part of northern Dearborn Township itself, but nothing much became of it.

The city of Fordson stretched from the current eastern boundary of Dearborn on the east, north and south and ended on the west at approximately Division Road (now Greenfield).

Old Dearborn ran roughly from Ford Road to Gulley to Carlyle to Townline Road (now part of the Southfield Freeway) to the Rouge River to Ford Road. In the late 1800s, Dearborn centered in the Military/Michigan Avenue area, running about three to five blocks in each direction.

Dearborn Township in the 1920s included what is now north Dearborn Heights, the area between Fordson and Dearborn, northern Allen Park and south Dearborn Heights. The two-block stretch connecting north and south Dearborn Heights was then part of the village of Inkster.

As Henry Ford was a great supporter of the annexation, his newspaper, the Fordson Independent, started a Dearborn edition, the Dearborn News, in April 1928 to promote the consolidation in Dearborn.

A vote on the consolidation was held June 12, 1928, in Dearborn, Fordson and the two parts of Dearborn Township affected. A loss in any one of the four areas would send the

proposal down to defeat.

As the election neared, there was some question as to what the new community would be called. If the consolidation were approved, the name of the new city would be decided by the nine-member charter commission chosen in that same election.

The new city would have an area of approximately 30 square miles with a population of more than 33,000. Fordson was 8.8 square miles with a population of 26,000 people. Dearborn was 8.8 square miles big with about 9,000 people. The portion of Dearborn Township affected was about 3.28 square miles with 600 people.

There were several arguments for the consolidation, including tax breaks for Dearborn, better benefits for Dearborn Township and a better chance and industrial expansion in the city. Citizens were also told of the necessity of consolidating then and not waiting, which would have given Detroit the chance to annex Dearborn Township.

With a consolidated city, residents of old Dearborn was benefit from a substantially expanded tax base with the addition of the Ford Rouge Plant in Fordson added to the area. The tax rate in Dearborn would drop from 14.2 mills in 1928 to 8.366 mills after the consolidation.

The larger community would be much more attractive to major industry (mainly Ford Motor Company and Henry Ford, who was a big proponent of the consolidation) to locate offices and factories there.

Detroit was encroaching more and more Fordson and Dearborn. The expansion of Detroit had already eaten up several square miles of Springwells Township in recent years. If Detroit were to annex Dearborn Township between Dearborn and Fordson, later consolidation would be impossible as consolidating communities must have a common border.

People in western Dearborn Township were told by consolidation supporters more benefits would be reaped by local residents by being annexed to Dearborn and Fordson than to Detroit, which probably would have been the case had the consolidation gone down to defeat.

While there was a lot of support for the consolidation, there were those people afraid of the change, preferring to keep the small-town atmosphere of their communities. Two of the more vocal opponents were George W. Eyster and Charles Wagner.

Eyster argued that practically all of the land near in the area was owned by one man and that most of the industry which would come into the section would locate on the RT&I Railroad rather than the Michigan Central, which ran along Michigan Avenue.

Wagner argued that the smaller a town is, the easier it is to keep in touch with things. He also said the people of the township could have any improvement they wanted. All they would have to do is vote for them.

Although Dearborn was to benefit significantly from the lowered tax rate, the rates in Fordson and Dearborn Township would go up (from 7.89 mills in Fordson and 3.73 mills in Dearborn Township).

The vote June 12, 1928, was a landslide in Dearborn and Dearborn Township, but extremely close in Fordson, passing by a slim 34 votes. The totals were: 1,445 Yes and 1,411 No in Fordson; 1,263 Yes and 685 No in Dearborn; 155 Yes and 42 No in east Dearborn Township and 164 Yes and 86 No in west Dearborn Township.

A new batch of problems came up after the consolidation: drafting a new charter, deciding what to call the new

community and determining who would run it: Dearborn Mayor Clyde Ford, Fordson Mayor Floyd Yinger or someone new.

Until a new name could be chosen, the future municipality was referred to as "The Greater City." A vote by the charter commission on a new city name July 27, 1928, ended up in a tie with "Dearborn" and "Fordson" each receiving four votes. One ballot was left blank.

A few weeks later, another vote was taken with "Dearborn" becoming the choice for the new city's name. The city's governmental set-up and city charter were determined by the charter commission later that year.

At the mayoral primary election held Dec. 12, 1928, Yinger and Clyde Ford were the two top vote-getters for the final election Jan. 9, 1929.

Ford was the eventual winner of the race, 4,800-3,780. He took his oath of office Jan. 15, the same day the city charter commission was dissolved and "new" Dearborn.

On the new City Council were Clarence Ford (president), Reginald V. Bovill, Ernest G. Miller, Edwin E. Hubbard, Clarence L. Parker, Anthony M. Esper and Henry J. Miller.

Before the oaths of office were administered to the new city officials, Bernard P. Esper had the distinction for 12 hours of being the only officer of the new city of Dearborn.

According to the Jan. 17, 1929, Dearborn Press, the actual consolidation of Fordson, Dearborn and the intervening territory began with the meeting of the new City Council at 3 p.m. Tuesday, Jan. 15, 1929.

The evening of Jan. 14, following the approval of the reports of the board of canvassers by the charter commission, Henry Penhale and Jon L. Austin drove to Lansing, where they awoke the secretary of state and filed the charter. Clerk Esper waited in his office until he had received word from Lansing the documents had been filed.

At 8 a.m. Jan. 15, Lysander T. Maples gave the oath of office to the clerk, who then held the distinction of being the only city official. The mayor and City Council members took their oath during the first session of the City Council at 3 p.m. that day.

September 1925: Mayor Karmann sponsored a proposal, supported by Councilman Neckel, to have the name of the city of Springwells changed to Fordson.

Summer 1926: The first formal proposal of consolidating Fordson and Dearborn is made. A committee is formed to study the proposal.

April 1928: The Consolidated Cities Association is formed by citizens in Dearborn, Fordson and Dearborn Township to promote the combining of the three areas into one community. Its president is Dearborn Mayor Clyde Ford.

A 900-name petition in favor of the consolidation is signed. The first signature on the list from Dearborn Township is Henry Ford.

April 30, 1928: Nominating petitions made available for nine positions on charter commission board.

May 19, 1928: 32 candidates file petitions by the deadline for seats on the charter commission.

May 22, 1928: An anti-consolidation meeting is held in Henry Ford School in eastern Dearborn Township.

May 26, 1928: A "Consolidation" essay contest sponsored by the Dearborn Board of Commerce.

June 9, 1928: Henry Ford officially endorses consolidation,

sending letter voicing his approval.

June 12, 1928: Voters approve consolidation.

June 22, 1928: Fordson Mayor Floyd Yinger chosen charter commission chairman.

July 27, 1928: A secret ballot among the charter commission members is held to determine the new name of "The Greater City." The vote ends in a tie, four for "Dearborn" and four for "Fordson" as one ballot is left blank.

Aug. 13, 1928: "Dearborn" is chosen as name for new municipality. The decision is made to have a mayor and a seven-member city council with at least three chosen for each side of Emerson (Southfield) Road.

Nov. 1, 1928: The new city charter is completed by the charter commission.

Dec. 12, 1928: Clyde Ford, mayor of Dearborn, and Floyd Yinger, mayor of Fordson, win the primary for mayor of "new" Dearborn. The final election will be Jan. 9, 1929.

Jan. 9, 1929: Clyde Ford is elected mayor of "new" Dearborn, 4,800-3,780.

Jan. 14, 1929: City charter is delivered to Secretary of State and filed, officially creating the new city of "Dearborn."

Jan. 15, 1929: Clyde Ford takes oath of office. City charter commission is dissolved.

(from Thursday, July 12, 1928, Press FP)

Tabulation to date

Dearborn	54
Dearford	7
Fort Dearborn ..	5
Fordson	4
Ford City	1

(from Thursday, July 26, 1928, Press FP)

Tabulation to date

	LAST WEEK	THIS WEEK
Dearborn	54	67
Fordson	4	7
Dearford	7	7
Pershing.....	0	5
Fort Dearborn ..	5	5
Ford City	1	1

Name Pershing to honor the famous world war general.

Many thought that Lindbergh would draw a popular vote, but no one submitted it yet.

(From Friday, Sept. 24, 1926, Fordson Ind. FP)

The petition for incorporation of West Fordson into a village came before the Wayne County Board of Supervisors last Wednesday and was declared illegal because it did not have a sufficient numbers of signers.

The petition had 86 signatures and the law on the matter requires 100. This will postpone any further action on the matter by the board until next fall.

The area in question is the territory just west of Fordson comprising about 3.5 square miles between Division Road, Detroit City Limits, Emerson Road and River Rouge.

The petitions from Melvindale and Lincoln Park were declared regular and legal and the matter of their annexation to the city of Detroit will come before the voters this November.

Lysander T. Maples, as a member of the Ways and Means Committee of the Board, visited the Wayne County Training school for morons on an inspection tour at

Northville Thursday.

A resolution to give the Board of Supervisors power to raise \$1 million to erect a new county jail on the site of the old jail was passed and will come before the voters in November.

CITY HALLS

Dearborn

Address: 13615 Michigan Ave. at Schaefer.

Ground broken Sept. 10, 1921, by village of Springwells. Building cost \$165,000 on half-block site at Michigan and Schaefer. Lot cost \$60,000. Originally two stories high. The third floor was built in 1933 and completed in Feb. 1935 as part of a WPA project.

A half century ago, all municipal services in Dearborn were centered around Dearborn City Hall. Facilities included the police station, fire station and post office. Those services have moved to newer quarters through the years, but the primary city offices continue to be housed in the building on the southwest corner of Michigan Avenue and Schaefer.

The main City Hall building is the oldest of the complex, opened in 1922. When the structure went up, Maple Road was the primary north-south roadway in the area as Schaefer Road ended on the south at Michigan Avenue.

When City Hall was built, it was designed to serve as offices for the village of Springwells, which incorporated Dec. 9, 1919. Land was obtained in fall 1920 with construction of the \$165,000 building beginning in summer 1921.

Some residents were concerned about the placement of the building as at that time, Michigan Avenue and Schaefer was considered to be on the outskirts of town. They preferred the complex be built closer to the primary population center, namely either by Ford Road and Schaefer or Warren Avenue and Schaefer.

The reason neither of those locations were deemed acceptable was the cost of not only acquisition of land already in use, but the acquiring of the businesses and dwellings, relocating the residents or business people and then razing the existing buildings. Meanwhile, the land at Michigan Avenue and Schaefer had not yet been touched by development.

Upon completion, the new City Hall also served as the village jail for the next half-decade until the new police station, now the West Annex building, was completed on Maple Road.

The first police station in east Dearborn was in a frame building on the northwest corner of Michigan Avenue at Schaefer. A new frame building was put up across the street where the Schaefer Building now stands - completed Dec. 1, 1920 - to serve as the village jail.

Initially, the jail lacked facilities for extended stays by prisoners. The first prisoner in the new jail, a John Baar, who lived at Schaefer Road by the Pere Marquette Railroad, was arrested for assault and battery Saturday, Jan. 15, 1921, and held at the Springwells jail for three hours. He was then moved to a county jail in nearby Detroit because the jail did not allow keeping Baar until his trial the following Monday.

The West Annex was completed in the latter part of the decade. The old fire station, now the East Annex, was finished in 1925.

In 1927, the Fordson City Council condemned the 3.5 acres on the east side of the City Hall block for civic purposes. A new library, police station and court house were targeted for this site. Until the new police station was built, the police station was inside the original City Hall structure.

Today, the police station and courts are on Michigan

Avenue west of Greenfield. The main fire station is on Greenfield south of the Michigan-Central Railroad tracks with three other stations scattered through the city.

In early 1978, plans were made for a major renovation of the municipal complex. Work began on the city hall expansion Aug. 21, 1978, with the demolition of the old city hall garage, which was built in the mid-1920s. Also torn down was the health building, which previously was the fire and police Signal Building, which was built in 1929.

The addition, consisting of new City Council offices and meeting hall, among other offices, was completed in 1979.

Veterans Plaza: The Dearborn City Council OK'd the erected of a Veterans Plaza on the northeast section of the City Hall property July 21, 1981. Cost was \$121,000. The plaza was completed in time for the November 1981 Veterans Day ceremonies.

Dearborn East Annex - 4501 Schaefer, south of Michigan Avenue, Dearborn. Originally fire station of east Dearborn and old city of Fordson (Springwells). Built 1925. Cost was \$165,000. In 1958, the building was converted to an annex to alleviate overcrowded office conditions in City Hall. Used in later years by Dearborn Recreation Department as offices, storage and rehearsals. Last public use is as Dearborn City Cable Studios for city-sponsored cable television programs. This building was finally condemned for occupancy in summer 1997. It was still usable for storage purposes, which the city continued to use the building for.

Dearborn West Annex: 4500 Maple. Former police station and court building. Land was acquired in 1927, was last of block to be purchased for city use. Construction began April 29, 1928, opened 1929. Was originally to be Fordson Police Station and Courthouse, but by the time it was completed, the area was part of the city of Dearborn. Changed to city offices after police station moved to new facility at 16301 Michigan Ave. in 1960. Original address was 4440 Maple. This was changed to 4500 Maple in March 1964.

Original Dearborn City Hall: The Commandant's Quarters was village and city hall for old Dearborn in 1920s.

In 1924, the Commandant's Quarters basement was extensively altered to provide a new jail and a comfort station.

In 1925, the first and second floors were remodeled. New council/commission chambers were put on the east side of the first floor. The new clerk's office was on the west side of the first floor. The Engineering Department was on the west side of the second floor.

In 1925, the commission chambers were moved to the second floor to provide space for the new full-time treasurer and assessor and for the building department.

The open space between the city hall and the police/fire department were built in.

In 1927, the third floor was repainted and heat and electric light added. The Engineering Department was then moved to the floor.

When new city of Dearborn was created in 1929, the building was turned into Precinct No. 2 police station for the city. The mayor's and city manager's office was turned into the office for Inspector Faustman. The basement had already been turned into a prisoner holding area. The section used previously by the police department was turned into a west-end fire station.

Springwells

Before the police station on Maple was built and before City Hall was built, a building on the east side of Schaefer just north of Michigan Avenue served as the police station.

Exact dates are unknown. The building was erected circa 1857 and was razed in August 1932. The building in the 1920s was used by the Springwells and Fordson Independent newspapers.

Dearborn Heights

Address: 6045 Fenton at George.

Built 1960-61. Ground was broken July 27, 1960.

The 20th District Court was moved out of City Hall Jan. 15, 1971, to the former Fairview School.

This was the first time the two judges, George E. Wicklund and Richard D. Dunn, each had his own bench since the two-man court in the city was created two years prior.

The court and city clerk's offices were converted into a new city council chamber and offices for the city assessor and Parks & Recreation.

(From Dec. 22, 1960, Dearborn Press, Page 18)

The architects spruce up Dearborn Township's new governmental building with such fancy terms as "fundamentalism" and "Functionalism."

Conceding the beauty of the new building and its complete functional sketching, perhaps the most striking characteristic of the building is its dimensions ... especially when compared to its predecessor.

First of all, the new building outpaces its "father" by some 6,000 square feet, which in turn means that many township employees will stop bumping elbows with one another when they get up from their desks.

Probably the greatest beneficiary of the change will be Clerk Harry Thorne and whomever succeeds him in future years.

The clerk's whole staff, Thorne, Mrs. Mable Slotnick, bookkeeper, and secretary Mrs. Leona Paxton, conducted their business in a 20x15-foot cubby hole in their former home, about 300 square feet.

Their new facilities include a 9x16-foot telephone room. The grand total is 635 square feet, almost double the previous space. The clerk also occupied part of the Water Department offices in the old building.

Another space beneficiary is Water Department Superintendent George Tennant and his crew. Four rooms, a superintendent's office (12x18); an reception room (18x29); add up to 1,138 square feet of office space for Tennant's department.

This too is quite a gain since the Water Department occupied half of two small offices in the old building and third of a second-floor office.

Tennant and Enforcement Officer Joe Anderson previously worked jointly from another cubbyhole, this one on the second floor of the deceased hall.

Now, Anderson also has his own office, a 29x14-foot job on the southeast wing of the new building.

There is no dead space in the new building in the form of stairways. The central lobby, 20 feet wide and 100 feet long, cuts the building in half in a north-south plane.

Though gaining a slight amount of space, Sup. John Canfield is one of the more unfortunate who have gained little. Canfield's private office, 14x16 feet, is almost double

the size of his previous seat, but his secretary, Mrs. Helen Wescott, has stood pat, spacewise. Mrs. Wescott's office is 20x12 feet, approximately the same size as the earlier.

The Building Department has nearly doubled its size with a 12x12 office for Supt. Charles Greenlaw and a 29x26 general office.

The lavatory and hall leading into the commission room easily triple the space they previously occupied in the old building.

Triple the size of its predecessor, the new section, 65x30 feet, takes up 950 square feet, compared to the 550 square feet of the old band box.

The 22-foot-long board table, shaped in a modified V, rests at the southern end of the room. Two small conference rooms are located at the north wall, while the utilities plant abuts the south wall.

There is adequate parking space on the east and southeast portions. The spacious 12-acre site also allots ample area for future development should the township have a civic center in mind.

(Story Two)

The township moved off into its new frontier three days ago (Dec. 19, 1960), when it formally opened the new Municipal Building, 6045 Fenton at George.

The concept of the old Township Hall, 26801 Michigan Ave., as the central place of governmental operation in the community now is only a recollection.

A comparison of the available operational space between the two buildings explains why.

The new Municipal Building contains 10,500 square feet of space for governmental operation. Though they didn't have the figures at hand, Township Supervisor John Canfield and Clerk Harry Thorne got their pencils working during the moving process last weekend and estimated the operational space at the old hall at about 6,000 square feet.

Thorne discounted about 1,500 feet which is taken up by stairways and the garage.

An armchair mathematician can compare the figures and thus find out that the new building has about 6,000 more square feet than the old one.

Statistically, the contrast is stunning, but perhaps the Building Department's clerk, Mrs. Thelma Owen, explains it better with what she calls the good old fashioned horse-sense."

"People were always joking about the trips they had to make to the various offices in the old building," Owen said. The most conspicuous contrast between the two buildings is that the old town hall was a three-floor structure with a basement, main floor structure with a basement, main floor and second floor, while the new one is entirely a one-floor job.

"For instance," Owen continued, "The new building will be much more convenient for the builder. To get a plumbing permit in our old home, he had to first go upstairs to the water department for an application, then downstairs to the building department for a building permit. Then it was back upstairs to pay the fee and back downstairs again to pick up the permit.

"Not to mention a trip up to my office if there were any kinks to iron out," interposed Supervisor Canfield

"Now they just have to go across the hall," Owen concluded.

The stenographer thus alluded to the functional design of the building. When the Jahr-Anderson-Machida architects sketched the plans, they foresaw a natural sequence of of-

fices.

When a visitor enters the building from the east, on the Fenton side, the first place the swinging doors lead him to is the reception desk to the right. Behind the reception desk on the north side, is the clerk's office. Clerk Harry Thorne is the most commonly visited office in township hall.

Another feature which will be a boon to township employees is the switchboard, located at the reception desk. At maximum use, the switchboard is designed to handle 100 calls at one time during light periods of business and 60 calls during heavy periods.

It is now geared for 34 phones, but more could be added if needed. All phones have direct outlines. To call out, a caller at any one of the phones need only dial 9 for an outline.

The township will continue to service and maintain its vehicles at the old building. The drivers' licenses will be kept there as well as an office for the Sheriff's Department.

Dearborn Township

Dearborn Township Hall:

1857-77: In the mid-1850s, a replacement school was needed for the original log-cabin school house for District 7. A two-story brick school was built at Monroe and Park in 1856. The township gave \$600 toward the school's construction with the provision it would use the upstairs for meeting purposes.

Classes were held for the first time in the new school April 13, 1857. The lower floor was the school with eight grades meeting there. School met for six months with one teacher.

The township used the upstairs until 1875, when it bought the former Saddler's Shop of the Detroit Arsenal. This became the new township hall and the upstairs of the school became a second classroom. Grades 1-4 met downstairs. Grades 5-8 met upstairs.

1877-1928: The Saddler's Shop later served as the Township Hall when it was purchased by Kresge and razed for space for its new store. The carpenter shop and blacksmith shop were razed in 1949 for additional parking for Kresge.

1929-1962, 1963-64: 26807 Michigan Ave. at Princess, Inkster. Built 1929 for \$38,490. Erected after Dearborn became a city in 1927. Since Dearborn was no longer part of Dearborn Township, the township offices had to be moved into the township. At first, the township board met in rented quarters in the Inkster National Bank building basement. This was also the site of the local state police post and a branch of the Wayne County Library. It moved into new offices Sept. 10, 1929.

This new building also housed the township fire department. The building was dedicated June 28, 1930. The offices were closed in 1962 when the remaining part of Dearborn Township not in Inkster built a new facility at 6045 Fenton at George in preparation for Dearborn Township becoming a city.

This building again served as the township hall after Dearborn Heights became a city in 1963. When Inkster became a city in 1964, Dearborn Township ceased to exist, thus eliminating the township hall.

DEARBORN, FLORIDA

In the mid-1950s, Orville Hubbard envisioned a retirement community in Florida to be named, appropriately, Dearborn, Florida. The initial plan was for a large apartment complex.

A Florida land developer, Harold A. Keaton, offered 1,000 acres of land in Florida free to the city if it would act immediately. The land was on U.S. 441, 24 miles north of Okeechobee, Fla., 70 miles south of Orlando and 30 miles from the ocean. The land was valued at \$2 million. It could handle 3,000 homes.

The plan was put to a vote in April 1, 1957. A record turnout at the voting booths crushed the plan, 14,000 to 8,500.

During March 1957, the plan was referred to as strictly a retirement village to be called Dearborn, Florida.

Voter question posed Feb. 18, 1957: Are you in favor of Mayor Orville L. Hubbard appointing a Dearborn, Florida, committee of local citizens who have been to Florida (similar to the commission that recommended the site of Camp Dearborn) to make a recommendation where Dearborn, Florida, should be located when the purchase of land is legally authorized. Voters turned the proposal down.

FIRE STATIONS

Dearborn

The first formal fire station was the one built on Schaefer next to City Hall. It was dedicated Nov. 4, 1925. Until this time, Springwells residents had to call the Detroit Fire Department for service. Each request to Detroit cost Springwells \$50.

For many years, the west Dearborn fire station (Station No. 2) was housed in what is today the Commandant's Quarters. This building also housed Precinct No. 2 of the police department.

The city put a bond issue to voters Sept. 9, 1930, asking for \$465,000 to build four new fire halls. Locations were to be at Mulkey at Lafayette, Warren at Maple, Telegraph at Northview and Madison at Monroe. Voters turned it down with all other bond requests due to the growing Depression.

In 1937, the city's DPW condemned the northern part of Fire Station No. 2 due to structural flaws. The City Council found that if something was not done, the building would soon fall down on its own.

The temporary choices were to shore up the walls or rent a building at Michigan and Howe and remodel it to accommodate the fire apparatus.

The council decided to ask a bond vote in 1937 for three new stations in the city, one for the west end, one for the northeast side and one for the southeast side. A small fire at Fordson High School earlier in 1937 indicated the inadequacy of the fire department. The bond vote was defeated Nov. 2, 1937. The southeast station was to be on or near Dix; the northeast fire house was to be on or near Warren Avenue.

Shortly after this, petitions began circulating for just a South End fire station. Part of the need for a station in this area was the many hotel rooms in this part of town.

During the 1940s and 1950s, city officials wanted a new fire station in west Dearborn.

In 1945, a new fire station was proposed by the fire station committee on the corner of Military and Morley. The city had also secured a commitment on the property on the southeast corner of Michigan Avenue and Outer Drive for use as a possible fire station.

In March 1947, city officials decided the northeast corner of Michigan Avenue and Outer Drive would be a more suitable location, but that land was owned by St. Joseph's Retreat and its board was not interested in selling that land for use as a fire station.

A parcels of land owned by the city as a possible fire station site was the southeast corner of Outer Drive and Michigan. The City Council finally OK'd selling this land to a private developer March 11, 1947.

In March 1948, a city fire station committee recommended sites for the hoped-for west-end fire station. The first choice of site was the west side of Outer Drive north of Michigan Avenue. This was the only unanimous choice among committee members. The second choice was a parcel of city-owned land south of the MCRR on Outer Drive.

In 1949, the city eyed the corner of Cherry Hill and Outer Drive for the west-end fire station. It started a condemnation suit, but the jury found no need for a station at that 13-plot site. This allowed the owner of the land, Big Bear Markets, to continue with its plans to build a super-

market on the site.

In June 1952, the City Council OK'd the Outer Drive-Michigan Avenue site for the new fire station. A week later, it had to change its mind when the attorney for St. Joseph's Retreat said the hospital would refuse to release the land. It said that if a fire station were to be built on that corner, the west wing of the hospital would become useless because the noise of the fire station and fire trucks would be too disturbing to the patients. The west wing would effectively have to be shut down. Rumors were rampant at the time about the possibility of St. Joseph's leaving soon anyway.

The hospital admitted it was looking for another site, but could not find one that was usable, so it had no plans to shut down.

Residents in the Warren-Maple neighborhood turned in a petition with 2,000 signatures to the City Council June 3, 1954, asking for a fire sub-station on that corner. The city already owned the land there. The Council introduced a resolution for this, but it died two weeks later due to lack of support. By the end of June, action started again with the City Council hiring an architect to draw up plans for a northeast fire station.

In spring 1955, the Dearborn Federation of Civic Associations OK'd three sites for new fire stations: Maple at Warren, Telegraph at Lodge Lane and Yale at Grindley.

In July 1956, the city tried to condemn two acres on the St. Joseph Retreat property for a fire station. St. Joseph successfully fought this. In fall 1956, Mayor Hubbard again eyed the northeast corner of Michigan Avenue and Outer Drive for use as a fire station. After two weeks of debate, the desired site was changed to the northwest corner.

The City Council formally dropped plans for the northeast corner Dec. 11, 1956, and started working on possibly building the station on 12 acres the northwest corner. At this time on that site was an old barn and silo that was once used by St. Joseph.

In the late 1940s, Dearborn eyed a new firehouse in the west-end. The city owned land on the southeast corner of Michigan and Outer Drive, but several times turned thumbs down on the site. The preferred site was always on the northwest corner on land owned by St. Joseph's Retreat.

The city asked voters Nov. 3, 1959, for a bond to build two west-end fire stations. The vote required a 60 percent approval to pass. Only 59 percent said yes, 14,417 yes, 10,001 no.

In 1965, the city again tried to build a station on the southeast corner of Cherry Hill and Telegraph, but failed.

In fall 1965, the city eyed school land on the northwest corner of Outer Drive and the Rouge River for a fire station. The Dearborn School Board donated 1.13 acres here Jan. 10, 1966. The city accepted the land in February. Ground was broken in September 1967. Estimated cost then was \$200,000.

DEARBORN FIRE STATION NO. 1: 3750 Greenfield, built 1973, opened January 1974. Cost was \$400,000. It replaced the small fire station facilities at the Dearborn Police Station. It also partially replaced the former station at 4501 Schaefer, now Dearborn East Annex.

DEARBORN FIRE STATION NO. 2: 19800 Outer Drive. Built 1967-68. Among eyed sites in 1949 and again 1965 was Outer Drive and Cherry Hill.

OLD DEARBORN FIRE STATION NO. 2: A fire hall was built on the north side of the Commandants Quarters in 1918. This station was announced in July 1918 and completed in fall 1918. The station was condemned by the city in 1937 but was then repaired. The station was finally razed in June and July 1976.

DEARBORN FIRE STATION NO. 3: 3630 Wyoming. Built 1939. Original address was 3600 Mulkey, north of Eagle. Building was dedicated Nov. 6, 1939. (One source says Nov. 10.) Cost of the building was \$59,000.

DEARBORN FIRE STATION NO. 4: 6501 Schaefer at Haggerty. Work began on the station in August 1957. Originally referred to as the northeast station, its cost was \$239,268. It was the first of three stations planned to be built, one at Michigan and Greenfield as part of the proposed civic center complex, and the third in the Michigan-Outer Drive area. This station supplanted the present headquarters next to City Hall, the building then changed to the East Annex. The station opened in April 1958. Previously at the site was Ron-Del Awnings, which was razed in April 1957. The cost to the city of the building and its 11 lots was \$45,000. The city bought additional property on the immediate corner for \$10,000.

PROPOSED STATION: The Dearborn City Council considered Jan. 11, 1940, buying 3.5 acres on the southeast corner of Michigan and Outer Drive for a new fire station.

PROPOSED STATION: The Dearborn City Council OK'd the condemnation of the vacant land on the southeast corner of Telegraph and Cherry Hill March 2, 1965, for use as a new fire station. The city also planned to build another fire station somewhere in the southwestern part of the city.

Dearborn Heights

The Dearborn Township fire department was formed in summer 1949. Its official first day was Aug. 16, 1949. The department technically was officially created at 7:30 p.m. Aug. 15, 1949, at the township hall.

Previously, the township contracted with the Dearborn Fire Department for service, for which it had to pay a fee every time someone in the township called for assistance.

Plans initially called for 20 volunteers and two stations, one in each end of the township. The new department had 35 men at first. The first chief, acting in a temporary capacity, was Edward McElhone, who was the fire chief of the Ford Motor Co. fire department.

The first two stations were at 4401 S. Telegraph, built in 1954, at Hanover and 6300 N. Telegraph at George (by Drexel), built in summer 1955. The ranch-style building cost \$55,000.

The plans were then expanded to have three neighborhood stations in each end of the township.

In May 1958, the township tried to condemn three lots on Powers east of Beech Daly (it already owned one lot) to build a second south-end station. The township was also negotiating for a lot on Pardee and for on in the north township by the river. The township had already bought land at Ann Arbor Trail and Fenton for a second north-end station.

DEARBORN HEIGHTS FIRE STATION: (Headquarters) 1999 Beech Daly, built 1999. Former headquarters at 6100 Drexel at George. Built 1955. Original station built at 6580 Telegraph in July 1949. Fire department officially started Aug. 15, 1949.

DEARBORN HEIGHTS FIRE STATION NO. 1: South Telegraph at Annapolis, built 1973. Replaced former station at 5457 S. Telegraph at Hanover, built in 1954. Former fa-

cility turned into police substation for awhile March 31, 1978. Original station at 4419 S. Telegraph and Lehigh, built July 1949.

Misc. Fire Info

James Ryan was one of the first volunteer firemen in Dearborn Township. He was hired in 1955. In 1964, he became the first fire chief of Dearborn Heights. He retired in 1971. He died at age 60 Oct. 13, 1972.

The Dearborn City Council OK'd providing fire service to Taylor Township in October 1939.

LIBRARY HISTORY

The first library in Dearborn was started by Hubbard Hidden, a Vermont wagon maker, in the mid-1800s in his Dearborn home across the Twin Lakes. (*From Dearborn Press, P. 14-C, June 18, 1968.*) The house was commonly called the Hidden House. Hubbard Hidden was also one of the early teachers at the Upstairs-Downstairs School. He came to Dearborn in 1847.

Meanwhile, Springwells School District No. 6 had its own library in 1877 with 191 volumes of books. By 1888, the library had 319 volumes.

In 1880, Joe Cronogue, who had a barber shop in a two-story building on Michigan Avenue at the time, kept the school library books upstairs. The building burned down in 1907.

During 1921-24, the Dearborn Public Library was maintained in what is now the Commandant's Quarters at Michigan Avenue and Monroe. Among the people who pushed for a regular library in Dearborn was Clara L. Snow (d. Aug. 18, 1973), granddaughter of Dr. Edward S. Snow, and Katherine Bryant, wife of E. Roy Bryant. Clara Snow is credited with being the founder of the modern Dearborn Public Library system.

The library in the city of Fordson was the school district's library system.

Mayor Hubbard suggested June 11, 1943, to open a library branch in the northeast section of the city and calling it the Anthony M. Esper Branch in honor of City Council president, who served the city for 19 years. Esper was born in 1887.

The Library Commission in 1953 suggested a new library for Telegraph and Cherry Hill to be built in 1954, a branch at City Hall to be opened in 1956, in the Grindley Park area in 1958 and in the new Ford development (Rotunda Drive and Greenfield) in 1960.

In September 1958, the city acquired land on the Bryant School site for a library as part of a land swap with the school district, but this land was never utilized for that purpose.

In February 1959, the Library Commission proposed a branch for the northeast corner of Cherry Hill and Mayburn.

In 1960, residents in the Cherry Hill-Telegraph area were still waiting for their own branch library, which had been discussed by the city, but never delivered.

The Dearborn Public Libraries recorded its millionth book lent in November 1965.

Librarian named Feb. 15, 1990 - R. Patrick Coady

(From Jan. 18, 1924 Dbn. Press)

Historical essay, written by Miss Isabella Chaffin librarian, for dedication of new public library (Bryant Branch) in 1924.

At a regular meeting of the Garden Club, held at the home of Mrs. Henry Ford on May 26, 1919, the treasurer reported a balance in the treasury. When the question as to what should be done with this money arose, it was suggested that a library be started. A committee consisting of Mrs. E.R. Bryant and Miss Clara Snow was appointed to consider this proposition. Thus was the movement for the establishment of a public library in Dearborn initiated.

The library committee, as it came to be known, first presented the matter to the Village Commission, consisting at that time of President Kalmbach and Commissioners Snow, Kandt, Parrish and Granger. It was learned that this body did not have the power to levy a tax for such a purpose, but the Commission expressed itself in favor of such a movement and at a regular meeting held on October 15, 1919, voted to decorate a room in the village hall to be used for a public library.

The next several months were spent in finding out ways and means of securing an appropriation to provide for the salary of a librarian and the purchase of books. There were two ways provided by the State Laws of Michigan: organization as a free public library with an appropriation obtained by levying a tax upon the township, or organizing as a school district library with an appropriation provided in the budget of the school district. The latter method was selected in order to prevent further delay as the former method would have required a special election in the township.

Consequently, the following resolutions were presented to the Board of Education of School District No. 7 in March 1920.

"Whereas: A public library is necessary and desirable to the civic growth of the Village of Dearborn, and

"Whereas: It seems expedient that the need be supplied through the enlargement of the present library and its removal to more suitable quarters and

"Whereas: The Village Commission has offered the use of the west half of the second floor of the Village Hall for the use of the library, free of charge;

"Now, therefore, be it resolved that it be the sentiment of the Garden Club that the Board of Education be urged to incorporate in its next budget a sum sufficient to purchase equipment and books, and pay the running expenses of the said library for one year. This sum of money to be raised by suitable tax on property lying within the school district of Dearborn."

The Board of Education acted immediately upon these resolutions and notified the Garden Club in July 1920 that the sum of \$8,000 had been placed in the school budget for the year 1920-21 to provide for the salary of a librarian and the purchase of books. While the finances of the new library would be under the complete control of the Board of Education, the organization and management would be conducted by a Library Board appointed by the Board of Education and responsible to it. The following constituted the membership of this Library Board: Miss Clara Snow, who was elected the chairman, Mr. Dawe, who was elected secretary and treasurer; Mrs. E.R. Bryant, Mr. W.J. Cameron and Mr. E.R. Bryant.

The first duties of the Library Board were to furnish the library room and to appoint a librarian. The room was furnished and supplied with 35 magazines and opened as a reading room early in March 1921. A high school girl, Miss Carrie Carlton, acted as attendant.

April 1, 1921, Miss Isabelle L. Chaffin of Worcester, Mass., who had been appointed in February by the Library Board, came to take charge of the new library. Miss Chaffin, as a graduate of the Library School of Simmons Col-

lege, Boston, and a librarian with several years of practical experience was chosen because the Library Board was very desirous of having standard library methods installed at the very beginning.

The library continued as a reading room until June, while books were being selected and purchased. The first registrations and the first circulation of books were made on June 8, 1921. Mr. Earl E. Hole was the first adult borrower, and Ruth Van Fleet was the first juvenile borrower.

Since organization under the Board of Education was intended to be a temporary arrangement, the efforts of the Library Board and the new librarian were directed to secure the legal establishment of the library as a Free Public Library. This was done when it was voted at the annual township election held in April 1922 that the Township of Dearborn should establish a Free Public Library in accordance with Act. No. 164 of the Public Acts of 1877. Then the Board of Education of School District No. 7 passed a resolution denoting the books constituting the collection of the Dearborn Public Library of School District No. 7 to the Township of Dearborn.

The Dearborn Township Board appointed the following persons to form the Provisional Library Board to hold office until April 1923: Mr. W.J. Cameron, Mr. Clyde Ford, Mr. A.R. Little, Mr. Frank Fellrath, Miss Clara Snow and Mrs. Frank McDonald.

This board held its first meeting on May 15, 1922, and after adopting by-laws elected the following officers Mr. W.J. Camoron, president; Miss Clara Snow, vice president; Mr. A.R. Little, treasurer. The librarian was appointed to act as secretary of the board.

In January 1923, Mr. and Mrs. Henry Ford renewed the offer made to the Garden Club in March 1920 to donate the site on the corner of Michigan Avenue and Mason Street when the Township of Dearborn should provide a sum to erect a suitable library building.

On April 2, 1923, at the regular township election, the voters of the Township of Dearborn voted in favor of a bond issue of \$150,000 to erect a public library building on the site given by Mr. and Mrs. Henry Ford.

At this same election, the members of the Provisional Library Board were elected by popular vote as members of the Board of Directors of the Dearborn Public Library.

Mr. Cameron was elected for a term of three years; Miss Snow and Mr. Frank Fellrath for a term of two years, and Mrs. McDonald and Mr. A.R. Little for a term of one year.

The board held its first meeting April 9, 1923. As Mr. Cameron refused to reaming in the office of president another year, Mr. Clyde Ford was elected as president. Miss Snow and Mr. Little were re-elected as vice president and treasurer, respectively.

At a special meeting of the Library Board held on July 9, 1923, Mr. Edward L. Tilton of New York City was appointed as architect of the new public library building.

At a special meeting of the library board held Sept. 5, 1923, the floor plans and one of the exterior designs submitted by Mr. Tilton were accepted.

At a public meeting of the Library Board, the bids submitted for the new library building were opened and the contract was awarded to the lowest bidder, which was the F. R. Patterson Construction Co. of Detroit.

At 10 o'clock on the morning of Nov. 20, 1923, Mrs. Henry Ford turned the first sod for the new library. The ceremony was a very simple one. Mr. Clyde Ford, as president of the Library Board, delivered a short speech to ex-

plain the nature of the gathering and the gratitude felt for the gift of the site. Then Mr. Clarence L. Parker, as township supervisor, presented the spade to Mrs. Ford on behalf of the township. Dr. Dawe, as secretary of the first Library Board, gave the benediction.

On this day of the 28th of December, 1923 A.D., the cornerstone will be laid by Mrs. Henry Ford.

Due to illness, Mrs. Henry Ford was unable to be present. The cornerstone was laid by Mr. Samuel B. Long.

(from Dearborn Guide, Nov. 27, 1974, page 9-B)

By JIM DAVIS

The gray, two-story structure at Michigan and Mason in west Dearborn is a monument to the twin ideals expressed in the murals just inside its entrance.

In 1927, three years after the building was dedicated, Detroit artist Paul Honore painted the murals which grace the foyer of what is now officially known as the Mason Branch of the Dearborn Department of Libraries.

The murals, which face each other, depict "Aspiration to Knowledge" and "Application of Knowledge." At last Monday's (Nov. 25) open house celebrating the 50th anniversary of the building's dedication, visitors to the Mason Branch library must have wondered how many hundreds of thousands of curious people have nursed on the treasures which have rested on the library's shelves during the past half-century.

As they view a photo display of the library dedication on Nov. 25, 1924, they probably wondered about the roots of Dearborn's first public library, an institution originated by a small group of women.

The library, known at various times during the past five decades as the Main Library, "Old Main" and the Mason Branch have survived the depression of the 1930s, WWII and the threat of permanent closure to remain a fixture in west Dearborn's business district and a valuable resource for Dearborn students.

Although the building at 22100 Michigan is the product of a bond issue in 1923, the library was the pet project of the Garden Club of Dearborn. At a May 26, 1919, meeting of the club at the home of Mrs. Henry Ford, the ladies decided to use the balance of their treasury fund to build a library.

In those days, Dearborn Township consisted of a few schools, a dozen churches and only seven miles of paved roads. Its only library facilities were school book collections.

The women approached the village commission for library funding. However, the commission was not empowered to levy a special library tax and, instead, agreed to decorate a room in the village hall for use as a library.

The women next gained money for books and a salaried librarian through an \$8,000 appropriation in the school budget for the 1920-21 fiscal year. A library board was soon established with Clara L. Snow as chairman.

In April 1921, Isabelle L. Chaffin of Worcester, Mass., took the reins as the first librarian and established standard library methods at the village hall reading room.

A year later, Dearborn Township acted to secure a permanent public library by voting in a township election to establish a free public library. At the same time, the board of education donated the books from its school collections to the township.

Mrs. Ford, a leader in the Garden Club's quest for a public library, renewed her offer to provide land for a li-

brary if the township could come up with construction funds. On April 2, 1923, the township responded to her promise by approving a \$150,000 bond issue for the new library.

The library board appointed Edward L. Tilton of New York architect of the project and accepted his building plans in September. The cornerstone was dedicated on Dec. 28, 1923.

The new library, the first public building whose construction was approved by the township as a whole, was formally opened Nov. 25, 1924. The library, a high-ceilinged structure with marble staircases leading to the library proper on the second floor, was constructed of Indiana limestone.

Its ground floor was a lecture with a capacity of 150 people and was used primarily by the township board.

The second floor included adult and children's reading rooms and a librarian's office and work room. The mezzanine area housed the library board and had several rooms for staff and study.

Between 1923 and 1927, the library grew from some 2,700 volumes to 15,000 volumes and expanded its staff to include a children's librarian and two assistants.

From then on, the growth of Dearborn's library system paralleled the growth of the area. In 1929, the demands on the library doubled as Dearborn and Fordson merged into the new city of Dearborn.

Subsequently, in 1930, the library board opened a reading room at City Hall. The library staff doubled and the 1929-30 fiscal year budget for books and salaries climbed above \$19,000.

The Depression years of the early 1930s saw cutbacks in services at the main library and its City Hall branch, but both libraries survived to begin a new period of growth, including the opening of the Southeastern Branch at 2121 Salina in February 1941.

World War II, with its heavy demands for production of war goods, reduced the leisure time of Dearborn residents and cut the demand for services from the libraries.

However, a new group of library patrons emerged — servicemen. Cargo flyers stationed near here began patronizing the main library, and the staff set up long-term book loans for the men.

In 1944, the library expanded again, opening the Northeastern Branch in a store building at 13114 Warren. In 1951, it was renamed the Esper Branch.

Four years later, Miss Chaffin ended her 27-year career as Dearborn's chief librarian and was succeeded by Eleanor Ferguson.

The end of that decade and the beginning of the 1950s brought further expansion in library services as the seeds were sown for an audio-visual department when 27 films were added to the main library's inventory. In 1950, the library began stocking music records.

Along this time, Dearborn got its first and only bookmobile, which began operations in 1949 with 1,700 volumes on board.

Bookmobile service with the same vehicle continued for nearly two decades until 1968. The next year, the Bookmobile's 25,000 books and magazines were transferred to the Mason Branch.

The 1950s saw more expansion as the library began using microfilm to record the Detroit News and New York Times newspapers, established a public relations department and welcomed a new chief librarian, Edward B. Dan-

iels.

With students packing "Old Main" every night, the library extended its services by opening the Princeton Branch and establishing its Bookmobile offices there. The branch was later renamed in honor of Clara L. Snow.

Within three years in the next decade, Dearborn got two new library chiefs. Harold D. Martelle took charge in 1962 and was succeeded two years later by Rollin P. Marquis, the current director of the library system.

At about this time, the library commission undertook an effort to replace Old Main as Dearborn's main library. In 1963, the Ford Foundation gave the city a \$3 million grant to build and equip a library in memory of Henry Ford. Ford also donated 15 acres on Michigan as a site.

Ground was broken for the new library Dec. 14, 1966. Two years later, Mayor Orville L. Hubbard and Marquis moved to have Old Main's doors permanently sealed upon opening the new Ford facility. On Oct. 13, 1969, Old Main was closed.

However, protests by the American Association of University Women and west Dearborn residents that the Henry Ford library was inaccessible except by car and that Old Main was badly needed by area students and encouraged shopping in west Dearborn, made the closing a public issue.

After a massive renovation and cleanup effort by the Department of Public Works and the Sing Out Dearborn music group, Old Main opened in 1970 as the Mason Branch.

It is now one of three branches — Esper and Snow are the others — of the Henry Ford Centennial Library. Besides housing more than 36,000 books and periodicals, the library presents special programs for children and adults and conducts spring and fall pre-school classes for children.

Its first floor currently serves as a Recreation Department drop-in center for senior citizens. Under the direction of Mrs. Mildred Meyers, a staff of seven full-time and four part-time workers administer the library's programs during its 50th year.

LIBRARY LIST

Bryant Branch Library - 22100 Michigan Ave. Original library building for Dearborn. Building cost \$120,000 and was a replica of the W. Grand Blvd. Branch of the Detroit Public Libraries. Called Dearborn Public Library before Henry Ford Centennial Library opened in 1969. The library was then closed for renovation, re-opening Jan. 29, 1970, as the Mason Branch Library. All materials of the library were transferred to the Henry Ford Centennial Library when it opened. When renovations were completed on this building, the nucleus of the materials for this branch were supplied by the former city Bookmobile it operated 1949-May 1968. The building's name was changed to Bryant Branch Library in April 1977 after Katherine Bryant, wife of E. Roy Bryant.

(From Feb. 26, 1970, Dbn. Press, P1)

Walking in the front door of the Mason Branch Library, the first thing you see is a small white sign with the red block letters that says: MASON LIB: 2ND FLOOR.

The double doors leading to the first floor are locked. Looking through the crack between the doors, you can see the black top of the old circulation desk. Above, the lights are burning.

Mason Library, formerly the main library, has been remodeled and made a branch facility. Now, the entire first floor is empty.

Library officials say space is no longer needed on the first floor and that the library can operate more efficiently on one floor.

Local residents who use the library are upset about rumors that the library may be closed because it is not being used enough. There have also been reports that the city has other plans for the property, possibly a parking lot.

Rollin Marquis, chief librarian of the Dearborn Public Libraries, said in a recent interview that the library will remain open.

"It's entirely a rumor," he said. "There are no plans to close the library down." However, Marquis did say that he is watching the library's circulation figures since Mason has become a branch. He said circulation is "feeble" but that the new branch has not been open long enough to discern a definite trend in the level of circulation.

If the library's circulation falls too much, will it be closed?

"It just will make it or it won't," Marquis said. "I have recommendations to make about Dearborn libraries whether I like it or not."

Marquis did not say how low the circulation would have to be before it becomes necessary to close the library. He did say, however, that circulation figures covering at least 18 months would be studied impartially before any decision is made. Mason Library was re-opened Jan. 29 with very little fanfare.

In answer to his critics, Marquis said the Mason Library has been made smaller because it is now a branch. When it was the Main Library, it had about

125,000 books. Most of those were sent to the new Henry Ford Centennial Library. Mason now has about 28,000 books. However, those using the Mason Branch feel more books are an absolute necessity.

Marquis said there are no plans for the library to use the first floor area. He said there is still some equipment there that will be sent to other libraries.

The after-hours book deposit bin has also been removed from the curb near the building and has not been replaced. Marquis said the bin was inconvenient.

"We will install a deposit box at the back of the building as soon as our workmen can get to it," he said.

Users of the branch are asking when that will be.

A survey taken by the library in October 1968 showed that 80 percent of those who use the library and live within a one-mile radius of it walk there. The library is very important to those who live in the area, especially youngsters and the elderly.

...
The land on which the library stands was originally offered in March 1920 to the township by Mrs. Clara B. Ford with the understanding that the township would raise money for a library building.

Ground was broken for the new building in 1923.

The grant has a clause stating that the property must be given back to the Ford family or its heirs if the building is not used as a library. However, Marquis says it is questionable whether that could be upheld in the courts of law.

Caroline Kennedy Library - 24590 George, opened June 1964, replacing temporary quarters on Warren Avenue.

City Hall Branch Library - Michigan Avenue at Schaefer. Opened January 1930 on the second floor. It then moved to a small space in the east side of the basement. The library moved to larger quarters in the west section of the basement July 9, 1934. Moved to City Hall East Annex on Schaefer in 1958. It moved to site of former city jail in old police station, now the City Hall West Annex, 4440 Maple, Dec. 28, 1962. This branch closed in 1969 when the Henry Ford Centennial Library made this branch unnecessary. The space was then used by the City Hall station of the post office.

Dearborn Township Library - First library was in a rented building at 24715 Warren Ave. This was the predecessor to Caroline Kennedy and John F. Kennedy Jr. Libraries. Two meetings were held, June 3 and 24, 1957, to begin a drive for a county library in the Warren Avenue-Beech Daly area.

Edison Institute Research Library - Research library at Henry Ford Museum, 20900 Oakwood.

(Anthony M.) Esper Branch Library - 12929 Warren Ave. Opened Dec. 12, 1952, as Warren Avenue Library, renamed Oct. 29, 1961 for longtime city councilman and his family. Dedication was held Oct. 12, 1953. Building replaced Northeast Branch Library at 13114 Warren Ave., opened in Sept. 5, 1944. First suggestion of naming a library after Esper came June 11, 1943, when Hubbard suggested opening a northeast library branch and naming it after Anthony M. Esper, then City Council president and 24-year member of the

council. He was born in 1887. His family also owned the land the library branch was on.

Eshelman Library - Library at Henry Ford Community College, 5101 Evergreen, 48124.

Henry Ford Centennial Library - 16301 Michigan Ave. Opened 1969. Building replaced current Bryant Branch Library at Mason and Michigan Avenue as main Dearborn public library. Ford Foundation approved in April 1963 the donation of \$3,000,000 to build a new library and equipment to stock it. The library was to be called the Henry Ford Memorial Library. The donation was part of the centennial tribute to the birth of Henry Ford. The Ford Motor Co. donated 15 acres of land. One of the reasons the Ford Motor felt it was proper to donate land for the library is Henry and Clara Ford donated the land for the original city library. The building plans in 1965 included an 800-seat auditorium. Ground was broken in 1966. An additional half-million dollars was added by the Ford Foundation to the grant.

John F. Kennedy Jr. Library - 24602 Van Born, opened September 1964. Its cost was \$126,000. It was part of a government project.

McLouth Memorial Health Science Library - Library facility at Oakwood Hospital, 18101 Oakwood Blvd.

Snow Branch Library - 23950 Princeton at Telegraph. Opened Jan. 17, 1960, as Princeton Branch Library at a cost of \$290,000. Ground was broken Nov. 20, 1958. Mrs. Katherine Bryant used for the ground-breaking the same shovel her sister-in-law, Clara Ford, used for the ground-breaking of the Bryant Branch Library, which now bears Mrs. Bryant's name. The branch originally had 15,000 books in its collection. In January 1957, the Library Commission said site for southwest library should be at Burns and Princeton. The City Council selected Yale at Grindley Park on the Smith/Nowlin school grounds. The final site was approved by the city in June 1957. Already existing on that site was a large home. The house was razed and Princeton was widened at Telegraph to accommodate the plans for the new library. Some suggested naming the new library after Orville Hubbard, but he declined the honor. The facility was dedicated Jan. 17, 1960. The building was renamed Clara Snow Branch July 1, 1962.

Southeast Branch Library - 2121 Salina. Opened Feb. 28, 1941. Changed to a reading room in June 1972.

Township Library - The first Dearborn Township public library branch opened Aug. 15, 1959 at Warren and Kingsbury. The building was a branch of the Wayne County Library System.

Proposed Library - Dearborn councilman George Hart introduced legislation Jan. 3, 1961, to rezone the northeast corner of Mayburn and Cherry Hill for a proposed public library.

Proposed Library - The Dearborn City Council OK'd the purchase of three lots on the westside of Telegraph and Cherry Hill Aug. 2, 1960, for the construction of a new northwest branch public library.

Proposed Library - The Dearborn City Plan Commission considered at its March 12, 1962, meeting rezoning the northeast part of Levagood Park bounded by Wilson and Denwood for the proposed northwest branch public library. This site was preferred over the previous locations at Telegraph and Cherry Hill since the city already owned the land, making the project less expensive.

Other factors for this site is it was farther away from the Princeton (Snow) Branch Library in southwest Dearborn and this site supposedly was closer to area schools. A couple of months later, the entire project was put on hold when it was discovered that although the project had been discussed and planned for two years, no money was allocated yet for the library.

DEARBORN/DEARBORN HEIGHTS PARKS

Frank H. Abar Park: In Dearborn circa 1981

Anthony Park: Anthony Park has the distinction of being the only Dearborn city park which was moved. Originally, the park was at Anthony between Diversey and Tireman. Created in 1947, it was 8.3 acres and two blocks long. It had a lighted softball diamond. In fall 1968, the city proposed making a new Anthony Park at Diversey and Williamson, a little southeast of the previous site. The plan was to use the land of the original park for single family homes. The new site would only be 3.3 acres, but would include an artificial ice skating rink, which the first site did not have. The new location, however, would not have a ball diamond like the old park did. Residents protested the change, but the City Council finally went ahead with the plan.

Argyle-Williamson Playground: A park was OK'd for Argyle and Williamson in 1969 under a state DNR grant. A park was also OK'd for Canterbury and Toledo under the same grant. The park ended up being only a junior playground built in 1974-75 and opened in spring 1975.

Baby Creek Park: Early name of Patton Park. Name derived from stream running through park.

Blessor Park: In August 1947, at the request of residents, the city sought the last nine of 50 parcels at Miller, Manor, Blessor and Mansfield to build a park. The city already owned the other 41.

Bopp Playfield: City maintained a playfield here during summer 1938. Location unknown.

Camp Dearborn: A camp commission was created by the City Council June 30, 1947, for the purpose of investigating, studying and recommending the purchase of a 200-acre site between 50 and 80 miles of Dearborn for the use of a year-round campground. The commission finally recommended the 210-acre site of the former Walter Keller estate near Milford. The cost was \$40,000 for the land and existing facilities of several buildings, spring-fed lake, stream, and pumping and electrical systems. The purchase was OK'd by the City Council Oct. 20, 1947. The name Camp Dearborn was adopted in May 1948 by the Camp Commission. The first public showing was Memorial Day weekend 1948. In February 1949, the city purchased 82 more acres for \$52,500. It included the land and the remainder of the lake, which were taken over immediately, and a house and a barn, which would be taken over Sept. 1, 1949. The city traded 20 city-owned acres on Robindale between Lawrence and Dextator Aug. 7, 1951, for 140 acres adjacent to Camp Dearborn. This was adjacent to the 40 acres the city obtained in 1950. The camp is now 522 acres.

Canterbury Field: City maintained a playground at this site during summer 1938. Site likely near Whittington.

Canterbury Park: A park was proposed for Canterbury and Toledo in 1969 with funding coming from state DNR grants. It was originally referred to as Canterbury-Toledo Park. The City Council also OK'd a park at Argyle and Williamson. The park was in operation by 1971.

Chrysler Field: Football and baseball field at Michigan Avenue east of Miller and the PMRR used in 1930s as a playing site. It was opened in summer 1931.

Clippert Playfield: At Wyoming and Roberts. Named for the Harrison Clippert, who owned the Clippert Brick

Company. First use of land was in 1933 when city asked that April for local businesses to donate use of large tracts of land for summer recreation use. City formally purchased the first 10 acres of the park on the northeast corner of Tractor and Mulkey July 30, 1936, from the Clippert Brick Company. It took possession of the land in return for canceling \$23,000 in back taxes by the company. In 1941, Clippert Park became the city's first park with a lighted softball diamond. They were first used for a game Aug. 23, 1941. In 1942, Clippert owned five acres adjoining city park property. He was excavating clay from the area, planning to turn over the land to the city when he was done. Residents complained about the safety and health hazard. The city council offered to pay Clippert \$5,000 for the land immediately to end the clay removal. Hubbard vetoed the offer. The park was one of city's supervised playgrounds in 1945. Site included sports playfield. Park renamed Loverix Park in 1947.

Crowley Park: The playfield on the far north end was previously called Dunning Park. Named for Jerry Crowley, son of Taylor Township pioneers Cornelius and Ellen Crowley, who settled on Territorial (Pardee) and Wick roads. Jerry Crowley as an adult bought part of the Jim Daly tract on the east side of Jim Daly Road south of the MCRR for a farm. He sold the farm in the mid-1920s for use as a subdivision. The area was used for recreational purposes during World War II, but then it was referred to as Westwood Park and the Westwood Wooded Area. When the park was planned for improvements in 1947, the Dearborn Heights Civic Association petitioned the city to name the park after Crowley, who had owned that land for a time. The council OK'd the name March 18, 1947. In July 1953, Dearborn DPW director Harry A. Hoxie proposed using Crowley Park (bounded by the railroad track, Dartmouth, Gully and Westwood) for a municipal cemetery. In the mid-1950s, city hall considered the park for a future golf course there. During the mid- and late-1950s, the Dearborn school district tried several times to build a new southwest end city high school in the Crowley Park area as it was the only remaining undeveloped land in that part of the city. Mayor Orville Hubbard, fearful of the likelihood blacks would end up attending the new high school inside city limits, successfully fought off all attempts by the school board to do this.

Daly Park: Dearborn Heights park named for longtime township supervisor Edwin W. Daly. He died Nov. 12, 1952.

Dearborn Athletic Field: Sports field at Dix and Miller. Originally called Helfman Field.

DeSoto Field: One of several playfields maintained by city in summer 1938.

Dix Field: One of several playfields maintained by city in summer 1938. Possibly the predecessor to Patton Park.

Dunning Playfield: at Dunning and Cherry. One of supervised playgrounds in city in 1945. Now part of Crowley Park.

Edison Field (Park): Henry and Clara Ford donated 50 acres by Edison School to the city in July 1939 for use as a park. The original arrangement was for 50 acres bordered by Elmdale, Donaldson, Military and Village

Road, but this apparently became only 20 acres. Three acres of the original 20 was again given to the city by the Ford Motor Co. March 2, 1979, after Ford bought the school and adjacent property from the school district. This was a formal presentation to the city of the park.

Edsel B. Ford Memorial Park: Orville Hubbard proposed May 11, 1943, to acquire land bounded by Hollander, Lawrence, Mildred and Martha for a city park, to be called the Edsel B. Ford Memorial Park. This was shortly after Edsel B. Ford died.

Elmhurst Park: Outer Drive at Penn. In 1945, this park was slated for Outer Drive and Carlisle. The plans at this time featured an athletic field including baseball and softball diamonds, a football gridiron, a skating rink and trees for a picnic area. In May 1948, the city OK'd the start of negotiations for the parcels bounded by Penn, Polk and Outer Drive. The park was prepared and officially opened in fall 1950. Renamed Norbert A. Schemansky Park in 1996.

Ford Field: The first city park in Dearborn. The land was donated by Henry Ford. In September 1920, Henry Ford donated five acres of land on Monroe north of Morley for use as an athletic field for Dearborn High School. In 1931, the Dearborn Kiwanis started work to have the park land fully developed into a full city park as Dearborn, despite having more than 50,000 people, had virtually no city park land. All parks used during the summer during the 1930s were either Ford Field or school playgrounds. In the early 1930s, Ford Field had baseball diamonds, track facilities and picnic grounds for semi-public use. The Fords gave the deed to the 20.236-acre Ford Field to the city April 30, 1936. City Councilman Hughes introduced legislation renaming the park Clara J. Ford Park with the provision that it was not contrary to Mrs. Ford's wishes (which she apparently was). The park was formally dedicated to the city July 16, 1936 during a special national radio broadcast. In 1940, the city withheld 75 acres across the city from a state scavenger land sale (land defaulted in taxes) for civic purposes. One of these parcels was five lots adjoining Ford Field west of Brady. Five acres of woods south of the Rouge River was cleared out in February 1952 so a 500-car parking lot could be constructed. The area was then covered with two to three feet of fill dirt to provide for proper drainage. Most of the big trees in the area were removed. Only the weeping willows along the river bank were not cut down. The bridge at Ford Field was rebuilt and enlarged in summer 1981.

Ford Woods: Ford Road at Greenfield. The first talk of a park on this site occurred in summer 1945, when the city passed a resolution for a post-war plan for a park on the northeast corner of Ford Road and Greenfield. To be included in the 34-acre site was an outdoor swimming pool for the city's east end. The city was to earmark \$150,000 for the project. Before the resolution passed, however, the size and cost were deleted from the resolution. In January 1950, Clara Ford said she would consider donating 30 acres on the northeast corner of Ford Road and Greenfield for a city park, but nothing became of this. In early 1951, the former Henry Ford Estate was put up for sale. Hubbard decided part of this land on the northwest corner of Michigan Avenue and Southfield would be ideal for his planned civic center complex. He asked condemnation of not only this land, but also 40 acres of the site

on the northeast corner of Ford Road and Greenfield and land north of Cherry Hill north of Ford Field. Ford said in March 1951 it would give the Ford Road-Greenfield site to Dearborn for use as a park. No mention was made on the other two parcels. The deed for 31.7 acres was formally given to the city Aug. 21, 1951. The land was called a virtual wilderness. City crews immediately began work on the first section of land; within 18 hours, the first playground section of the park was ready for use by residents. The full park finally opened in spring 1954. The half-mile asphalt bike trail at Ford Woods officially opened Sept. 21, 1968.

Geer Park: The City Council June 26, 1941, renamed what was designated as Playground No. 97, which was between Charles and Woodworth south of Prospect, Owen M. Geer Playfield, in honor of the pastor of Mt. Olivet Community Methodist Church in honor of his "tireless and unceasing efforts to further and better the youth of the city and the country." The park was dedicated Aug. 14, 1941. The land was acquired from a state land-tax sale.

Heenan Playfield: City maintained a playfield here in summer 1938. Location unknown.

Helfman Field: Sports field at Dix and Miller. Later called Dearborn Athletic Field. In April 1931, the city wanted a playfield in the South End. The site eyed was east of Akron and north of Dix. The property owners OK'd the use of the land for this purpose with the city charged with developing it. The land was to be used as a field for play activities for children at Roulo and Salina schools until the end of the school year and then for recreational activities when school closed for summer. Apparently, this deal fell through as no further information on this plan could be found. Then, John Helfman donated use of 9.7407 acres at Dix and Miller July 21, 1931, for use as a city sports field. The city prepared the grounds so it could be used by the city playground league. The land fronting Dix was left open. The city named the field Helfman Field after its donor. The field was formally opened Aug. 10, 1931.

Hemlock Park: The city obtained the 17.5 acres on the south side of Hemlock Street east of Schaefer in late 1942 for public park purposes. The recreation commission suggested Dec. 15, 1942, to name the park Henry D. Schubert Park, following the apparent policy of naming city parks after American war veterans. Schubert, the superintendent of recreation, was a World War I veteran where he specialized as a recreation worker.

The comfort station at Hemlock Park was completed September 1947.

(From Dearborn Press Thursday, Aug. 3, 1944, 1-B)

Dearborn's Recreation Department has high hopes built up for the immediate and post-war futures of the 22-acre site northeast of the intersection of the Pere-Marquette railroad lines and Schaefer Highway, known as Hemlock Park.

The first step in the development of this project was the planting of trees two years ago. This year, more specifically, this summer, things were halted until dirt could be procured from the Michigan Ave.-Superhighway cut for fill-in purposes. Now that the area has been leveled, softball diamonds have been made so that all the games in the Old-timers' League are centralized into this one

location.

By the end of the summer, playground equipment will be installed, and next year, the park will assume the aspects of a picnic area, similar to Levagood Park and Ford Field, the site of the popular home vacations.

That the east end will have a Seashore Pool of its own after the war has already been ascertained and unofficial rumors from unofficial sources have set Hemlock Park as an ideal site.

Hughes Play Center: Area at Warren and Maple roads, had tennis courts and a wading pool in the mid and late 1940s. Area originally called Recreation Playfield No. 1. Renamed Hughes Playfield July 27, 1938, after Councilman Caspar B. Hughes, who was largely responsible for the creation of the play area there. He also founded the annual Dearborn Day celebration. Park was formally dedicated Sept. 20, 1938, his birthday.

Kielb Park: Named for Walter Kielb, Dearborn marine killed in action on Saipan June 22, 1944. Renamed July 1949. Previously called Porath Park.

Lapeer Park: Movement made in July 1957 to rename Lapeer Park Saunders Flett Field, after military veteran who died shortly before in drowning accident. Flett, a former resident of Lapeer Park area, had served in every branch of military except Coast Guard. The City Council delayed action until Flett's military record could be investigated. It is the city's policy to name parks after war veterans.

Levagood Park: Silvery Lane at Wilson. Levagood Park was originally part of the large Waldecker farm in the area. The city obtained the land for the park through the state's land tax sale. In October 1941, a petition with 92 signatures on it was presented to the Dearborn City Council requesting the park and the pool under construction be named Waldecker Park in honor of the land's one-time owner. The matter was referred to a committee and apparently never heard of again. First talk of dedicating park in honor of Lt. George Edward Levagood came July 23, 1942, when Councilman Joseph W. Schaefer suggested at a council meeting to name Seashore Pool and the 40-acre park surrounding it for Levagood. He was the first Dearborn soldier killed in action during World War II, killed April 12, 1942, at age 24 during a Japanese bombing raid at Corregidor, the fortress guarding Manila Bay, Philippines. The only name the park had at this time was for the newly built Seashore Pool it surrounded. The park was officially named by a mayoral and city council proclamation May 30, 1943. In 1947, it was discovered the park was named but never formally dedicated in honor of Levagood. Plans were begun for a formal dedication, but it was not dedicated until June 21, 1949, the birthday of George Levagood. Lt. Levagood was a 1935 graduate of Dearborn High School and a star on the football and baseball teams. He was also a baseball star at Michigan State College. He was a member of Dearborn Lodge 172, F&AM, where he was a master mason. He was originally buried at Corregidor, but the body was later shipped back to the U.S. He is now buried at Acacia Park Cemetery.

Library Park: In August 1937, the city ordered a park for the grounds of the city library at Michigan Avenue and Mason. The park was to include lights, benches and paths.

Loverix Park: On Wyoming near Eagle. Originally named Clippert Playfield. Park renamed for Campbell Loverix

Park and formally dedicated Aug. 10, 1947. The dedication took place at 8 p.m. on a specially constructed stand at the Eagle Avenue entrance of the park. A two-ton boulder with a bronze memorial tablet insert was unveiled at the affair. Cpl. Campbell Loverix, resided at 10425 Dix Ave., and was born on Christmas Day 1915. Loverix was an athletic type of individual playing the various recreation leagues. He entered the service with the U.S. Marines Aug. 28, 1938, and was buried at sea Oct. 21, 1945, according to Japanese reports. He was taken prisoner by the Japs, April 23, 1942. (*From Aug. 8, 1947, Dearborn Independent*). In 1948, the park was eyed for a municipal swimming pool, since the west end had one and it was felt the east side should also have one. The City Council called for plans and cost estimate. The pool was never built. Parts of the park was sold at various times for industrial use 1957-64, taking the park from 20 acres to 9.

Naval Armory: Lois at Miller. Opened spring 1954. First announced 1947.

Oak Park: Opened June 1948. Area originally considered in 1947 was a wooded area bounded by Oak, Lawrence, McMillan and Outer Drive. Original plans called for a children's play area with wading pool and playground equipment and for a picnic area with tables in the wooded area. (*From Dbn. Press, Sept. 1947*) In 1951, the Dearborn Public Schools considered the site for a new primary K-3 school, but it was never built.

Oxford Park: Oxford Park was created in November 1947 when the city formally vacated Syracuse Street and its adjacent alleys where the park is now. The land was then turned over to the school district as a playfield for Oxford School. Attempts were made in 1960 to build a subdivision in Oxford Park, but the moved was successfully blocked by residents of the area.

Parkland Park: Dearborn Heights 82-acre park between Ann Arbor Trail and Warren Avenue, east of Parkland. The city obtained control of the park July 1966 from the county through a 99-year lease for \$1 per year. The acquisition came out of discussions Dearborn Heights was having with the county over the possible purchase of Warren Valley Golf Course so the city could turn it into a municipal park, sort of a Camp Dearborn Heights. The cost of the golf course was \$4 million, which the city deemed too expensive for it to handle. The suggestion of Parkland Park was made instead, although it is not known which side made the first mention. Parkland Park at the time had two lighted diamonds, a comfort station and playground equipment. The acquisition came out of negotiations between the city and the county over the possibility of Dearborn Heights buying Warren Valley Golf Course. Football field was added in early fall 1973 by city because Crestwood High School's field was getting too expensive for the Little League football teams to rent.

Patton Park: Detroit park on the Dearborn southeast border, named for Gen. George S. Patton. The park was originally called Baby Creek Park, for the creek which originally ran through park and is part of the Detroit-Dearborn border.

Penn-Vassar Park: The first plans for the park occurred Oct. 15, 1946, when the City Council ordered the DPW to develop the block. At this time, the Recreation Commission also asked the area bounded by Henn, Paul, Ken-

ikworth and the PMRR be turned into a park. Penn-Vassar Park was created in 1947 when the block was graded to hold one softball diamond, one hardball diamond, a skating rink, picnic tables and playground equipment.

Piper Field: Sports field somewhere in Dearborn, possible where Westborn Mall is now, used in 1924.

Powers Park: Site of Powers Hill 1965-80. Renamed Swapka Park 1981. See Swapka Park for more information.

Porath Field: While the city maintained a playfield here in 1938, Ferdinand Porath of the Porath Brothers Co. donated 10 acres of land between Porath and the PMRR to the city for \$1 a year for use as a city park. Park renamed Kielb Park in 1949.

Retreat Field: On south side of Michigan Avenue between Nowlin and Outer Drive, now site of Westborn Mall, across the street from St. Joseph's Retreat. Early name of site was Schwartz Field. Use of the land was donated by St. Joseph's starting in 1933 when the city asked area businesses to donate the use of large tracts of land for summer recreation use. Clippert Field was also donated for the first time in 1933. Closed 1957 when ground was broken for new shopping center.

(Norbert A.) Schemansky Park: Previously Elmhurst Park. Renamed 1996. See that park for more information.

Schwartz Field: Early name of Retreat Field.

Smith-Nowlin Field - Grindley Park at Yale. Opened in spring 1954. Site was eyed for several municipal projects, including a city swimming pool and what eventually became the Snow Branch Library. In February 1978, the city announced plans for a \$400,000 tennis/ice rink complex outside Smith School. A similar project was going on at Lapeer Park. The city first needed the OK from nearby residents and the school district. If built, the complex would replace non-functioning old rinks at Crowley Park and Ten Eyck Park. None of these came to fruition, however.

Springwells Playfield: On Amherst near Woodland. One of several supervised playground in Dearborn in 1945.

Summer-Stephens Park: Summer at Stephens. Created and opened in fall 1950.

Swapka Park: McKinley at Power in south Dearborn Heights. Originally called Powers Park. Was site of Powers Hill before it was removed in 1980. City Council renamed park Frank B. Swapka Field, Nov. 24, 1981, after former mayor of Dearborn Heights who died in office in 1980. Swapka also served as DPW director of Dearborn until he resigned December 1950.

Ten Eyck Park: Edgewood at Audette. Opened spring 1954.

Veteran's Memorial Park: The Dearborn City Council proposed May 15, 1945, to name the land bounded by Hemlock, Alber, the Pennsylvania-Detroit Terminal Railroad right of way on the east and the Pere-Marquette Railroad and Schaefer on the west Veteran's Memorial Park. The council tabled the issue until June 5, 1945, until the Allied Veterans Council could discuss the matter. The renaming never took place.

Floyd E. Yinger Field: Ballfield and playfield at Lowrey and Akron, developed in summer 1939, opening in late August. The Fordson Board of Education named the field in honor of the then-late Floyd E. Yinger, former mayor

of Fordson Aug. 2, 1939. It was 300 by 450 feet and had a baseball diamond and football field. The land was acquired in 1938. St. Bernadette built its school and church on land adjacent to the park. The church requested in August 1951 a fence be erected around the ballfield to better protect the church from ballgames. Dearborn school officials agreed.

York Park: City park sharing boundaries of Howard (originally York) School. The land was first obtained in 1941 when the school district and city foreclosed on delinquent taxes. The schools had the majority of the land. The city relinquished most of its share to the schools. The first two rooms of the school were built in 1945. The park was first developed in 1947. The idea was to have the entire city block used for school and park purposes. The last two parcels of land were acquired Sept. 16, 1947, when the city swapped other land it owned in the city for these two parcels. In late summer 1948, the city developed the southern half of the parcel. The park and school occupy 12.5 acres.

Proposed Park: The Dearborn City Council eyed the southeast corner of Southfield Road and Ford Road for a new city park. It held discussions of either buying the land from Henry Ford or condemning the land, if necessary.

Proposed Park: In December 1956, the city sought 9.79 acres of land from Oakwood Hospital bounded by Snow, the easement of Venice, Crandell, Chestnut and the easement of Carlisle for a park. To do this, the city would have to condemn the property involved. Oakwood fought the proposal, saying it would eventually need that land for expansion. The hospital also pointed out that under the terms of the grant of land from the Ford Motor Co. in 1949, the land could only be used for hospital purposes. The city, particularly Hubbard, continued to pursue the land. The City Plan Commission OK'd the condemnation of the 10 acres March 11, 1957. Circuit Court overturned this April 19, 1957. Supposedly, the residents in the area were not interested in a park. The park was more an idea of Hubbard's, supposedly partially because of Oakwood's not offering emergency services at that time.

Proposed Park: The city proposed a park in 1961 for the vacant square block at Orchard between Colson and Ruby. Residents opposed it, saying Ford Woods was close enough to handle the need, plus they did not want children crossing Ford Road to get to the park. In 1962, residents supplied 519 signatures in protest. The city did not yet own the land.

Proposed Park: The city won a court battle in January 1958 to condemn two parcels on the southwest corner of Outer Drive and Williams for a recreational tot lot. The cost of the land was to be \$8,500. The tot lot was never built.

Proposed Park: Dearborn Township in January 1960 announced plans for a 16-acre park bounded by Highview, Nightengale, Robindale, Hass and Richardson.

Proposed Park: The Dearborn Heights City Council OK'd \$48,000 May 9, 1967, to purchase two parcels on Ford Road near Kinloch totaling 3.89 acres for use as a neighborhood park.

Ford Field history

The land that would become Ford Field was first surveyed and subdivided 1852-58 by Thomas Chameau, Detroit city surveyor, as part of the Military Reserve grounds.

Half of the parcel (lot 6) was owned by Williad Lyon in 1856. This consisted of 9 acres of improved land and 9 acres of unimproved land (forest, swamp). The 1860 census valued the land at \$1,000.

Lot 7 was owned by John Campbell. This consisted of 14 improved acres and 5 unimproved acres. It was valued in 1860 at \$1,200.

William Bull bought Lot 7 in 1870. He apparently also purchased Lot 6 at some point, since he sold both to Frank Woelke in 1897.

Fred Eichstadt bought the land in 1907.

Henry Ford bought the land from Eichstadt in 1910. Until this time, the land was used for farming. In 1912, Ford built a barn by Cherry Hill Road that housed Ford's gray horse team, named Charlie and Fred. The barn was razed in 1969.

Ford donated the park to the city in 1936.

MISC. PARKS INFO

Veteran's names for parks

With a couple of the city parks already named for veterans, the City Council Feb. 21, 1949, OK'd the surveying of all city parks for possibly renaming after veterans.

This came after Councilman Ray F. Parker suggested renaming Porath Park after Walter Kielb, the only person in the park neighborhood who died in action. His parents lived at 6053 Porath.

Councilwoman Marguerite K. Johnson suggested a complete survey of city parks by the Allied Veterans Council to determine those parks not yet named for veterans.

✓
Loverix and Levagpod were already so named.

♦
The City Council recommended in June 1949 renaming Owen Geer Field to John B. Neary Park and Hemlock Park to Ralph B. Trotter Park.

♦
Crowley Park was eyed for renaming to a not-yet-identified veteran in September 1949, but residents in the area, who only a few years earlier fought to have the park named for Jerry Crowley, complained loudly.

The park was never renamed.

Other Renaming

The Dearborn City Council passed a resolution June 17, 1958, to rename Hemlock Park Schubert Park after the recently retired longtime recreation supervisor at the request of the Dearborn Exchange Club. Hubbard immediately vetoes this proposal.

When Hubbard's proposal was upheld July 1, 1958, the City Council then passed a resolution to rename Geer Park Trotter Park after Ralph Trotter, deputy city treasurer who died 10 years previously. The city had made a request eight years earlier of Trotter's daughter for permission to rename Hemlock Park after him, but nothing had become of it.

Two weeks later, the city rescinded this resolution after some resistance was given by people at Mt. Olivet Community Methodist Church as Geer Park was named for a former pastor of the church. The council then passed a resolution renaming Ford Woods Trotter Field. Hubbard vetoed this Aug. 7. On all of these vetoes, Hubbard said the council should refer any renaming to the local veterans council as the city policy was to name all parks after local war veterans.

Trotter had been a former president of the Dearborn VFW as well as head of the Boys Club, Dearborn Optimist and Dearborn Kiwanis. Hubbard had further objections to renaming Ford Field as the land had been part of the boyhood home and playground of Henry Ford.

Miscellaneous

(from Dearborn Press 25th Anniv. Ed, P3, 4-30-42)

Up to 1935, the city of Dearborn did not own any property for recreation purposes. In that year, Henry and Clara Ford decided to the city 20 acres, which had been used for recreational purposes and known as Ford Field. Henry Ford on the evening of July 16, 1936, made his second radio appearance on a national hook-up formally dedicating Ford

Field to the citizens as an outdoor recreational center.

This ceremony was part of that year's Dearborn Day celebration. In the two succeeding years following the gift of Mr. and Mrs. Henry Ford, this city acquired five acres on the west side of Monroe Avenue adjoining Ford Field as well as three acres on the opposite side of Monroe.

Ford Field now covers an area 28 acres, which include a beautiful landscaped picnic area, a modern athletic field with baseball and softball diamonds, football and soccer field surrounded by a race track with pits for field events. The field also has a field house upon it for the comfort of patrons.

Several years later, the city acquired 10 acres in the southeast section of our city from the Clippert Brick Company, which has been known as Clippert Field. Recently, the city has acquired five additional acres adjoining this park. When these 15 acres are developed, the people of that section of the city will have a beautiful park with a children's playground, picnic area, ball diamonds, rest rooms, lighted softball field and football gridiron.

Three years ago, 40 acres located at the southwest corner of Wilson and Denwood avenues were acquired from the State Land Office Board. It is upon a portion of this property that the new seashore swimming pool has been established. Other sections of this park, when developed, will include athletic fields, picnic grove with tables and ovens, modern children's playground, tennis courts, field house and restrooms, concession stand and other outdoor facilities.

This seashore pool with its combination of pool, sand beach promenade and landscaped lawn area with modern bathhouse possesses exceptional architectural beauty.

The city has acquired within the last two years some 70 pieces of property from the State Land Office Board covering approximately 300 acres for recreational purposes. These will be developed into various types of recreation areas.

♦
Dearborn Township eyed a park in January 1960 for the 16-acre area bounded by Highview, Nightengale, Hass and Richardson.

The city was ready to begin condemnation proceedings. Then the city realized it needed to raise funding through a city millage - which the voters would have to approve - to pay for the work.

♦
In July 1939, Henry and Clara Ford OK'd a 50-acre donation to the city of land bounded by Military, Village Road, Donaldson and Elmdale, behind Edison School, for use as a city park site. Only the area toward Donaldson was ever developed.

♦
The Fordson board of education bought 15 lots on Akron Street south of Lowrey Street. The board planned to condemn the rest of the property by these lots in May 1936 for the purpose of creating a city park.

The city denied the condemnation of the rest of the lots June 2, 1936, due to questions it had.

The Clippert Brick Co. then offered 10 acres for use as a playground.

In fall 1928, the city of Dearborn considered building a park on Telegraph in the Dearborn Hills subdivision.

In July 1929, the city offered supervised playground activities at Ford Field and the Oxford School. Plans were to open the school yard at Southwestern School for similar activities shortly thereafter.

The city retained vacant land on the west side of Silvery Lane by Levagood Park in case it wanted to expand the area of the park, but that idea was abandoned sometime in the 1940s.

The school district wanted part of this excess land for expansion of Haigh School, which was suffering from overcrowding. The Archdiocese of Detroit also wanted a portion of this land for the erection of a church and school.

In early June, the City Council voted 4-3 to swap the 38 acres by Levagood for 2.6 acres in the area of the Ellar Street Apartments for a municipal parking lot.

This deal was finally denied because one of the council members had a personal interest in the transaction. The City Council was then nicknamed the Real Estate Council because of its land dealings.

The council finally swapped 19.46 acres north of Wilson for 19.96 acres south of Wilson with the Archdiocese. The 42 lots of the city's original land was valued at \$47,160. The newly obtained acreage was valued at \$48,600.

The city traded six acres of the land it obtained in this swap for 40 acres adjacent to Camp Dearborn Nov. 14, 1950. The local land involved here was on the west side of Silvery Lane north of Hollander.

The city then negotiated with the school district for 10 acres by Haigh School. It kept three acres for future expansion of streets in the area.

In 1950, the Dearborn Recreation Department had a plan to expand its 182 acres of park land to 1,590 acres.

It would add 21 playgrounds, 57 junior playgrounds and five playfields and also redo its existing seven playgrounds, 19 junior playgrounds and five playfields.

The city decided to formally dedicate Levagood Park in June 1949, several years after the park was opened.

The dedication had to be canceled due to inclement weather, although the scheduled band still played since its members claimed union rules required it play in all weather and was not allowed to cancel.

The dedication was finally rescheduled for a few weeks later.

In 1945, the Dearborn Parks play area plans included supervised play at:

- * - Hemlock Park
- * - Clippert Park
- * - Springwells Park (off Greenfield)
- * - Anthony (to establish play area)
- * - Geer Field
- * - Express Highway
- * - Ford Field
- * - Levagood Park
- * - Carlyle-Outer Drive (established)
- * - Penn at Pardee (established)
- * - Westwood
- * - Westwood Wooded Area

Young children's play areas were maintained at Barclay

near Williamson; Blesser and Freda; Chase near Ruby; Cherry Hill at Reginald; Eugene at Marvin; Gary at Wyoming; Gildow at Rosalie; Mulkey at Ferney; Nowlin at Pardee; Palmer near Michigan; Syracuse at Yale; Whittington near Canterbury.

Tennis courts, wading pool were maintained at Hughes Recreation Center at Maple and Warren, in 1945.

Sports playfields were maintained in 1945 at Clippert Park; Dix Field, Miller at Dix; Ford Field; Fordson High School; Geer Field; Heenan Field, Miller at Haggerty; Henry Ford School, Retreat Field; and Levagood Park.

POLICE STATIONS

Dearborn

Dearborn Police Station - 16099 Michigan Ave. Built 1959-60 (scheduled to open September 1960) to replace former station on Maple, now the Dearborn West Annex building of Dearborn City Hall. The station officially opened April 20, 1961.

(From Dearborn Press, Page 1)

Final touches are being put into the new Civic Center police headquarters preparatory to its opening later this month.

Police operations are expected to be shifted from the present building on Maple to the new station before the end of January, according to Safety Director Robert Keith Archer.

Coinciding with the police move will be some signal bureau operations, particularly the police switchboard and radio dispatching set-up.

Shortly thereafter, the fire department will move equipment and men into the new fire station. Construction work on the court interior is scheduled for completion about March 1.

Mayor Hubbard revealed that dedication of the building will be held sometime this spring, probably around May 1, with the exact date contingent upon completion of the court.

"We are planning to make the dedication a civic celebration because the new police building is a further link in bringing together the two communities that were consolidated in January 1929.

"We think that the people will like what they see in their new police headquarters," the mayor added.

The new police building becomes the third completed unit in the Civic Center. The power plant and Youth Center have been in operation for more than a year.

Completely paid for, the building, designed for highest efficiency, cost around \$1,400,000. It is 158 feet wide at its broadest point and 306 feet long, contains 30,300 square feet of floor space and has 219 rooms, including 23 jail cells.

Public traffic will be concentrated through the main lobby facing Michigan Avenue. Here is the information desk and driver license office. Beyond and walled off from this public desk is the prisoner receiving and booking desk, squad room, training classroom and offices. Farther back is the police garage.

The basement contains two target ranges, locker room, small gym, showers, plus storage rooms for stolen property and police department supplies.

The second floor holds the administrative offices, conference room, detective bureau and women's division.

The signal bureau with its PAX central, police dispatcher and switchboard, equipment repair rooms and storage will occupy space on both first and second floor behind tight security doors.

The new court at the south wing of the building will have one completed courtroom, chambers for the two judges and the court clerk's quarters, including a drive-in ticket-paying window.

The entire court section is wired for closed-circuit television, although there are no immediate plans for the use of TV equipment.

Nice as the building is, Mayor Hubbard noted, the con-

venient, big parking lots will be a major interest for both the public and employees alike. There are three lots adjacent to the building with provision for 500 cars.

When the police move into the new building, the present headquarters on Maple at Michigan will be converted to office space for other city departments now in overcrowded quarters in City Hall.

The exterior of the building consists of masonry, glass mosaic and special exterior glazed brick. The exterior walls are interspersed with special white ironspot or red glazed brick sections divided by tinted obscure glass windows topped with ceramic tile. Aluminum coping and fascia, ceramic tile panels and precast terrazzo are used throughout.

The interior of the building is enhanced by the liberal use of Korean Mahogany wood paneling for offices, vinyl asbestos floor tile, ceramic tile columns, Formica topped police desks, luminous ceilings and asbestos acoustical tile throughout the building.

A bird's eye view of the police headquarters building shows several striking features among them, red serpentine glazed brick decorative fence walls setting off the main entrance heading to an overhanging canopy with ceramic tiled pillars and recessed lighting.

Dearborn Police Station, west Dearborn station: Michigan at Monroe (current Commandant's Quarters). Also referred to as Second Precinct. Facility served as ambulance station, fire station and makeshift police station 1923-48. The precinct was closed Feb. 1, 1948, but apparently maintained for some services as it was formally closed and abolished May 1951. The ambulance sub-station was also closed with the service transferred to the jurisdiction of the fire department.

Dearborn Heights

Dearborn Heights Police Station: 6045 Fenton at George. Built 1962-63. Opened 1963.

POLICE HISTORY

Police radios

(from 2-6-31 Dearborn Independent)

"Dearborn Cruiser No. 1 -- call your station! Dearborn Cruiser No. 1 -- call your station! -- WCK."

Nerves tense. Unconsciously holding their breath, Dearborn police officials on a test run made last night in the department's first radio equipped car listened to the first message relayed to them by station WCK, Detroit police headquarters.

After a few moments of suspense during which an address was flashed to them, the big car leaped forward and dashed to 3230 Salina, where Chief Brooks and several detectives leaped out and came face to face with a family argument.

To Mr. and Mrs. Vaslie Sandresk of the Salina address goes the distinction of having brought about the first dash of a Dearborn cruiser in response to a radio alarm.

Another call of like nature was answered near Warren and Wyoming a little later in the evening.

Thus far, only one car, a Lincoln Phaeton, has been equipped with a receiving set, but it has been announced that in the near future, all of the department's scout cars will be similarly equipped. A second set has already been installed at Police Headquarters here.

The set now in use was built by Supt. Marion Henry of the signal bureau. It is both powerful and selective, as was demonstrated at about midnight last night, when the police radio of Los Angeles was brought in clearly. Five or six other police stations were picked up during the night.

The test run was started at about 9:30 p.m. with Chief Brooks, Det. Lt. Orr, Dets. Walters and LaRowe, Supt. Henry and Asst. Supt. Wilson as passengers. The first call broadcast for their benefit from WCK came about 10 minutes later, while they were cruising on Michigan Avenue.

In the near future, all emergency calls will be transmitted to the radio station and relayed to the radio equipped cruisers and scout cars by Station WCK.

Thus it is becoming more and more of a problem for the hard-working yegg to make an honest living.

(From Dearborn Press 1930?, Page One)

Dearborn's police department hooked up with station WCK at Belle Isle Friday night. Henceforth, residents of the city will be assured of all the wonderful protection afforded by radio. WCK is the Detroit police department's broadcasting station. It will serve Dearborn from now on.

The inauguration of police radio service here brought to a climax one of Police Chief Carl A. Brooks' major ambitions. For a long time, he had been persistently promoting radio service for his department. With the police radio system in operation, an officer may be called and will reach any spot in the city within two or three minutes after the police call has been sent in.

It was planned to inaugurate police radio service last Thursday night, but the cruising car with the radio was

called in after half an hour's trial. Something had gone wrong with the receivers, investigation revealed. The radio, it was discovered, had not been adjusted to work properly as the car hit bumps along the roadway. A readjustment of the instrument was made Friday and that evening, the radio car was put into service.

The radio now in use by the department is a home-made six-tube affair, the product of the police signal department and was constructed by Marion Henry, superintendent of the police signal service. Chief Brooks said, "We shall have one car cruising the west side of the city and another in the east side. These cruisers will be kept on duty until 2 o'clock every morning. Any one, no matter in how remote a part of the city he or she may be live in, can then get police protection within the space of two or three minutes. All one need do is call headquarters and a police flyer will do the rest."

Roy E. Mottesheard, chief of the fire department, and one from The Star were guests of Brooks on the first night of the radio service. The radio was installed in one of the police department's big Lincoln cars. The car was driven by patrolman Dewey Roberts. Sgt. Henry Mida sat beside the driver. In the rear seat with Chief Mottesheard and The Star man was Supt. Henry of the police signal department.

The car first was driven over a wide area of the north side of the city. Everything was lovely. The radio was working with watch-like accuracy. Calls for police assistance continually came from nearly every section of Detroit. WCK was continually calling for police cruisers to go to this place or that. Maybe it was a drug store being held up, a man stabbed, a street holdup, etc.

The north end covered, driver Roberts decided to take a spin through the south side. While in the very lower end of that area station, WCK suddenly called "Dearborn!" The officers in the car instantly were on the alert. Station WCK proceeded, "Dearborn, a Ford car, license number 101-244, proceeding west, two men in car, intercept car and arrest men."

That was enough. Chauffeur Roberts turned the big Lincoln about, opened the siren and shot the car through Fort Street, into Oakwood Boulevard and on to Michigan Avenue. Top speed all the way. Red lights were disregarded. The siren kept motorists along the route close up to the curbs. When arrived at Michigan Avenue, the officers found patrolman A. Oliver standing with two men at the curb. Ford car 101-244 was nearby. It had been intercepted by Oliver, who heard station WCK call to Dearborn to get that car Dearborn police department's first radio call was a success.

The police radio -- a four-tube affair in precinct 2 -- was purchased by members of the precinct. Insp. Fred E. Faustman yesterday explained that the boys were so anxious to hook up with the station WCK that they just dug down into their jeans and produced the money to buy the outfit.

In 1939, the Dearborn Municipal Police Radio Stations, WQNC and WQND, operated at a frequency of 33100 Kilocycles.

♦
The Dearborn Police Department added the rank of corporal June 2, 1955.

The city's police mounted division, created in 1933, had its final use in the city's Memorial Day parade May 31, 1954. Seven horses were left in the division at this time. It was replaced by the motor bikes division.

♦
John J. Barc was the U.S. Marshal for Dearborn Judicial District 1934-45+.

RECREATION FACILITIES

Civic Centers

Dearborn

Dearborn Civic Center: 15801 Michigan Ave. at Greenfield. Opened Jan. 18, 1960 as the Dearborn Youth Center. It was 40,000 square feet and cost \$1.5 million. The city planned in 1966 to break ground for an addition to the east end of the building. It called for additional club-room space, physical fitness area, a sauna, bath, shower facilities and several multi-purpose rooms. The civic center began with a half-million-dollar approval by voters in November 1954 on the third election try. A similar bond vote was rejected in 1953. Voters OK'd a \$750,000 bond issue for the youth center January 1957. Ford Motor Co. then donated 50 acres for civic center development. Construction began in May 1958.

Dearborn Community Center: 4710 Horger at Michigan Avenue. Predecessor to Dearborn Youth (Civic) Center. This building opened May 15, 1943, as the Dearborn Serviceman's Center, a recreation site for members of the armed forces serving in and around Dearborn. It was created by the City Council with an appropriation of \$10,000. No serviceman ever had to pay for any of the services provided or food in the facility. The building was closed Feb. 15, 1946, after more than 81,000 attended since it opened. It was subsequently converted to civilian recreation use later in 1946. This building was used at least through 1968. In its later years, it was referred to as the Horger Community Center.

Dearborn Youth Center: Original name of Dearborn Civic Center. Proposed plan suggested for 1952-53 city budget targeted Michigan-Southfield area for center and included a roller rink. The facility opened in January 1960 with formal dedication in May. It was the first building completed in the planned 50-acre civic development project. The police station with a one-door fire station was completed next, in April 1960. The next planned facility was an auditorium-sports arena; the last was a new city hall. The city needed an approved bond issue from voters before they could start work on either of the two remaining projects. Voters said no. The land for the complex was a gift from the Ford Motor Company in 1957. In spring 1962, a west wing was considered for the center, to be attached on the outside wall of the roller skating rink. If it were built, it would be 60x70 feet and cost \$250,000. The building basement would be extended to entire length of the finished building. In April 1965, the city eyed a \$400,000 addition to the Youth Center. It would include a complete physical fitness operation. Hubbard planned to make it part of his 1965-66 budget. Neither of these were built.

Hamood Center: The city took over the former St. Bernadette School at 2651 Saulino Court in the 1970s and reopened the building as a community center. The church closed the school in 1969. It was named the Joseph Hamood Community Center to honor a Fordson High School star athlete who was killed in a car accident Aug. 19, 1970, at age 27. The center was taken over by ACCESS following a fire that destroyed the organization's building on Salina Street Aug. 21, 1983.

Hughes Recreation Center: (Also called Horger Community Center) Opened July 27, 1935, on Maple south of Warren Avenue. This was Dearborn's first community center. It was called Recreation Dept. Municipal Center No. 1 when it opened. It featured two tennis courts, a paddle tennis court and a wading pool. Renamed Hughes Playfield July 27, 1938, after Councilman Caspar B. Hughes, who was largely responsible for the creation of the play area there. He also founded the annual Dearborn Day celebration. Park was formally dedicated Sept. 20, 1938, his birthday. The site was also called the Hughes Play Center.

Osborn Center: 13021 Osborn at Lois. It was built in summer 1947 as a naval armory. The city leased the land to the military for this use. The original plans had to be increased in size with the Marine Corps wanted to be included in the project. Used by Dearborn Recreation Department until torn down in mid-1980s. Dedicated Dec. 12, 1949, as the U.S. Naval and Marine Corps Reserve Training Center.

Planned Center: The Blacksmith Shop of the old Detroit Arsenal, connected to the rear of the Commandant's Quarters, was eyed for use as a recreation center until the United States entered World War II. The building was razed in 1946.

Proposed Center: A civic center project was proposed in 1949. The project was put to voters in November 1949, but the proposal was turned down. A new \$700,000 youth center was proposed to voters in November 1952. Voters again said no. In 1954, voters approved a \$750,000 bond for a civic center. The city's 1956-57 budget included an additional \$100,000. The city charter dictated at the time that bonds must be issued within three years of approval by voters, a new vote is required. The city made that deadline.

Proposed Sports Arena: Orville Hubbard proposed an 8,000-seat sports arena in October 1951 for the 200-acre site on the northwest corner of Michigan Avenue and Southfield. The City Council agreed to condemn the site for the project. The civic center project, including the sports arena was put to voters Nov. 6, 1951, but they again turned it down, 11,339-8,678. The city had already begun condemnation procedures on 200 acres of Ford Land at Michigan Avenue and Southfield. It had appropriated \$25,000 for plans for the sports arena.

Proposed Sports Complex: In 1975, the city planned a major sports complex. Land was being acquired for the \$3.5 million sports center. Plans were to build it in 1976 and 1977. The long-range plans were to add a civic auditorium and an enclosed arena which would house, in part, tennis courts.

Dearborn Heights

Canfield Community Center: 1801 N. Beech Daly, Dearborn Heights. Construction began in July 1971. Opened March 1972 as Dearborn Heights Community Center, also referred to as Beech Daly Community Center. Cost was \$268,000. Re-named for John Canfield, first mayor of Dearborn Heights.

Dearborn Heights Community Center: Original name of Canfield Community Center.

Van Born Community Center: Opened 1940 in old Harvard School at Pelham and the Ecorse Creek, north of Van Born. New site was on Weddel on two lots donated by Cleo Murtland. Later renamed Weddel Community Center. Center of activity in south Dearborn Heights and School District No. 7 until other facilities built. The facility was operated with funds from United Community Services. When monies became scarce, the city agreed to take responsibility for it February 1965.

(from PS-14, S-15, DH Leader, April 4, 1968)

By BERNADINE TITUS

Van Born Community Council, which is still the projecting force behind the activities of the Dearborn Heights Community Center at 4460 Weddel, still maintains its regular meeting night, the second Monday every month, at 7 p.m.

Current officers are Harrison Herndon, president; Joseph Anderson, vice president; Pashia Unterriener, secretary; and Gladys Carter, treasurer. Maureen Morrell acts as the council's publicity director.

Growth and development of the Van Born Community Center, which came into being in 1940 when the Harvard Parent-Teacher Association was discontinued, came about through the persistence of people in the community to support and maintain an organization.

Early in 1943, when the War Community Service Commission began to plan recreation centers in this area, Mrs. Guy Christian, then president of the center, began activities to spur interest of that commission in this area. On April 28, 1943, a meeting was held in the building, 4729 Robinson Street, which was originally Harvard School, to review developments and plans of the future.

Knowledge of previous activities was obtained and completed into a history which was presented to Miss Helen Thorburn of the Council of Social Agencies, 51 W. Warren, Detroit, and to Mrs. Rachel Rose, secretary of the Dearborn Branch of the Council of Social Agencies May 3, 1943. Stanley Ostrem was appointed acting chairman and Mrs. Elizabeth King acting secretary for these preliminary meetings.

Paul Adams presented the group with written permission to use the four lots on Powers and Merrick adjacent to (and belong to) the Christian Alliance Church for playgrounds for children. Other sites were secured at Mayfair and Annapolis and adjacent to the Community Center Building on Robinson.

In addition, ball fields were secured at Eton and Merrick and Powers and Pelham. Committees were appointed to prepare these sites for use. Miss Cleo Murtland was requested to draw up a set of by-laws and a Constitution for the Van Born Community Council. War Chest funds were first formally requested May 17, 1943.

First officers elected after the constitution and by-laws were adopted were Mrs. Elizabeth King, president; Cleo Murtland, vice president; Mrs. Charlotte Sergay, secretary; and Stanley Ostrem, treasurer. Ostrem was appointed representative of the group to attend meetings of the Dearborn Board of Directors of the Council of Social Agencies.

Standing committees were appointed: holding, building and maintenance, finance, program, publicity and two committees were appointed later in the year, the activities committee in December and the school problem committee in March.

The council established itself as the parent organization of the Boy Scout Troop and shortly afterwards of the Camp

Fire Girls. Besides the financial aid given by the War Chest, which was for use only for the purpose for which they were allotted, other activities were financed by money raised by group effort.

It was during 1944 also, that school problems began to loom large in the community. The two school districts in Dearborn decided to consolidate and the Van Born Community Council was the only organization ready to undertake work on school problems. Van Born Community Center was the only building available for meetings of this sort. When the new School Board was established for District 7, the Van Born building was used for regular board of education meetings until a building could be built for this purpose.

Before the end of 1944, the following regular events were established: cooperation with Community Fund and Red Cross Drives, adult Halloween party, children's penny party, children's Christmas party, father-son and mother-daughter banquets, spring festival, home women's luncheon and regular scheduled activities of Boy Scouts and Camp Fire Girls.

The building was also used for instruction for air raid wardens, first aid and other projects of the Office of Civilian Defense.

In 1949, rules were drawn up for the use of the building by various community groups. The constitution and by-laws were revised by committees working closely with Mrs. Reynolds, director of the center at that time.

The Van Born Community Council organized the Neighborhood Council of South Dearborn Township in 1951 and invited participation of all existing organized groups in the area, including all groups sponsored by area organizations, which numbered 21.

These were township board, recreation council, parks and recreation, Metropolitan club, board of education of District 7, Mayfair Parent-Teacher's Association, Pardee Parent-Teacher's Association, Christian Missionary Alliance, Church of God, St. Sebastian Church, Van Born Community Methodist Church, Business Men's Association, Home Owners of South Dearborn Township, Tel-Pardee Association, Van Born Community Council, Wayne County Extension Group, Camp Fire Girls, Boy Scout Troop D7, Cub Scout Pack D7, Explorer Scout Post D7 and the Boosters Club.

Mrs. Carolyn Evans was employed as director of the Van Born Community Council and is still active in that capacity. Needs for more space and equipment was mounting, and the fact that Van Born Community Council owned eight lots — three of which were donated, one purchased and four belonging to the township which were tradable for the building and lot on Robinson helped to obtain a favorable decision on the application for capital funds.

Residents were contacted and help toward the construction of the new building on Weddel with the purchase of bricks by individuals.

The building was constructed in 1956. In February 1957, the council moved into the new building. In May 1957, the building was dedicated.

Average attendance per month of all groups using the building during 1959 was 2,012. A committee was appointed in June 1959 to restudy the constitution and by-laws and to recommend possible changes that would increase the effectiveness of the council.

Local business for District 7 is handled by the center today. Shoes, eyeglasses and hearing aids are purchased by the council for the children in need of them. Also, dental

care is given them.

The council has one money making project a year and the local schools contribute toward social events that helps defray operational costs, along with the funds available from the United Foundation.

The building was donated to the city of Dearborn Heights in 1966 and this was done on account of insufficient funds to operate.

At the present time, the Van Born Senior Citizens frequent the center with their meetings, special projects and the Department of Parks and Recreation of Dearborn Heights sponsor this group with Mrs. Margaret Chambers, secretary, as representative of the department.

Weddel Community Center: 4460 Weddel, Dearborn Heights. Built 1956-57. Originally called Van Born Community Center. Named for street running along east side of building. Building donated to city of Dearborn Heights in 1966 because of Van Born Community Council's inability to financially operate it. Closed 1993 due to deterioration of building. Torn down 1994.

Richard A. Young Recreation Center: 5400 McKinley, Dearborn Heights. Opened August 1994. Named for longtime state representative from Dearborn Heights who retired end of 1994.

Proposed Center: Dearborn Township in fall 1959 looked at possibly building recreational facilities - pools, softball diamonds, etc., in the township. Among the sites considered was the water department land at Powers and McKinley. In 1957 and 1958, voters twice said no to a half mill to provide for such facilities.

Ice Arenas

Dearborn

Dearborn Ice Skating Center (Adray Ice Arena): 14900 Ford Road at Greenfield, Dearborn. Ford Motor Co. donated the 6.149-acre site for the arena, originally called Ford Woods Ice Arena, in 1970. Construction began in July 1970, six months earlier than the originally projected January 1971. Official date of groundbreaking was July 22, 1970. Official name was chosen in July 1971 from a list of several dozen. The final name was recommended by Orville Hubbard and then approved by the Ford Motor Co. The supposed reason this name was accepted was because it included the name "Ford" as a tribute to Henry Ford and it accurately described the location of the arena. Formal dedication was opening day, Aug. 6, 1971. The first official activity held in the ice arena was the Dearborn Recreation Department's summer theater program staging "Once Upon a Mattress" July 9 and 10, 1971. Plans were for the remaining area to be used for recreational purposes, including two softball diamonds. The city was talking at the time of building two ice arenas in the city, one for each end of town. The suggested site in west Dearborn was Levagood Park near Haigh School, but residents in the area soundly rejected the idea and made their feelings clear to the city. The city finally said a second arena would be built in west Dearborn in 1971, but at an as-yet-undetermined site. It was never built. Re-named Dec. 20, 1981, for Michael Adray, longtime local amateur sports supporter. A second ice arena was built 1997-98 north of the Adray Arena. It was called the Kilpatrick Arena with the entire complex collectively named the Dearborn Ice Skating Center.

The city wanted land north of Haigh School, 434x468 feet, for an indoor ice skating rink. Plans were announced in May 1970. The land was previously used by the school horticulture gardens until they were closed in 1959. The school board said no to the request. The land was deeded by the city to the school district in 1952. The deed had a clause in it saying that if no school activities used the land, it would revert back to the city. The recreation department had already asked for bids on the project when the school board said no to the request.

The board finally voted June 22, 1970, to give the land back to the city. It returned 300x434 feet at the request of Recreation Supervisor Keith Archer. The rink was never built.

In October 1956, a regulation sized hockey ice skating rink was planned for Levagood Park at a cost of \$89,900. The rink was to be 85x185 feet, the same size as Olympia.

Dearborn Heights

Canfield Ice Arena: 2100 Kinloch, Dearborn Heights. Opened and dedicated Nov. 25, 1973, as Dearborn Heights Ice Arena. Re-named May 28, 1974, for John Canfield, first mayor of Dearborn Heights, after mayor announced he had cancer.

Senior Centers

Dearborn

Dearborn Senior Center: 5277 Calhoun, in former St. Barbara School. Opened spring 1995.

Dearborn Heights

Berwyn Senior Citizen Center: 26155 Richardson at Berwyn. Opened 1979 in former Berwyn Elementary School. Named for street running along east side of building.

Eton Senior Citizen Center: 4900 Pardee at Eton. Opened 1979 in former Eton Elementary School. Named for street ending at Pardee at east. City began using building in 1978 for various recreational purposes. The building was referred to at this time as the Eton Recreational Center.

Other Facilities

Dearborn

Dearborn Historical Museum: 915 Brady. Consists of three buildings, main office and McFadden-Ross House at main address, and Commandant's Quarters at Michigan Avenue and Monroe. Commandant's Quarters is oldest building in Dearborn, built in 1834. Converted to historical museum in early 1950s.

Dearborn East Annex: 4??? Schaefer, south of Michigan Avenue. Originally fire station of east Dearborn and old city of Fordson (Springwells). Built 1925. Cost was \$165,000. In 1958, the building was converted to an annex to alleviate overcrowded office conditions in City Hall. Used in later years by Dearborn Recreation Department as offices, storage and rehearsals. Last public use is as Dearborn City Cable Studios for city-sponsored cable television programs. This building was finally condemned for occupancy in summer 1997. It was still usable for storage purposes, which the city continued to use the building for.

Dearborn Recreation Bowling Alley: 5233 Schaefer. Built 1938, opened January 1939. Destroyed by fire Aug. 25, 1942. Facility not connected with city recreation department. Teams moved to other available bowling alleys for duration of season and subsequent seasons.

Hemlock Cabin: Indoor facility at Hemlock Park in Dearborn for use by residents for picnics, reunions and other events.

Civic Center plans

Jan. 9 (or 10), 1957, (press release dated day particular newspaper was published) Ford Motor Company donated 50 acres of land at Michigan Avenue and Greenfield for a proposed Dearborn Civic Center development. The land ran from Greenfield to the extension of Mercury Drive between Michigan Avenue and the railroad track.

Plans included buildings to house city government offices, police, courts, library, health center, recreation facilities and parking for more than 1,000 cars.

The master plan also included a fire station, a band shell, arena, auditorium and possibly a library. Also suggested were a helicopter landing site, a stadium and L-shaped reflecting pool that would run under the city.

The first three units to be constructed were a new civic center, fire station and police station. The fire station was originally slated to be on the far southeast corner of the lot facing Greenfield.

Recreation Department

The Parks and Recreation Department in Dearborn used offices in the Carmen Theater building in the 1950s. When the old east-end fire station on Schaefer was closed in 1959, the Rec offices were moved to the second floor of the old fire station, renamed the East Annex, completing the transition Jan. 7, 1960.

The recreation offices moved from the East Annex to the Civic Center July 9 and 10, 1983.

Proposed City Auditorium

A vote was taken April 22, 1958, for a \$3.5 million auditorium-sports arena. The vote went down to defeat, 11,701 no to 6,369 yes.

The issue was put to voters again Nov. 3, 1959, this time for a \$3.75 million facility, plus a half-million-dollar stadium. It was again defeated.

On the November 1960 ballot in Dearborn was a bond for \$3,975 million for a municipal auditorium. It required 60 percent yes vote to pass. It did not even get 50 percent approval. The civic auditorium was to have 5,000 seats and be built northeast of the Youth Center.

The city put a bond issue on the Nov. 6, 1962, ballot for a \$4,150,000 civic auditorium. Approval required a 60 percent yes vote.

This was the fourth time the proposal was placed before voters and the fourth time citizens said no. Final vote this time was 19,725 no, 12,520 yes.

Other proposals

The Dearborn City Council voted March 7, 1966, to ask Ford Land for the southeast corner of Greenfield and Ford Road so it could build a proposed sports complex. This could include a lighted diamond and other athletic facilities.

In 1974, Dearborn negotiated with Ford Motor Co. for a

mid-city park site that would include a 50-meter pool, a municipal ice arena and a lighted baseball diamond.

Sports Arena

Dearborn offered either Ford Road between Greenfield and Southfield or the land south of Rotunda Drive at I-94 for the site of a proposed multi-purpose metropolitan sports complex for use by Lions, Tigers and others. The city never checked with Ford Motor Co., which owned both tracts of land to see if the land would be available.

Ford Motor Co. turned down the request.

Golf Courses

Robert Herndon Dearborn Hills Golf Course: This course opened as a privately owned public golf course, the first such course in the state, in 1923. The course is on the northwest corner of Telegraph and the Rouge River.

Manor Golf Club: The Manor Golf Club, also called Dearborn Manor Golf Club, was at Michigan Avenue and Inkster along the banks of the Rouge River. It opened in summer 1929. The club's president was Robert Herndon. An addition was built in 1931, opening May 30, 1931.

Warren Valley Golf Club: Originally called Hawthorne Valley Golf Club, said to be on Warren Road 1 1/4 miles west of Telegraph. Went from 18 holes to 36 holes in spring 1925, opening with expanded links April 11, 1925. The new 18 holes were on the east side of the Rouge River; the old 18 were on the west side.

Dearborn created a Golf Course Procurement Committee in May 1959 to determine a possible site for a city-owned golf course. Robert Keith Archer, city recreation director, headed the committee.

Three sites were originally considered. The most favorable was the 294 acres on the northwest corner of Ford Road and Greenfield. Other sites were the 250 acres on the southwest corner of Ford and Greenfield and the 190 acres between the Ford Foundation and the Rouge River, although 200 acres were considered the minimum needed.

In February 1960, the committee eyed the area bounded by Southfield, Greenfield, Ford Road and Paul for a possible 160-acre 18-hole golf course.

Ford Motor Co., which owned the land, at first said no, stating it needed the land for other purposes. It then considered reconsidering its initial refusal, but eventually did not change its mind.

In 1962, the committee recommended the city buy the 200 acres south of Ford Road between Southfield and Evergreen.

The course would include a clubhouse, pool and parking.

SENIOR CITIZEN HOUSING

Dearborn

Dearborn, Florida: The senior citizen complex in Clearwater, Fla., was slow in coming. A vote April 1, 1963, put to Dearborn voters for the construction of the complex was turned down, 19,039-8,456. The city of Dearborn purchased a building in Clearwater, Fla., it rechristened Dearborn Towers in 1967.

Hubbard Manor East: The 10-story, 137-unit building was completed in 1977. It cost \$3.5 million. It was named April 1977. The building was dedicated August 1977. The first residents moved in in September 1977. Seven homes on Calhoun were bought and razed by the city in 1973 for this, the city's fifth senior citizen city housing project. The building required nine lots. The city already owned two there.

Hubbard Manor West: This 12-story, 214 unit building was erected in 1974-75 and was planned to be completed by Christmas 1975, but was not done until 1976. The \$6.354 million building was dedicated Aug. 23, 1976. Ground-breaking was originally scheduled for October 1974. Its original name, Hubbard Manor, was approved in January 1976. The name was changed to Hubbard Manor West in April 1977 when the name for Hubbard Manor East was approved.

Kennedy Plaza: Named John F. Kennedy Memorial Plaza in honor of assassinated president. It opened in early 1968. This was the second senior citizen complex built in the city. Its original plan was to be a 113-unit, nine-story building on a 1.2 acre site at Bingham and Colson. Initial cost was \$2 million. The final project was 119 apartments and nine stories. Ground-breaking was held June 7, 1966.

Sisson Manor: 1515 Mason. Ground was broken July 23, 1968. The Sisson Manor, named after Harry A. Sisson, prominent Realtor, opened in early 1970. The first residents moved in in March 1970. It is a 10-story, 135-unit senior citizen residence. Cost was \$3 million.

Townsend Towers: 7000 Freda. This was the first senior citizen tower in Dearborn. Ground was broken April 2, 1962. It was on 1.77 acres. The six-story, 79-apartment building opened August 1963. It was named for Dr. Francis E. Townsend, founder of the famed old age security law bearing his name.

SECOND AND THIRD TOWERS: In April 1964, the city started planning its second and third senior resident towers. The second location was at Colson and Bingham. The third was Garrison at Howard.

THIRD TOWER: In April 1966, the West Dearborn Republican Club urged the city to name the third senior citizen tower after Taft. Hubbard, also a Republican, wanted to name it after Lyndon Johnson.

Dearborn Heights

Dearborn Heights Co-Op Towers: The Dearborn Heights Co-Op Towers on Outer Drive near Warren Avenue opened March 1981. It has 201 units and is 14 stories.

Private

Dearborn Hotel: In 1976, the city of Dearborn managed this former hotel as a low-income residence for senior citizens.

Morley Manor: This 13-story, 204-unit co-op apart-

ment building for senior citizens at Morley and Oakwood had its first residents move in in July 1974.

Normandy Towers: This PLAV-sponsored senior citizen 96-unit residential building is managed by the city of Dearborn.

St. Sarkis Towers: This complex is near St. Sarkis Armenian Eastern Orthodox Church.

Dearborn, Florida

In the mid-1950s, Orville Hubbard envisioned a retirement community in Florida to be named, appropriately, Dearborn, Florida. The initial plan was for a large apartment complex.

Voter question posed Feb. 18, 1957: Are you in favor of Mayor Orville L. Hubbard appointing a Dearborn, Florida, committee of local citizens who have been to Florida (similar to the commission that recommended the site of Camp Dearborn) to make a recommendation where Dearborn, Florida, should be located when the purchase of land is legally authorized. Voters turned the proposal down.

During March 1957, the plan was referred to as strictly a retirement village to be called Dearborn, Florida.

A Florida land developer, Harold A. Keaton, offered 1,000 acres of land in Florida free to the city if it would act immediately. The land was on US-441, 24 miles north of Okeechobee, Fla., 70 miles south of Orlando and 30 miles from the ocean. The land was valued at \$2 million. It could handle 3,000 homes.

The plan was put to a vote in April 1, 1957. A record turnout at the voting booths crushed the plan, 14,000 to 8,500.

SWIMMING POOLS

Crowley Pool – at Crowley Park. Built 1961, opened 1962.

Dunworth Pool – Originally named Levagood Pool. Renamed Dunworth Pool in 1992?, after Jack Dunworth, longtime Dearborn High and recreation swim coach. See also Seashore Pool.

Ford Woods Pool – At Ford Woods Park. Opened Aug. 10, 1954. One of four pools to open that year.

Hemlock Pool – At Hemlock Park. Opened July 21, 1954. One of four pools to open that year.

Lapeer Pool – At Lapeer Park. Opened Oct. 27, 1954. One of four pools to open that year.

Loverix Pool – At Loverix Park. In summer 1948, the Dearborn City Council proceeded with plans to build a second outdoor city pool, this one in the far east end in Loverix Park. It was never built.

Seashore Pool – Construction done October 1941. Opened May 30, 1942, at Levagood Park. So named because it was designed like a Florida beach and was even surrounded by its own sand beach. Seashore was razed in 1975 and rebuilt as an 8-lane pool with diving tank and wading pool that year. It reopened Memorial Day 1976 as Levagood Pool. Renamed Dunworth Pool in 1992?. See Dunworth Pool

Summer-Stephens Pool – Ground broken for pool September 1955. Ready for use spring 1956.

Ten Eyck Pool – At Ten Eyck Park by Ten Eyck Elementary School. Opened Sept. 2, 1954. One of four pools to open that year.

Whitmore-Bolles Pool – On southwest corner of Whitmore-Bolles Elementary School grounds. Ground was broken for the pool in September 1955. It was ready for use in spring 1956. In early 1955, the city had wanted small parcel of school grounds for pool. The school district refused. When the city threatened to begin foreclosure proceedings to obtain the land, the school district relented and donated the land for the pool.

York Pool – A pool was slated for the land near Howard School in 1956, but the residents fought the plan. The pool was never built.

The City Council passed legislation Aug. 24, 1933, to build a city-owned water treatment plant and three city pools, one each at Ford Field, in southeast Dearborn and in northeast Dearborn. This was pending on government funding, which never came.

A city-operated pool was eyed for the center part of Dearborn since 1928. Several attempts were made during the 1930s, even making part of a WPA project. Numerous sites were proposed, including what is today Ford Woods, Ford Field and the strip south of Michigan east of Greenfield.

In fall 1933, the city proposed four municipal outdoor pools, one each at Ford Field, the northeast end of the city, the southeast end of the city and at a fourth site to be determined. The City Council even OK'd negotiations for bonds to pay for the pools.

Talk also went on in the late 1930s of building two outdoor pools, one in northwest Dearborn and one in east Dearborn. The result, finally, was the building of Seashore Pool.

In July 1953, the city considered three possible sites for its planned first east-end outdoor swimming pool: Ford Woods, Hemlock Park and near Henry Ford School.

Four pools were planned to be built in 1954 and four more in 1955. The first four for 1954 were at Hemlock Park, Ford Woods, Ten Eyck and Lapeer.

In 1938, the city of Dearborn considered a Hunter-type pool for Dearborn, a seashore format by the Hunter pool company, as a PWA project.

The City Council July 30, 1940, again pushed for a west-end pool on 40 acres of residential property northwest of Telegraph and Cherry Hill. The land was among those withheld from the state's Scavenger Land Sale that year.

In 1936, the city of Dearborn asked the Detroit Water Board to construct a pool just north of its Springwells Pumping Station, since the land was untaxable and the city wanted a municipal pool in the east end.

The water board said no.

Orville Hubbard proposed for the 1954 city budget to have 25 neighborhood pools built throughout the city. His idea was to have a pool within walking distance of every child in Dearborn.

In February 1954, the first contracts for the many city pools were awarded. The goal was to have four to six pools built in 1954 and a similar number each year after until the goal was reached. Only a handful of pools were ever built.

The city of Dearborn in 1936 purchased five acres west of Monroe near Ford Field with the intention of building a pool on the site sometime in the future.

The city of Dearborn planned a pool for the Howard School-York Park area in the mid-1950s. Several residents fought the idea.

The City Council met on the issue April 10, 1956, and was confronted with several hundred irate residents opposed to the pool. The council bowed to the wishes of those residents and abandoned plans for the pool.

Over the next several weeks, residents in favor of the pool became active and strong debate broke out. The issue finally went to court, which decided in favor of pool construction. The pool was never built.

The Dearborn City Council OK'd a pool for the east end of the city, allotting \$178,000 for the project, Aug. 9, 1946.

The site targeted was south of Ford Road, west of Greenfield. This land at the time was owned by the Henry Ford Trade School.

Mayor Hubbard then vetoed this project as the City Council, while knowing what site it wanted, had yet to officially acquire any land. This project then went no further.

HISTORY OF ELECTIONS

HISTORY OF ELECTIONS

Underline - winner
Bold face - won
 primary
italic - incumbent
DEARBORN
 1927

Mayor:
Clyde Ford
 Dr. Edward F. Fisher
 ?????? Black
City Clerk:
Myron A. Stevens
 Herman B. Knauff
Treasurer:
Edward J. Clay
 Henry Ruddick
City Council:
(First Ward)
Samuel D. Lapham
Frank R. McDonald
(Second Ward)
Louis H. Hutchinson
Carl H. Schroeder
(Third Ward)
Ralph D. Ernest
Frank A. Schultz
(Fourth Ward)
Ernest E. Walborn
 Elbert E. Roberts
Justice of the Peace:
Stephen D. Williams
 Enrique Beeman
Assoc.
Justice/Peace:
Jesse W. Bollinger
 Esther A. Mooden
 1929

Mayor:
Clyde Ford
 Floyd Yinger
 James P. Casey
City Clerk:
Bernard P. Esper
 William G. Querfeld
Treasurer:
William A. Kaiser
 Roy D. Renton
 Joseph R. Deplanche
City Council:
(from Dearborn)
Clarence L. Parker
Reginald V. Bovill
 Samuel D. Lapham
 Louis H. Hutchinson
 Ralph D. Ernest
 Frank R. McDonald
 George A. Young
 Elmer J. Langschieid
(Fordson/Dbn Twp.)
Clarence Ford
Anthony M. Esper

Joseph M. Karmann
Edwin E. Hubbard
Henry J. Miller
 Lysander T. Maples
 Donald E. Butler
 Michael Korte
 Edward M. Foster
Ernest G. Miller
 Edward W. Tysinger
 William T. Kronberg
 Robert J. Buchkowski
 Leon A. Nowodworski
 Lee R. Davis
 Herbert H. Boden
 Albert C. Betteridge
Justice/Peace:
Leo R. Schaefer
Lila M. Neuenfelt
Stephen D. Williams
 William A. Ferris
 Edward J. Dwyer
 Frank C. McCann
 Enrique Beeman
 John J. Kiley
 Philip Buchanan
Constable:
Charles Bell
Carl H. Schroeder
 Roy J. Schumann
 Michael K. Gorski
William Sass
Albert Cooper
 Thomas Sullivan
 Frank Adams
 William Yeager
 Burton Sherman
 Wm. B. Montgomery
 Norman Hogie
 Fred Speier
 Joseph A. Rogman
 Theodore Stoica
 Carl A. Wieland
 Thomas R. Bligh
 1931

Mayor:
Clyde Ford
 David Jones
 Homer C. Beadle
 Reginald V. Bovill
 Harry E. Bushway
 Oscar C. Hovey
 Orville L. Hubbard
 Peter H. Rich
 James Thomson
 M.J. Weinzapfel
City Clerk:
Myron A. Stevens
 Hugh J. Fleming
 Otto Capp Jr.
 Morris Cleveland
Treasurer:
William A. Kaiser
 Chas. A. Regan
 Ferd. G. Burka
City Council:

Clarence W. Ford
William Henson
Anthony M. Esper
Ernest G. Miller
Edward F. Fisher
Edward J. Dwyer
Carl C. Oglesbee
Edward W. Tysinger
Michael Korte
Caspar B. Hughes
Patrick J. Doyle
 L.A. Nowodworski
 Otto G. Oberstaedt
 Frank Fukalek
 George E. Brady
 Frank Adams
 John E. Alexander
 Ben F. Antczak
 Alfiero Bardelli
 Gust. C. Behrendt
 George A. Belding
 Charles H. Bell
 Harry Bennett
 Theodore D. Bloch
 Clifford Briggs
 Emil J. Bruckner
 John Burgeson
 Grant B. Burns
 Urban G. Callens
 James P. Casey
 Nicolai H. Catana
 Joseph C. Clemman
 John H. Cowgill
 Edward O. Crysler
 Thomas I. Cushing
 Lee R. Davis
 John Doran
 Tom L. Edwards
 William G. Elliott
 Joseph F. Fordell
 Acsente Germany
 William Goetz
 George Grace
 Patrick J. Hart
 Thomas J. Huff
 Walter J. Janik
 Richard S. Kendall
 Albert A. Klein
 Paul Kraucs
 Chas. A. Krueger
 Raymond Langlois
 R. F. MacDonald
 Odessa Malcolm
 Norval G. Marlatt
 Victor E. Maston
 Harry J. Miller
 George F. Mitchell
 Frank Pellow
 James Perry
 Harry B. Pingston
 Philip J. Pisula
 Joseph J. Poloway
 Jose D. Provost
 Wm. H. Rafferty Jr.
 Fred L. Robinson
 Nick M. Romcevich
 William Schlaff

Clarence Schmitz
 Albert G. Shaffer
 Edmund L. Steve
 Charles Strong
 Walter J. Summers
 Aug. Terreault Jr.
 Adrian J. Vyant
 James Wencel
 Joseph J. Wiesner
 Paul H. Yeager
Constable:
Homer E. Ayers
Walter B. Colton
 John Diegel
 Wm. V. Fayette
 Frank Fraley
 C.N. Johnstone
 Thomas Koriles
Richard J. Lehman
Guy G. Lyman
 Milton R. Lyman
 Walter Mirch
 Carl Mitchell
 Wm. B. Montgomery
 Alex Popeleski
 Samuel Sage
 Barney Shinsky
Thomas Sullivan
 Michael Wensko
 Carl A. Wieland
 1935

Mayor:
John L. Carey
 Clarence Ford
 Clyde M. Ford
 Robert Herndon
 Charles A. Regan
City Clerk:
Myron A. Stevens
 Hugh J. Fleming
Treasurer:
William A. Kaiser
 Ernest Ross
City Council:
Anthony M. Esper
Ernest G. Miller
Carl C. Oglesbee
Joseph W. Schaefer
Clarence Doyle
William Henson
 Homer C. Beadle
Edward F. Fisher
 Michael Korte
 Reginald V. Bovill
 Jamie L. Johnson
 Marguerite C. Johnson
 Eugene C. Keyes
Caspar B. Hughes
 Patrick J. Doyle
 Gustav C. Behrendt
 Clarence S. Justice
 Joseph F. Fordell
 Frank Fukalek
 Albert A. Klein
 William Moore

Warren J. Rachow
 George H. Neisler
 James Guinan
 Orville L. Hubbard
 Roderick F. MacDonald
 Fred C. Oehmke
 David L. Jones
 Adrian J. Vyant
 Nicolai H. Catana
 Lucille Snyder
 Clifford Briggs
 George H. Miller
 Clyde Moore
 Clayton A. Decker
 George Grace
 George Lavine
 Floyd Weishuhn
 Frank Pellow
 Jose D. Provost
Justice/Peace:
Lila M. Neuenfelt
Leo R. Schaefer
 George T. Marfin
 George A. Belding
 Leon A. Nowodworski
 Floyd M. Graham
 Richard S. Decoursey
 Ricahrd A. Hicks
Constable:
Richard J. Lehman
Samuel Sage
Thomas F. Sullivan
W. Clarence Moore
 Guy Lyman
 Lester Atwood
 John Diegel
 Stanley Michalik
 George Tennant
 Barney Shinsky
 Eugene J. Droste
 Eugene H. Morneau
 Dan E. DeLaby
 Nicholas R. Sepell
 1937

Mayor:
John L. Carey
 Michael Korte
 Orville Hubbard
 Charles A. Regan
 David L. Jones
City Clerk:
Myron A. Stevens
 Percy Dymont
Treasurer:
William A. Kaiser
 Frank Allen
City Council:
~~Ernest G. Miller~~
~~Leo R. Schaefer~~
~~Anthony M. Esper~~
~~Clarence Doyle~~
~~William L. Johnson~~
 Clarence W. Ford
 Clyde M. Ford
 Carl C. Oglesbee

HISTORY OF ELECTIONS

Caspar B. Hughes
Eugene C. Keyes
Edward F. Fisher
Marguerite Johnson
Patrick J. Doyle
Frank A. Schonofen
Harold E. Bennett
Arthur C. Baker
Philip J. Pisula
Mark Ginzori
Leo J. Krugh
John J. Jarvis
Adrian J. Vyant
Oscar L. Miller
Norval G. Marlatt
Guy G. Lyman
Clayton A. Decker
George Lavine
Herman J. Haller
Constable:
Samuel Sage
Richard J. Lehman
Thomas F. Sullivan
W. Clarence Moore
George Adams
Lee R. Davis
Alfred L. Rafferty
George Tennant
 1939

Mayor:
John L. Carey
Orville L. Hubbard
Arthur A. Ternes
City Clerk:
Myron A. Stevens
Treasurer:
William A. Kaiser
City Council:
Clarence Doyle
Anthony M. Esper
Clyde M. Ford
Jamie L. Johnson
Eugene C. Keyes
Ernest G. Miller
Joseph W. Schaefer
Norman F. Edwards
Edward F. Fisher
William Henson
Caspar B. Hughes
Michael Korte
Carl G. Oglesbee
Samuel Sage
Frank Adams
Francis Babinski
Arthur G. Baker
Alex J. Budny
Edward J. Burns
Mack Cinzori
Clayton A. Decker
Elton Duncan
James A. Hager
Albert A. Klein
Bertram L. Lansing
George Lavine
Charles McIntosh
Clyde Morgan
William C. Murphy
John Peregonoff
Philip J. Pisula

Jose D. Provost
Nicholas Quinton
Mary C. Tagg
Edward H. Test
Walter N. Wells
Jay R. Wheaton
Justice of the Peace:
Lila M. Neuenfelt
Leo R. Schaefer
John J. Fisk
George T. Martin
Constable:
Richard J. Lehman
George Adams
George F. Theisen
W. Clarence Moore
Alfiero Bardelli
John Diegel
John Gyerman
Jack E. Maier
Troy Alverson
Leon Azzard
Maurice Droste
Joseph Gawra
 1941

Mayor:
Orville Hubbard
Clarence Doyle
City Clerk:
Myron A. Stevens
Thomas V. Wolak
 (write-in)
Treasurer:
William A. Kaiser
Ralph B. Guy
Otto W. Herpich
M.O. Nickon
City Council:
Clyde M. Ford
Anthony M. Esper
Joseph W. Schaefer
Jamie L. Johnson
Eugene C. Keyes
Patrick J. Doyle
Ernest G. Miller
John Gallo
Edward F. Fisher
Norman F. Edwards
Ray F. Parker
Carl C. Oglesbee
Michael Korte
William Henson
George E. Brady
Reginald V. Bovill
Howard Ternes
Leon A. Nowodworski
James Guinan
Edward W. Tysinger
James Thomson
Harold E. Bennett
Francis Riley
William J. Haskin
Peter Karpetian
Otto A. Hoffman
William T. Kronberg
Arthur G. Baker
Nicholas Quinton

Martin Fleming
Philip J. Pisula
George Adams
George S. Smith
Elton Duncan
George Lavine
Harry B. Bushway
Constable:
Richard J. Lehman
Samuel Sage
George Theisen
Ernest Ross
Claude S. Moore
Thomas O'Connor
John Diegel
James E. Cotter
Frank J. Jarosz
John Gyerman
Salvatore Curcuru
 1942

Mayor:
Orville Hubbard
Jamie L. Johnson
Clyde M. Ford
John F. Carey
City Clerk:
Myron A. Stevens
Treasurer:
William A. Kaiser
City Council:
Anthony M. Esper
Norman F. Edwards
Joseph W. Schaefer
Patrick J. Doyle
Edward F. Fisher
Ray F. Parker
Howard Ternes
Marguerite C. Johnson
Michael Korte
Russel D. Catherman
William Henson
George E. Brady
Clarence S. Justice
Thomas L. Edwards
Oscar L. Miller
Charles J. Bradley
Arthur G. Baker
Philip J. Pisula
M.O. Nickon
Peter Madaj
Alfiero Bardelli
Justice of the Peace
George T. Martin
George A. Belding
Ralph B. Guy
Constable:
Richard J. Lehman
Samuel Sage
William Cooper
Ernest Ross
John Gyerman
 1945

Mayor:
Orville Hubbard
James Thomson
Ralph B. Guy
City Clerk:

Stanley Gorden
Myron A. Stevens
Treasurer:
William A. Kaiser
City Council:
Arthur G. Baker
Alfiero Bardelli
Homer C. Beadle
Charles J. Bradley
Walter Dorosh
Patrick J. Doyle
Norman F. Edwards
Anthony M. Esper
Edward F. Fisher
Joseph M. Ford
Richard Gallo
Harry A. Hoxie
Marguerite C. Johnson
Clarence M. Lewis
Percy Llewellyn
Samuel D. Maceri
M.O. Nickon
Carl C. Oglesbee
Severance W. Paget
Rav F. Parker
Joseph W. Schaefer
Howard Ternes
Municipal Judge:
George T. Martin
George A. Belding
Constable:
Richard J. Lehman
William F. Arnold
Samuel Sng
 1947

Mayor:
John L. Carey
Ralph B. Guy
Orville Hubbard
Harvey H. Lowrey
City Council:
Samuel Adray
Hugh Artman
Homer C. Beadle
Jesse Bollinger
Reginald V. Bovill
Charles J. Bradley
Clifford J. Brennan
Harold T. Carnell
Harold Cassar
Gregory Cifor
William B. Cooper
Ray L. Cox
Walter Dorosh
Warren B. Doughty
Patrick J. Doyle
John Dyki
Anthony M. Esper
Ellsworth Fenrich
Joseph M. Ford
Frank W. Gray
Martin C. Griffith
Lionel R. Hampton
Harry A. Hoxie
Marguerite C. Johnson
Robert S. Lapham
George Lavine
Percy Llewellyn
Samuel D. Maceri

Gordon J. McFarland
Richard S. Murray
Nick Nicholas
M.O. Nickon
Al Novack
Ray F. Parker
James F. Ryan Jr.
Anthony R. Smith
Howard Ternes
Robert J. Tinsley
Peter Tiseo
Hugo F. Volz
Chester M. Wiacek
Edward L. Williams
George Williams
City Clerk:
Myron Stevens
John J. Flanigan
Treasurer:
William A. Kaiser
Joseph E. Niskanen
 1949
Mayor:
Orville Hubbard
Carl C. Matheny
Harold Bartsch
George A. Hollman
Victor G. Rouse
James Thomson
Arthur Wierimaa
City Council:
Samuel Adray
John E. Alexander
Homer C. Beadle
George W. Bondie
Reginald V. Boville
Clifford J. Brennan
James Christie Jr.
Edward J. Dombrowski
Warren B. Doughty
Patrick J. Doyle
John Dyki
Francis A. Dysarz
Joseph M. Ford
George L. Goodin
Martin C. Griffith
Herbert Harich
Harry A. Hoxie
Edward Jaros
Marguerite C. Johnson
Donald S. Keiffer
Dewey R. Lake
Russell Langlois
Michael F. LePay
Percy Llewellyn
Joseph P. Lucas
Edmund J. Maher
George A. Martin
Lucille McCollough
Bernard M. McCloskey
Hiram R. McDonald
John T. McWilliams
Eugene Methoc
James D. Murphy
William G. Nichezynski
Al Novack
Arthur E. Olson Jr.
Ray F. Parker
William T. Piersante

HISTORY OF ELECTIONS

William D. Poot
Millard Riels
Kenneth L. Roche
George C. Ricamore
William B. Roehm
Phil Salvatore
Myron W. Schroeder
Rona M. Scott
Harry Smiley
Anthony Smith
James Tamoor
Peter Tiseo
Al Tishkowski
Peter Vermullen
Hugo F. Volz
C.J. Williams
Edward Yastic
Michael Zehra
City Clerk:
Myron Stevens
Orville P. Davis
Akbar Khan
Treasurer:
William A. Kaiser
Arthur M. Williams
1951
Mayor:
Orville Hubbard
Carl C. Matheny
John T. McWilliams
Erving Nielsen
Matthew O. Cassini
City Council:
Patrick J. Doyle
Martin Griffith
Lucille H. McCollough
Joseph Ford
Ray F. Parker
Marguerite Johnson
Edward Dombrowski
George Bondie
James Christie Jr.
Anthony Smith
Donald F. Martin
Al Novack
Robert Vezzosi
William F. Arnold
James A. Tamoor
John Baja Jr.
Mike Banich
Nikola Banich
Harold Bartsch
James Berry
William H. Broomhall
Clarence H. Bryans
Joseph Durante
Fred C. Garling
Godfrey A. Glomb
Stanley Herdzik
George A. Hoffman
Ray R. Hovinen
Herbert Johnson
Raymond A. Koltys
Edward T. Kuss
Dewey R. Lake
Ted L. Lusky
Charles E. Martin
Bernard McCluskey
Walter Miller

George Nelson Jr.
William G. Nichyzynski
John S. Ovath
Velma F. Panment
Edward L. Pastula
Dale Pennington
Anthony J. Perna
Richard Reed
George C. Ricamore
William B. Roehm
Victor G. Rouse
James F. Ryan Jr.
Phil Salvatore
William O. Shine
Harry E. Smiley
George S. Smith
Joseph A. Thomas
Peter Tiseo
Al Tishkowski
Gordon Walker
Arthur Wierimaa
Arthur M. Williams
C.J. Williams
Edward Yastic
City Clerk:
Myron A. Stevens
Robert Wagner
Treasurer:
William A. Kaiser
Constable:
Richard J. Lehman
George Smith
Joe P. Lucas
Edward J. Babinski
Michael F. LaPay
Vechal S. Simon
Kasimir C. Jakecieuri
1953
Mayor:
Orville L. Hubbard
James Christie Jr.
City Clerk:
Myron A. Stevens
Robert A. Wagner
City Treasurer:
Wm. F. Kaiser
George C. Ricamore
City Council:
Edward J. Dombrowski
George Wm. Bondie
Ralph B. Guy
Anthony R. Smith
Robert Vezzosi
Wm. H. Broomhall
Charles P. Gilbert
Patrick J. Doyle
Ray F. Parker
Martin C. Griffith
Lucille H. McCollough
Carl C. Matheny
Harman M. Hitt
Michael J. Caffery
Theodore H. Gapcznski
B. Ward Smith
Paul R. Kelley
Charles E. Martin
James Thomson
Harold King

Phil Salvatore
Vincent N. Gandoifo
Clarence E. Collins
Ted L. Lusky
George E. Kaiser
Al Novack
Michael J. Melvin
John A. Manga
John P. Novak
George S. Smith
William Frank
Schumaker
Matthew Orpeth Cassini
Patrick Mark McCarthy
Michael J. O'Connell
Leo Early
Arthur W. Wood
James J. Vandenbroek
William D. McGrew
John F. McGovern
Albert J. McCarthy
Michael F. LaPay
Edwin C. Bak
Andrew Peru
Leon L. Walling
Edwin M. Blackburn
Wm. O. Shine
John M. Tillen
Lester J. Mastcot
Constable:
George Smith
Richard J. Lehman
Leo R. Brown
Maurice Droste
1955
Mayor:
Orville L. Hubbard
Leo A. McCarthy
Charles J. Nemeth
Ray E. Parker
Edward J. Robinson Jr.
City Clerk:
Myron A. Stevens
Albert J. McCarthy
Treasurer:
Wm. Kaiser Jr.
City Council:
Alexander G. Abduri
John Baja Jr.
Edwin C. Bak
Cecil Betron
George Wm. Bondie
Wm. H. Broomhall
Michael J. Caffery
Nicholas Carstea Jr.
Kenneth R. Colombo
Edward J. Dombrowski
Patrick J. Doyle
Charles P. Gilbert
Ralph B. Guy
Stanley A. Herolik
Charles R. Kelley
Harold King
Michael F. Lapay
Ted L. Lusky
John A. Manga
Charles E. Martin
Michael J. Melvin
Natale Micale

George Nelson Jr.
Al Novack
Evelyn D. O'Hara
John S. Orvath
Frank W. Parks
Charles R. Rapp
George C. Ricamore
Phil Salvators
George S. Smith
James Thomson
Fern N. Wines
Duane W. Yinger
Michael Zehra
1957
Mayor:
Orville L. Hubbard
William Mills
Ray Parker
Eugene Keyes
John Kadela
Timothy Mulroy
Charles Nemeth
Edward Robinson
Samuel McSpadden
City Clerk:
Patrick Doyle
Joseph Cardinal
Edward Babinski
Robert Stevens
Russell Langlois
Albert McCarthy
Godfrey Glomb
Treasurer:
William Kaiser
Leo McCarthy
Mary Kay Maher
Leo Boodakian
City Council:
John Baja
Edward Dombrowski
George Bondie
Ralph Guy
William Broomhall
Charles Gilbert
Vincent Fordell
Robert Johnson
Nick Mondella
Lionel Hampton
Louise Schlaff
George Hart
Lawrence Schaefer
Roger Craig
Sam Nuznov
Ward Smith
Michael Caffery
Charles Martin
Frank Domanski
Evelyn O'Hara
Percy Llewellyn
Daniel Doyle
Raymond Gazdecki
Bernard Tiskowski
George Morrison
Michael Novak
Duane Duick
Nicholas Carstea
Cecil Betrou
James Carney
Chester Gapczynski

Natale Micale
Charles Rapp
Lillian Dale
Melvin Thent
Duane Yinger
Eugene Wagner
Spyro Nicholas
William Schumaker
Ted Lusky
James O'Donnell
Joseph Bennett
George Smith
Frank Parks
William Cooper
Daniel O'Connell
Herbert Rowe
Vincent Gandolfo
Harold King
Michael Lapay
M.O. Nickon
John Chaushoff
Edwin Bak
Clarence Swain
Eddie Klazer
George Lavine
Jerry Hurley
John Manga
Martin Reihl
Samuel Rheault
Alexander Aboud
Constable:
Thomas Sullivan
Michael Flanagan
Leo Brown
Felix Novak
Maurice Droste
E.C.D. Washer
1959
Mayor:
Orville L. Hubbard
Leo A. McCarthy
Charles J. Nemeth
Roger E. Craig
Donald A. Calkins
City Clerk:
Joseph Cardinal
Douglas L. Brown
Treasurer:
William F. Kaiser Jr.
Roy Lancaster
City Council:
John Baja Jr.
Vincent Fordell
George Hart
Ralph Guy
George Bondie
Edward Dombrowski
William Broomhall
Frank S. Gallagher
Irving F. ImOberstag
James Thomson
Stephen J. Schemanske
Charles P. Gilbert
Ralph M. Bell
Nick C. Mondella
Frank P. Domanski
Prusinski
Dale
Chuck Kalbfleisch

HISTORY OF ELECTIONS

Pomichowski
Babinski
Michael B. Flanagan
Michael J. Caffery
Johnson
Wagner
Nicholas Carstea Jr.
Frank J. Novak
Brennan
George A. Hollman
Michael T. Novak
Cooper
Dams
Kronk
O'Connell Jr.
O'Hagen
Durante
Souchock
Fischer
Falzon
Tom Bruce

Constable:

Thomas Sullivan
Leo R. Brown
Jerry Hurley
Edward A. Jennings
Jr.
Bartsch

1961

Mayor:

Orville L. Hubbard
Eugene R. Wagner
Charles J. Nemeth
Daniel Zahari
Tommy Bruce

City Clerk:

Joseph Cardinal
Daniel O'Connell Jr.

Treasurer:

William F. Kaiser
Daniel O'Connell Jr.
John J.J. Kurnik

City Council:

Ralph B. Guy
George Hart
Irving F. Imobersteg
John Baja Jr.
George Wm. Bondie
Edward J. Dombrowski
Vincent Fordell
Frank H. Gallagher
Thomas D. Dolan
Lawrence V. Williams
William E. Loranger
Stephen J. Schemanske
George O. St. Charles
Antonion Bonfiglio
Olga I. Dunn
Frank P. Domanski
Roy Lancaster
Joseph F. Martin
Edward J. Babinski
Charles E. Martin
Arthur A. Adams
Lillian V. Dale
Edward O. Kaiser
James J. Brennan
William B. Cooper
Walter M. Blankertz

Percy Llewellyn
Anthony A. Dams
Leo A. McCarthy
Chester Pomichowski
Henry Sasinowski
James T. Powers
John J. Sadrack
Aloysius George
Joseph Durante
Jerome W. Wayne
Ilio Amici

Constable:

Thomas F. Sullivan
Leo Brown
George Smith
Jerry D. Hurley
Edward A. Jennings Jr.
Thomas F. Slattery
Herbert V. Rowe
Harold Bartsch
Thomas Culmore

1964

Mayor:

Orville L. Hubbard
Charles J. Nemeth
William B. Cooper
Daniel Zahari

City Clerk:

Joseph Cardinal
John J.J. Kurnik

Treasurer:

William F. Kaiser
Thomas Hurley

City Council:

John Baja
George Wm. Bondie
Edward J. Dombrowski
Vincent Fordell
Ralph B. Guy
George Hart
Irving M. Imobersteg
Ronald Banish
James J. Brennan
Kenneth J. Budny
Thomas D. Dolan
William E. Reeves
Joseph Rizzo
John Sommerville
Nicholas Carstea Jr.
Daniel M. Colleran
Frank P. Domanski
Paul S. Dombey
Joseph Durante
Vincent Fordell
Vincent N. Gandolfo
Gerald E. Keane
John Kriniak
Charlotte LaPay
George C. Richmore
Clive W. Summers

Constable:

Jerry D. Hurley
Stephen J. Schemanske
George Smith
Thomas F. Sullivan
Joseph Kopos
Nicholas Pappas
Thomas Francis Slattery

Four-Year Terms:

No: 26,134
Yes: 21,661

1967

Mayor:

Orville L. Hubbard
Charles J. Nemeth
Anthony H. Wagner
Jerry D. Hurley

City Clerk:

Joseph Cardinal

Treasurer:

William F. Kaiser Jr.
John J. Kurnik

City Council:

George Wm. Bondie
George Hart
Edward J. Dombrowski
Vincent Fordell
Thomas D. Dolan
John Baja
Van D. Mericas
John Jay Hubbard

City Council:

Arthur M. Clark
Harold R. Hogue
Kenneth J. Budny
Vincent J. Bruno
John Grecu
Frank P. Domanski
Frederick W. Hoffman
Joseph S. Jarosz
Roy Lancaster
Floyd W. Singer
James J. Brannan
Robert J. Nozicka
Virginia M. Crawford
Virginia Sobotka
William E. Reeves
Raymond P. Polidori
Billy R. Adams
Robert A. Selwa
Joseph Durante
Fred Gjannangi
Harold C. Kleemann
Edward Yastic

Constable:

Stephen J. Schemanske
Thomas F. Slattery
William L. Harris
Gerald E. Keane
Arthur F. Miotke
Harvey M. Snelling

1970

Mayor:

Beverly Ann Bazy
Orville L. Hubbard
Jerry D. Hurley
Douglas B. Thomas

City Clerk:

John J. Hubbard
Elaine A. Gregory
Francis E. Huettman
Frank A. Tegge

Treasurer:

William F. Kaiser Jr.
Thomas A. Hurley

City Council:

Arthur A. Adams

John Baja Jr.

Robert O. Barker
George Wm. Bondie
Kenneth K. Borugian
Reginald J. Bourne
Kenneth J. Bundy
Thomas D. Dolan
Henry V. Doman
Edward J. Dombrowski

City Council:

John Grecu
Joseph Martin Herrick
Edward G. Kay
Stephen Kielman
John Kriniak
Van Mericas
Robert J. Nozicka
John A. Pazzanese
Nick Peterson
Walter A. Roman
Stephen J. Schemanske
Thomas Francis Slattery
Gerakd D. Warner
Charles Witkowski
Duane W. Yinger

1973

Mayor:

Orville L. Hubbard
John Pazzanese

City Clerk:

John Jay Hubbard

Treasurer:

William F. Kaiser Jr.

City Council:

Paul Alfieri
Helen M. Atwell
John Baja
Robert O. Barker
Kenneth J. Bundy
Robert J. Chencinski
Lillian S. Deane
John A. DeSanto
Thomas D. Dolan
Henry V. Doman
Edward J. Dombrowski
Fred Giannangeli
John Grecu
Kasimer Jakecieuri
Van D. Mericas
Peggy B. Murphy
Thomas G. Pilch
John R. Polaczyk
Josephine Pruchnik
William E. Reeves
Martin Ross
Robert L. Slaughter
Robert L. Wimmer
Dunne W. Yinger

1977

Mayor:

Arthur M. Dombeck
Frank C. Hubbard
Henry L. Miga
John B. O'Reilly
Irene M. Strong
Douglas B. Thomas

City Clerk:

Arthur M. Dombeck
Frank C. Hubbard
Henry L. Miga
John B. O'Reilly
Irene M. Strong
Douglas B. Thomas

John Jay Hubbard

Gregg Baja
Gerald E. Keane
Gregory Gomez
Charles J. Nemeth
Earl J. Pierson
Donald R. Possorek
Josephine Pruchnik

Treasurer:

William F. Kaiser Jr.
Beverly A. Bazy

Vincent S. DeSanto
Elaine A. Gregory
Eugene Malanyn
Julie Petschler

City Council:

Arthur A. Adams
Alan Amen
Dolores Amthor
Madeline Arkuski
John Baja
Mike Banish
Robert O. Barker
John Bower
Benny Buffone
James J. Brennan
Arthur M. Clark
Daniel M. Colleran
John A. DeSanto
Thomas D. Dolan
Henry Doman
Edward J. Dombrowski
Anne C. Dubitsky
Fred Giannangeli
John Grecu
Michael A. Guido
Joyce Hagelthorn
Barry Tod Hawthorne
John S. Jankowski
Haik Karapetian
John Kriniak
Robert McCormick
Van D. Mericas
Peggy B. Murphy
John Nicoloff
Zigmund Niparko
Gordon Oates
Joyce Olkowski
Veto Pacetti
Ann Pacetti
John Pazzanese
William J. Peretto
Roy Pierson III
Thomas G. Pilch
Marjorie A. Powell
Theresa A. Quinn
William E. Reeves
Eugene T. Sharp
Robert L. Shurmur
Ronald Tront
Raymond H. Tilly
Duane W. Yinger

1981

Mayor:

John B. O'Reilly
Maureen Keane
Danny D. Bednarz
Jerry D. Hurley
Charles R. Kalbfleisch

HISTORY OF ELECTIONS

Jack Weimer-R
Forrest H. Offerman-D
Louis Kreiling-R
1938

Supervisor:
Edwin W. Daly-D
Arthur Breining-R
Clerk:

Arthur Nixon-D
Donald E. McGaffey-D
Jerome J. Green-D
Harris Anderson-R
Treasurer:

Howard F. Jones-D
Calista (Bearup)
Newman-D

Donald E. Olson-D
Samuel P. Hendricks-D
Alex Orsette-R

Highway Comm.:
W.M. McKenzie-D
Henry J. Thiede-D
Highway Overseer:

Elmo Church-D
Ralph Wolford-R
Justice/Peace:

Samuel Parsons-D
Jack McClure-D
Joseph J. Lynch-D
Malcolm MacDonald-D
Clifford M. White-D
John P. Hembree-D
Eli Sylvester-R
Olieh Adams-R
Thomas A. Mead-R

Board of Review:
Joseph Bixler-D
George Wesley Gow-D
William A. Wallace-R
Constables:

Arthur J. Olson-D
William B. Gould-D
Jack Bauer-D
Leslie M. Odom-D
John H. Burke-D
Michael Rosa-D
Arthur R. Tonak-D
Peter Blaszczak-D
Jack Nolan-D
James (Emmett) Hood-D

Harry P. Teed-D
Forrest H. Offerman-D
Louis A. Gardner-R
Lewis Swathell-R
Earl Miller-R
Wendall Stickler-R
1939

Supervisor:
Edwin W. Daly-D
Ora P. Sexton-R
Clerk:
Arthur Nixon-D
Foster M. Winnie-R
Treasurer:
Howard F. Jones-D
Olie H. Adams-R

Highway Comm.:
W.M. McKenzie-D
Armand Joseph-D

Highway Overseer:
Elmo Church-D
Arthur H. Watson-R
Justice/Peace:

Malcolm MacDonald-D
Thomas A. Mead-R
Board of Review:
William Dehler-D
Harry A. Storm-R

Constables:
Arthur J. Olson-D
William B. Gould-D
Jack Bauer-D
James (Emmett) Hood-D

Jack Nolan-R
Howard B. Lucy-R
Lynn S. Mayes-R
Louis A. Gardner-R
1941

Supervisor:
Edwin W. Daly-D
Clerk:

Arthur Nixon-D
Treasurer:
Howard F. Jones-D
Highway Comm.:
W.M. McKenzie
Board of Review:
William Dehler
Frank M. Rosschowiak
Constables:

James Emmet Hood
Norman Shaw
Walter J. Wrobel
Jack Bauer
James Bixler
1942

Supervisor:
Edwin W. Daly-D
Guy Zeluff-R
Clerk:
Mrs. Arthur Nixon-D
Jay A. Patterson-D
Edward E. Isaacs-R
Allen H. Penoyer-R

Treasurer:
Howard F. Jones-D
Robert W. Neill-D
Donald Houston-D
Donald Olson-D
Maland Messer-R
Constable:

John Bulmer-R
Wilmer Hogg-R
Culver Ward-R
Cecil Blaker-R
James E. Hood-D
Norman Shaw-D
Albert A. Wrobel-D
Norman W. McKay-D
Justice of the Peace:

Tyler Cantwell-R
Samuel Parsons-D
1943

Supervisor:
Edwin W. Daly-D
Clerk:
Jay A. Patterson-D

Treasurer:
Howard F. Jones
Maland P. Messer
1945

Supervisor:
Edwin W. Daly-D
Clerk:
Donald E. Olson
Joseph H.E. Anderson
Robert S. Handyside
Glen E. Dail
Paul H. Adams

Treasurer:
Howard F. Jones
N. Mozart Jackson
Justice of the Peace:

John L. Mokersky
Eugene Gray
Highway Commissioner:

Russell A. LaCombe
Constables:
Edward T. Flood
George E. Tennant
James Bixler
Edward J. Lukasiewicz
1947

Supervisor:
Edwin W. Daly-D
Wm H. Harris-R
Clerk:
Glenn E. Dail
Allen H. Penoyer

Treasurer:
Howard F. Jones-D
Donald Houston-D
Donald Olson-D
Robert W. Neill-D
1949

Supervisor:
Edwin W. Daly-D
Earl H. Leffler-R
Clerk:
Glenn E. Dail-D
Clarence L. Thiede-D

Treasurer:
Howard F. Jones-D
Walter L. Warner-D
Robert J. Bullinger-D
John J. Gray-D
Raymond L. Koch-D
Nick Kresok-R
Stanley W. Martin-R
Justice/Peace:
John L. Mokersky-D
John C. MacFarlane-D
Samuel Parsons-D

Eugene Brunk-D
William H. Thorne-D
H. Oliver Wood-D
Samuel Schaflander-D

Board of Review
Edward R. McElhone Sr.-D

Constables:
Joseph Anderson-D
George E. Tennant-D
H.K. Marx-D

James Bixler-D
Albert J. LeBlanc-D
Claude Moore-D
Richard McHale-D
Edward Lukasiewicz-D
Charles McCarthy-D
Gerald L. Stoughton-D
Edward Gajewski-D
1951

Supervisor:
Edwin Daly-D
Clerk:
Glenn E. Dail-D

Treasurer:
Walter L. Warner-D
Justice/Peace:
William J. Fiedler-D
George E. Wicklund-D

1953

Supervisor:
Lyle Miller
Bush
Clerk:
William Thorne
Hull-R

Treasurer:
Walter L. Warner-D
Roth-R

Justice/Peace:
John L. Mokersky-D
Winnie-R

Trustee:
Robert J. Bullinger-D
Max B. Gordon-D
James Greenlaw-D

Don Caples-D
Millen-R
Line-R
Jendron-R

Constable:
Kemp-D
Bixler-D
Lukasiewicz-D
Lutz-R

Soborowski-R
Sillmore-R
Tegge-R

Board of Review:
Edward R. McElhone Sr.-D

1957

Supervisor:
Robert J. Bullinger-D

Claude Moore-D
Clerk:
William H. Thorne-D
John N. Matthewman-D

Treasurer:
Walter L. Warner
Albert D. Bates

Justice/Peace:
John L. Mokersky
Township Board:

James N. Greenlaw
John L. Canfield
Max B. Gordon
Donald A. Caples
Joseph L. Tucker
Harry J. Kumor
Board of Review
Edward R. McElhone Sr.

Constables:
James H. Bixler
Vincent R. Koster
Arthur Hilton*
Fred B. Yankee

James J. Russo
Jules A. Gossizux
Vincent R. Wootten
Park Commission:

Arthur G. Thomas
Edward R. McElhone Jr. (write-in)

Highway Comm.:
Louis Santo
Lew Holloway

* - Hilton died day of election, Feb. 18, 1957, after handing out literature at Tomlinson School. Russo was appointed in his place.

1959
Supervisor:
Robert J. Bullinger

John L. Canfield
Claude Moore

Clerk:
William H. Thorne
John Santo

Treasurer:
Walter L. Warner
Richard A. Young

Justice/Peace
George E. Wicklund
Clarence R. Constan

Township Board:
John M. Harris
Raymond A. Heinrich

Robert G. McLachlan
Mary Ellen Cromwell
Douglas W. Graig
William E. Helme

Thomasina Taylor
John S. Cebula
Harry J. Kumor
Clarence J. Thiede
Board of Review:

HISTORY OF ELECTIONS

Chester Bilicki
Constables:
James H. Bixler
Vincent R. Koster
Paul A. McCartney
Joe A. Gray
 Fred R. Yankee
 John F. Horvat
 Henry J. Lemieux
Park Commission:
Thomas P. Nugent
Wilbur S. Gentry
 Gordon McLean
 1961*

Supervisor:
John L. Canfield-D
 Gerald A. Fanning-R
Clerk:
William Thorne-D
 John Santo
 Donald A. Myszkowski
 Frederick R. Madaras
 Evalyn Wheaton-R
 Leonard J. Tata-R
Treasurer:
Richard A. Young-D
 James F. Kerr-R
Trustee:

James N. Greenlaw-D
Robert G. McLachlan-D
 Clyde R. Chambers-D
 Harry J. Kumor-D
 John M. Ross-D
 Houston M. Lovelace
 Jr.-R
 Paul R. Huebotter-R
Justice/Peace:
John Mokersky-D
 Norbert J. Podgorski-D
 Thomas A. Van Tiem-R

Board of Review:
Edward R. McEllhone-D
Bruce Boore-R

Constables:
James H. Bixler-D
Paul A. McCartney-D
Vincent R. Koster-D
Fred B. Yankee-D
 Joe A. Gray-D
 George S. Oliver-D
 Vincent S. Wooton-D
 Robert E. Germer-D
 John F. Horvat-D
 Frank Slomzenski-R
Highway Comm.:
Andrew J. Jartz-D
 John F. Boyle-R

* - First Republican
 opposition in dozen
 years.

1963
Supervisor:
John L. Canfield-D
 John F. Boyle-R
Clerk:

William Thorne-D
 Ted A. Theodoroff-R
Treasurer:
Richard A. Young-D
Trustee:
 John M. Harris-D
 Raymond A. Heinrich-D
 Houston M. Lovelace
 Jr.-R
 Michael M. Orend-R
Justice/Peace:
Clarence R. Constan-D
 George E. Wicklund-D
 Thomas A. Van Tiem-R

DEARBORN HEIGHTS

1961
Mayor:
John L. Canfield
 John Boyle
City Council:
James Greenlaw
Joseph McCarthy
Ray Heinrich
John M. Harris
Robert McLachlan
Robert Bullinger
J. Lovelace
 Mary Ellen Cromwell
City Clerk:
Wm. H. Thorne
 Thomas Van Tiem
Treasurer:
Richard Young
 A. Holowicki
 D. Nunick
Judges:
Norbert J. Podgorski
George Wicklund
 C. Constan
 Richard Dunn
 A. Heidt

1963
Mayor:
John L. Canfield
 John Boyle
City Clerk:
Wm. H. Thorne
 Delbert H. McCord
 Ted A. Theodoroff

1965
Mayor:
John L. Canfield
 Harry E. Martin
 George Oliver
City Council:
Robert J. Bullinger
G. Daniel Ferrera
G. Daniel Sines
John M. Harris
 James Doyle
Lyle Van Houten
Patrick E. Hackett
 James Porteous

Gordon Lambie
 Earl Carldwell
 Steve Dziadzio
 Harry Amroian
 Evio Eusebi
 John W. McAnally
 Dwain D. Stiers
 William Rheinschmitt
 1969

Mayor:
John L. Canfield
 Steve Dziadzio
City Council:
James T. Doyle
F. Earl Caldwell
John H. McGreevy
Frank E. Lubinski
Leo K. Foran
 David A. Pawlecki
 James J. Quinn
 Clinton A. Parks
 Richard J. Wiacek
 Robert J. Bullinger
 Bruce E. Knight
 Roman L. Bylicki
 Anthony Olech Jr.
 Kercheil Schwartz
 Dwain D. Stiers
 William Rheinschmitt
City Clerk:
Robert G. McLachlan
Treasurer:
James N. Greenlaw

1971
City Council:
Lyle Van Houten
John M. Harris
Gerald F. Donnelly
 John Barr
 Steve Dziadzio
 V. Paul Donnelly
 Franklin P. Sheridan
 Thomas L. Wayne
 James M. Markarian

1973
Mayor:
John L. Canfield
 G. Daniel Ferrera
 John Barr
 Steve Dziadzio
City Council:
Donald H. Bishop
F. Earl Caldwell
 Barbara J. Deck
 Ralph A. Krajewski
Frank E. Lubinski
 Philip G. Meyer
Daniel S. Paletko
 Elaine P. Pettit
 Raymond P. Polidori
 Murl J. Waldron
 Thomas Wayne
 Richard J. Wialek

City Clerk:
Robert G. McLachlan
Treasurer:
James N. Greenlaw
 Paul A. McCartney

1975
Mayor:
John Harris
 John Barr
 Donald Bishop
 Betty Marshall
City Council:
 (two-year term)
Marie Scott
 Verling Copeland
 Stanley Hull
 (four-year term)
 Thomas Wojnewski
Gordon Lambie
Lyle Van Houten
Thomas Wayne
William L. Campbell
 Harry Klamer
 Richard Wiacek
 Leslie McDonald,
 Joseph Kosinski
 Frank Seraano
 Norbert Wesol
 Ralph Krajewski
 Robert Wainwright
 Stanley Hull
 Steve Dziadzio
 1977

Mayor:
John M. Harris
Frank B. Swapka
 Mrs. Johanna Ramo
City Council:
F. Earl Caldwell
Daniel S. Paletko
Donald H. Bishop
Marie G. Scott
Frank E. Lubinski
 Leslie J. McDonald
 Gordon N. Lambie
 Steve Dziadzio
Joseph V. Kosinski
City Clerk:
Robert G. McLachlan
Treasurer:
Frank E. Lubinski
 Paul A. McCartney
 Edward A. Truskowski
 George L. Malhalap
 1979

City Council:
Ruth Canfield
Thomas Wayne
Lyle Van Houten
 Mark Harris
 Tony Vitale
 Joseph Kozak
William Campbell
 Leslie McDonald
 Frank Skopczynski
 Thomas Corrigan
 Steve Dziadzio
 Anthony Kowalski
 Mildred Rose

1980
Mayor: (1-yr term)
Donald Bishop
 Joseph Kosinski

Marie Scott
City Council: (1-yr term)
Edward Reilly
 Joseph Kozak
 Leslie McDonald
 Steven Dziadzio
Gordon N. Lambie
 1981

Mayor:
Donald Bishop
 Tom Wayne
City Council:
Gary Blackburn
 Robert Brown
 Steve Dziadzio
 Michael Girodano
Joseph Kosinski
 Connie Milford
Daniel Paletko
Edward Reilly
Marie Scott
 Donna Wendt
City Clerk:
Bob McLachlan
 Ron Clark
Treasurer:

CITY of SPRINGWELLS

1924
 (two year terms)
Mayor:
Charles J. Horger
 Joseph M. Karmann
Clerk:
Bernard P. Esper
Treasurer:
Edwin A. Schaefer
City Council:
John Ford
 Ferdinand Porath Jr.
Joseph Neckel
Anthony Esper
 Floyd Yinger
Charles A. Krueger
 Fred Oehmke
 Joseph Stanek
Constable:
Lawrence J. Schaefer
Clarence R. Gould
 Fred Lujowski
Justice/Peace:
 Frank J. Horger
 Leo R. Schaefer
Associate Justice:
Edwin A. Renter

ELECTED CITY OFFICIALS

BUCKLIN TOWNSHIP

July 9, 1827

Supervisor: Marcus Swift
Clerk: Joseph Hickox

Assessors:

Joseph Hanchett
William McCarty
Henry Wells
Leonard G. Hanson
Amos Fox

Collector: Aaron Thomas

Overseers of the Poor:

Joseph Kingsley
John F. Reupley

Commission of Highway:

George M. Johnston
Elisha Warren
Harvey Tuttle

Constables:

Aaron Thomas
James Abbott
Joseph Young

Fenceviewers:

James Bucklin
Joel Thomas
Joshua Chamberlain
Joseph Fowler
James Dunn
William Hickox Jr.
William Osborn

April 7, 1828

Supervisor: Marcus Swift

April 6, 1829

Supervisor: Marcus Swift

Clerk: I.F. Chubb

PEKIN TOWNSHIP

April 6, 1830-1831

Supervisor: Conrad Ten Eyck

Clerk: Joseph Hickox

(Bucklin Township was split into Pekin and Nankin township Oct. 29, 1829. Pekin Township was renamed Redford Township March 21, 1833. Redford Township was then split April 1, 1833 into Redford and Dearborn townships. Dearborn Township was renamed Bucklin Township Oct. 23, 1834, but the name was never recognized by the citizens of Dearborn, so March 26, 1836, the name officially returned to Dearborn Township.)

1831-32

Supervisor: Conrad Ten Eyck

1832-33

Supervisor: George W. Ferrington

DEARBORN TOWNSHIP

April 1833

Supervisor: Conrad Ten Eyck
Clerk: Benjamin L. King

April 1834

Supervisor: Conrad Ten Eyck
Clerk: Benjamin L. King

April 1836

Supervisor: Conrad Ten Eyck
Clerk: Benjamin L. King

April 1837

Supervisor: Conrad Ten Eyck
Clerk: Benjamin L. King

April 1838

Supervisor: Hiram Wightman
Clerk: I.W. Sherman

April 1839

Supervisor: Cyrus Howard
Clerk: I.W. Sherman

April 1840

Supervisor: Martin Vrooman
Clerk: Titus Dort

April 1841

Supervisor: William G. Porter
Clerk: M.D. Windsor

April 1842

Supervisor: William G. Porter
Clerk: M.D. Windsor

Treasurer: William Ten Eyck

April 1843

Supervisor: William G. Porter
Clerk: I.W. Sherman

Treasurer: William Ten Eyck

April 1844

Supervisor: Titus Dort
Clerk: I.W. Sherman

Treasurer: George Troup

April 1845

Supervisor: Thomas M. Sweeney
Clerk: William Ten Eyck

Treasurer: George Troup

April 1846

Supervisor: Joshua Howard
Clerk: Cyrus Howard

Treasurer: George Troup

** James Bucklin took over as supervisor March 30, 1847, because Howard was busy commanding a regiment in the war with Mexico. Bucklin was voted out six days later in the general election.*

April 1847

Supervisor: Titus Dort
Clerk: Cyrus Howard

Treasurer: George Troup

April 1848

Supervisor: Titus Dort
Clerk: Cyrus Howard
Treasurer: George Troup

April 1849

Supervisor: Titus Dort
Clerk: Cyrus Howard
Treasurer: George Troup

April 1851

Supervisor: Hiram Wightman
Clerk: Cyrus Howard
Treasurer: George Troup

April 1852

Supervisor: Hiram Wightman
Clerk: Tobias Holden
Treasurer: George Troup

April 1853

Supervisor: Hiram Wightman
Clerk: Tobias Holden
Treasurer: David Sloss

April 1854

Supervisor: Hiram Wightman
Clerk: Tobias Holden
Treasurer: Charles N. Brainard

April 1855

Supervisor: Titus Dort
Clerk: Solomon Wightman
Treasurer: Oliver Morehouse

April 1856

Supervisor: Hiram Wightman
Clerk: Amos Gage
Treasurer: Loran Ladd

April 1857

Supervisor: Hiram Wightman
Clerk: Amos Gage
Treasurer: Loran Ladd

April 1858

Supervisor: Titus Dort
Clerk: Hubbard Hidden
Treasurer: Joseph N. Brown

April 1859

Supervisor: Hiram Wightman
Clerk: John W. Alexander
Treasurer: Joseph N. Brown

April 1860

Supervisor: Richard Gardner
Clerk: John W. Alexander
Treasurer: A.P. Denny—?

April 1861

Supervisor: Hiram Wightman
Clerk: John W. Alexander
Treasurer: A.P. Denny—?

April 1862

Supervisor: Titus Dort
Clerk: John W. Alexander
Treasurer: Abraham Lapham

April 1863

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: E. Howard

POLITICIANS THROUGH THE YEARS

April 1864

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: E. Howard

1865

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: J. Magoonaugh

1866

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: J. Magoonaugh

1867

Supervisor: Titus Dort
Clerk: John W. Alexander
Treasurer: John Cosby

1868

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: S.L. Howard

1869

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: G.W. Haigh

1870

Supervisor: Jared A. Sexton
Clerk: John W. Alexander
Treasurer: G.W. Haigh

1871

Supervisor: Jared A. Sexton
Clerk: Amos Gage
Treasurer: J. Probert

1872

Supervisor: Charles N. Brainard
Clerk: Hubbard Hidden
Treasurer: J. Probert

1873

Supervisor: William Daly
Clerk: Hubbard Hidden
Treasurer: C. Gregory

1874

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: C. Gregory

1875

Supervisor: William Daly
Clerk: Hubbard Hidden
Treasurer: J. Fox

1876

Supervisor: John Cosby
Clerk: Hubbard Hidden
Treasurer: J. Fox

Justice of the Peace:
William Daly
William M. Holton
James Thompson
Charles N. Brainard

1877

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: J. Fox

1878

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: J. Fox

1879

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: James Ford

1880

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: James Ford

1881

Supervisor: C.N. Brainard
Clerk: Hubbard Hidden
Treasurer: C.H. Purdy

1882

Supervisor: William Daly
Clerk: Hubbard Hidden
Treasurer: J. Jubb

1883

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: J. Jubb

1884

Supervisor: William Daly
Clerk: John W. Alexander
Treasurer: W.H. Halpin

1885

Supervisor: Jared A. Sexton
Clerk: John W. Alexander
Treasurer: W.H. Halpin

1886

Supervisor: Samuel B. Long
Clerk: Arthur T. Sloss
Treasurer: John Cosby

1887

Supervisor: Samuel B. Long
Clerk: John W. Alexander
Treasurer: E. Howard

1888

Supervisor: Samuel B. Long
Clerk: John W. Alexander
Treasurer: C.T. Forsyth

1889

Supervisor: Samuel B. Long
Clerk: W.H. Hatton
Treasurer: C.T. Forsyth

1890

Supervisor: William Holton
Clerk: Joseph Cronogue
Treasurer: Joshua Jubb

1891

Supervisor: William Holton
Clerk: Joseph Cronogue
Treasurer: Joshua Jubb

1892

Supervisor: Samuel B. Long
Clerk: Edward T. Johnson
Treasurer: James Gardner

1893

Supervisor: Samuel B. Long
Clerk: Elmer W. Foster
Treasurer: James Gardner

1894

Supervisor: Orrin P. Gulley
Clerk: George S. Gordon
Treasurer: James Ruddiman

1895

Supervisor: Orrin P. Gulley
Clerk: George S. Gordon
Treasurer: James Ruddiman

1896

Supervisor: Orrin P. Gulley
Clerk: George Hurst
Treasurer: George Humbert

1897

Supervisor: Orrin P. Gulley
Clerk: George Hurst
Treasurer: George Humbert

1898

Supervisor: George Humbert
Clerk: George Hurst
Treasurer: Uriah Campbell

1899

Supervisor: George Humbert
Clerk: George Hurst
Treasurer: Uriah Campbell

1900

Supervisor: Frank H. Esper
Clerk: George Hurst
Treasurer: Louis W. Howe

1901

Supervisor: Frank H. Esper
Clerk: George Hurst
Treasurer: Louis W. Howe

1902

Supervisor: George Hurst
Clerk: David Thorp
Treasurer: Richard Moore

1903

Supervisor: George Hurst
Clerk: David Thorp
Treasurer: Ricahrd H. Moore

1904

Supervisor: George Hurst
Clerk: Louis W. Howe
Treasurer: Thomas Prehn

1905

Supervisor: George Hurst
Clerk: Louis W. Howe
Treasurer: Thomas Prehn

1906

Supervisor: George Hurst
Clerk: John J. Assenmacher
Treasurer: George Humbert

1907

Supervisor: George Hurst
Clerk: John J. Assenmacher
Treasurer: George Humbert

1908

Supervisor: George Hurst
Clerk: John J. Assenmacher
Treasurer: Samuel B. Long

1909

Supervisor: George Hurst
Clerk: John W. Nieland
Treasurer: Samuel B. Long

1910

Supervisor: George Hurst
Clerk: John W. Nieland
Treasurer: James Gardner

POLITICIANS THROUGH THE YEARS

1911:

Supervisor: George Hurst
Clerk: John W. Nieland
Treasurer: James Gardner
Justice of the Peace: Samuel Orr
Highway Commissioner: Ernest E. Proctor

Board of Review: Samuel B. Long
Drain Assessors:

Herman Backus
Robert Campbell

Constables:

William Parrish
Walter Robinson
William Schroeder
Frederick C. Reamer

1912

Supervisor: George Hurst
Clerk: John W. Nieland
Treasurer: Samuel B. Long

1913:

Supervisor: Frank H. Felirath
Clerk: John W. Nieland
Treasurer: Samuel B. Long
Justice of the Peace: Arthur L. Emerson
Highway Commissioner: John G. Esper

Board of Review: Edward J. Clay
Drain Assessors:
Henry Nieland

1914

Supervisor: Samuel B. Long
Clerk: John W. Nieland
Treasurer: Samuel Orr

1915

Supervisor: Samuel B. Long
Clerk: John W. Nieland
Treasurer: Samuel Orr

1916

Supervisor: Samuel B. Long
Clerk: John W. Nieland
Treasurer: J.H. Pardee

1917

Supervisor: Samuel B. Long
Clerk: Myron A. Stevens
Treasurer: J.H. Pardee

1918

Supervisor: Samuel B. Long
Clerk: Myron A. Stevens
Treasurer: Herbert E. Harlan

1919

Supervisor: Samuel B. Long
Clerk: Myron A. Stevens
Treasurer: Herbert E. Harlan

1920

Supervisor: Samuel B. Long
Clerk: Myron A. Stevens
Treasurer: Floyd Maxwell

1921:

Supervisor: Clarence Lorenzo Parker
Clerk: Myron A. Stevens
Treasurer: Floyd Maxwell

1922:

Supervisor: Clarence Lorenzo Parker

Clerk: Myron A. Stevens
Treasurer: Henry Rudduck

1923:

Supervisor: Clarence Lorenzo Parker

Clerk: Myron A. Stevens
Treasurer: Henry Rudduck

1924:

Supervisor: Clarence Lorenzo Parker

Clerk: Myron A. Stevens
Treasurer: Roy D. Renton

1925:

Supervisor: Clarence Lorenzo Parker

Clerk: Myron A. Stevens
Treasurer: Roy D. Renton

1926:

Supervisor: Clarence Lorenzo Parker

Asst. Supervisor: E.N. Long
Township Board:

Herbert Harlan
Samuel B. Long

Clerk: Myron Stevens
Treasurer: Edward J. Clay
Justice of the Peace: Lucius Tate

1927:

Supervisor: Clarence Lorenzo Parker

Asst. Supervisor: E.N. Long
Township Board:

Herbert Harlan
S.B. Long

Clerk: Myron Stevens
Treasurer: Roy Renton

Justices of the Peace:

George W. Eyster
Lucius H. Tate
James E. Greene
George B. Ingersoll

1928-29:

Supervisor: Clarence Lorenzo Parker

Township Board:

Herbert Harlan
S.B. Long

Clerk: William Querfeld
Treasurer: A.H. Bray

Justices of the Peace:

T.A. Mead

Board of Review: S.B. Long
Highway Commissioner: R.A. Miller

Highway Overseer: R.S. Salsbery

Constable:
R.J. Schumann
A. Pollakowski

1929-30:

Supervisor: William T. Kronberg
Clerk: William G. Querfeld

Treasurer: Lotta L. Bray
Highway Commissioner: Arvine W. Peck

Highway Overseer: John Watson
Justice of the Peace: Benjamin D. Lansberg

Justice/Peace (fill-in): John L. Mokersky

Board of Review: William Dehler

Constable:
Henry F. Schultz
Charles E. Mellen
Louis K. Thiede
Charles L. DePlanche

1931:

Supervisor: William T. Kronberg
Clerk: William Querfeld

Treasurer: Benjamin Landsberg

1932:

Supervisor: William T. Kronberg
Clerk: William Querfeld

Treasurer: Benjamin Landsberg

1933:

Supervisor: William T. Kronberg
Clerk: Arthur Nixon

Treasurer: Helen Landsberg

1934:

Supervisor: William T. Kronberg
Clerk: Arthur Nixon

Treasurer: Helen Landsberg

1935:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon

Treasurer: Benjamin Landsberg

1936:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon

Treasurer: Benjamin Landsberg
Justice of the Peace: John L. Mokersky

Board of Review: William A. Wallace

Highway Overseer: William McKenzie

Constables:
Jack Bauer
James Bixler
Arthur J. Olson
William B. Gould

1937:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon

Treasurer: Arthur J. Blossingham
Justice of the Peace: John A. Ciutak

Board of Review: Robert S. Handyside

Highway Commissioner: William McKenzie

Highway Overseer: Elmo Church

Constables:
Jack Bauer
William Gould
Arthur Olson
Howard M. White

1938:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon

Treasurer: Howard F. Jones
Justice of the Peace: Malcolm MacDonald

Board of Review: William A. Wallace

Highway Commissioner: William McKenzie

Highway Overseer: Elmo Church

POLITICIANS THROUGH THE YEARS

Constables:

Arthur Olson
James Emmet Hood
William Gould
Jack Bauer

1939:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon
Treasurer: Howard F. Jones
Justice of the Peace: Malcolm MacDonald
Board of Review: William A. Wallace

Highway Commissioner: William McKenzie

Highway Overseer: Elmo Church

Constables:

Arthur Olson
James Emmet Hood
William Gould
Jack Bauer

1940:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon
Treasurer: Howard F. Jones

1941:

Supervisor: Edwin W. Daly
Clerk: Arthur Nixon*
* - died Sept. 18, 1941, succeeded by wife, Martia Nixon, who finished the remainder of the term.

1942:

Supervisor: Edwin W. Daly

1943-44:

Supervisor: Edwin W. Daly
Clerk: J.A. Patterson
Treasurer: Howard F. Jones

* - Replaced by Mrs. Myrtle Patterson sometime during term

1945-46:

Supervisor: Edwin W. Daly
Clerk: Glenn E. Dail
Treasurer: Howard F. Jones

1947-48:

Supervisor: Edwin W. Daly
Clerk: Glenn E. Dail
Treasurer: Howard F. Jones

1949-50:

Supervisor: Edwin W. Daly
Clerk: Glenn E. Dail
Treasurer: Howard Jones

1951-52:

Supervisor: Edwin W. Daly*
Clerk: Glenn E. Dail
Treasurer: Walter L. Warner

Justice of the Peace:

William J. Fiedler
George E. Wicklund

* - Daly died in his office Nov. 24, 1952. Lyle E. Miller was appointed in December to fill the vacancy.

1953-54:

Supervisor: Lyle E. Miller
Clerk: William Thorne
Treasurer: Walter L. Warner
Justice of the Peace: John L.

Mokersky

Trustees:

James Greenlaw
Max B. Gordon
Dan Taples
Robert J. Bullinger

1955-56:

Supervisor: Lyle E. Miller*
* - Miller resigned Dec. 18, 1956. Robert J. Bullinger was appointed to fill out the remainder of the term.

1957-58:

Supervisor: Robert J. Bullinger
Clerk: William H. Thorne
Treasurer: Walter L. Warner

Trustees:

John L. Canfield (2-year term)
Donald A. Capler (2-year term)
James N. Greenlaw (4-year term)
Max B. Gordon (4-year term)

1959-61:

Supervisor: John L. Canfield
Clerk: William H. Thorne
Treasurer: Richard A. Young

1961-63:

Supervisor: John L. Canfield
Clerk: William H. Thorne
Treasurer: Richard A. Young

1963:

Supervisor: Joseph L. Kozak
Clerk:
Treasurer: Juanita J. Dickerson

VILLAGE OF DEARBORN

1893-94:

President: William H. Clark

1894-95:

President: William H. Clark

1895-96:

President: E.D. Howe

Trustees:

Samuel B. Long
F.E. St. Amour
D.D. Thompkins

Clerk: G. Gordon

Treasurer: D.P. Lapham

1896-97:

President:

1897-98:

President:

1898-99:

President:

Trustees:

A.T. Sloss
D.D. Thompkins
Theodore Hoolten

1899-1900:

President: John Burns

Trustees:

A.T. Sloss
D.D. Thompkins
Theodore Hoolten

1900-01:

President: Thomas T. Woods
Trustees:
Samuel B. Long (2-year term)
Arthur Sloss (1-year term)

1901-02:

President: Thomas T. Woods

1902-03:

President: George Humbert
Trustee: James M. Guinan

1903-04:

President: George Humbert
Trustee: James M. Guinan

1904-05:

President: James M. Guinan
Commissioners:

1905-06:

President: Samuel D. Lapham
Commissioners:

1906-07:

President: Samuel D. Lapham
Commissioners:

1907-08:

President: Samuel D. Lapham
Commissioners:
Herman Kalmbach

1908-09:

President: Samuel D. Lapham
Commissioners:
Herman Kalmbach

1909-10:

President: Samuel D. Lapham
Commissioners:
Herman Kalmbach

1910-11:

President: Samuel D. Lapham
Commissioners:
Herman Kalmbach

1911-12:

President: George Humbert
Commissioners:
Herman Kalmbach
Charles Kandt Jr.

1912-13:

President: George Humbert
Commissioners:
Charles Kandt Jr.
Herman Kalmbach*

* - Became village president in 1912.

POLITICIANS THROUGH THE YEARS

fellow commissioners.

1913-14:

President: Clarence Lorenzo Parker

Commissioners:
Charles Kandt Jr.
-
-

1914-15:

President: Clarence Lorenzo Parker

Commissioners:
Charles Kandt Jr.
-
-

1915-16:

President: Clarence Lorenzo Parker

Commissioners:
Charles Kandt Jr.
Dr. E.E. Fisher*
-

* - named to commission to fill vacancy

1916-17:

President: Clarence Lorenzo Parker

Commissioners:
Charles Kandt Jr.
-

Clerk:

1917-18:

President: George Humbert

Commissioners:
Herman Kalmbach
Charles Kandt Jr.
Chas. H. Granger
William J. Parrish

Clerk: Fred C. Reamer

1918-19:

President: George Humbert

Commissioners:
Charles Kandt Jr.
Chas. H. Granger
Harry Snow

Justice of the Peace: E.C. Smith

Clerk: Fred C. Reamer

1919-20:

President: Herman Kalmbach

Commissioners:
-Charles Kandt Jr.
-William Parrish
-Harry Snow
-Chas. H. Granger

1920-21:

President: William Ford

Commissioners:
Dr. E.E. Fisher
Harry Snow
Grover C. Auten
Chas. A. Kandt Jr.*

Clerk: Fred Reamer

* - Dr. Fisher tried to resign in July 1920, but was talked out of it by

1921-22:

President: William Ford

Commissioners:
Charles Kandt Jr.
Fisher
Harry Snow
-

Clerk: Fred Reamer

1922-23:

President: Edward F. Fisher

Commissioners:
-
-
-

1923-24:

President: Edward F. Fisher

Commissioners:
-William J. Parrish
-Bennett
-Harold S. Law
-Snow

1924-25:

President: Edward F. Fisher

Commissioners:
Henry R. Penhale
William J. Parrish
Stephen D. Butts
L.N. Hutchinson
Village Clerk: Herman B. Knauff

1925-26:

President: Edward F. Fisher

Commissioners:
Henry R. Penhale
William J. Parrish
L.N. Hutchinson
-

Village Clerk: Herman B. Knauff

1926-27:

President: Henry R. Penhale

Commissioners:
Clyde M. Ford
L.N. Hutchinson
William J. Parrish
E.M. Lawler
Village Clerk: Herman B. Knauff
Police/Fire Chief: Fred E. Faustman

CITY OF DEARBORN - A

1927-29:

Mayor: Clyde M. Ford
City Manager: Robert H. Erley

City Council:
R.D. Ernest
L.N. Hutchinson
F.R. McDonald
E.E. Walborn

Clerk: Myron A. Stevens
Treasurer: Edward J. Clay

Police/Fire Chief: Fred E. Faustman

Constables:
Roy J. Schumann
Albert Sollinger

CITY OF

DEARBORN - B

1929:

Mayor: Clyde M. Ford

City Council:

Clarence Ford (president)
Reginald V. Bovill
Ernest G. Miller
Edwin E. Hubbard
Clarence L. Parker
Anthony M. Esper
Henry J. Miller

Clerk: Bernard P. Esper

Treasurer: William A. Kaiser

Justice of the Peace:

Leo R. Schaefer

Lila M. Neuenfelt

Constable:

Charles Bell
Carl H. Schroeder
William Sass
Albert Cooper

1930-31:

Mayor: Clyde M. Ford

City Council:

Clarence Ford (president)
Reginald V. Bovill
Ernest G. Miller
Edwin E. Hubbard
Clarence L. Parker
Anthony M. Esper
Henry J. Miller

1932-33:

Mayor: Clyde M. Ford

City Council:

Reginald V. Bovill
Anthony M. Esper
Clarence W. Ford
Ernest G. Miller (mayor pro tem)
Michael Korte
Joseph W. Schaefer
Edward Tysinger

1934-35:

Mayor: Clyde M. Ford

City Council:

Carl Oglesbee
Anthony M. Esper
Clarence W. Ford
Ernest G. Miller
Dr. Edward Fisher
William Henson (president,
former pol. off.)
Caspar B. Hughes

Clerk: Myron A. Stevens

1936-37:

Mayor: John L. Carey

City Council:

Anthony Esper, president
Ernest G. Miller
Carl Oglesbee
Caspar B. Hughes
Jos. W. Schaefer
Clarence Doyle
Jamie L. Johnson

Clerk: Myron A. Stevens

1938-39:

Mayor: John L. Carey

City Council:

Ernest G. Miller, president
Anthony M. Esper

POLITICIANS THROUGH THE YEARS

Carl Oglesbee
Caspar B. Hughes
Jos. W. Schaefer
Clarence Doyle
Jamie L. Johnson
Clerk: Myron Stevens
Treasurer: William A. Kaiser
Constable:

Samuel Sage
Richard J. Lehman
Thomas F. Sullivan
W. Clarence Moore

1940-41

Mayor: John L. Carey
City Council:

Clyde M. Ford, president
Ernest G. Miller *
Anthony M. Esper
Joseph W. Schaefer
Clarence Doyle
Jamie L. Johnson*
Dr. Eugene C. Keyes

Clerk: Myron A. Stevens
Treasurer: William A. Kaiser
* - Councilman Ernest G. Miller was suspended by the rest of the City Council Sept. 9, 1961, pending the outcome of charges laid against him. He was indicted by Judge Ferguson for allegedly exerting influence in a \$57,000 PWA sidewalk paving contract in 1936. Miller was not re-elected.

1942:

Mayor: Orville Hubbard
City Council:

Clyde M. Ford
Anthony M. Esper
Joseph W. Schaefer
Jamie L. Johnson
Eugene C. Keyes
Edward F. Fisher
Norman F. Edwards

Clerk: Myron A. Stevens
Treasurer: William A. Kaiser

1943-45*:

Mayor: Orville Hubbard
City Council:

Patrick J. Doyle, pro tem '45
Norman F. Edwards, pro tem, '44; pres. '45,
Anthony M. Esper, pres. '43
Edward F. Fisher
Ray F. Parker
Jos. W. Schaefer, pres. 1944
Howard Ternes

Clerk: Myron A. Stevens
Treasurer: William A. Kaiser
* - Revised City Charter adopted November 1942 re-created city offices and changed terms from two years to three years. This only lasted for the one term before the lengths were changed back to the original two.

1946-47:

Mayor: Orville Hubbard
City Council:
Patrick J. Doyle
Homer C. Beadle

Joseph M. Ford
Edward F. Fisher*
Anthony M. Esper (pres. 1947)
Ray F. Parker (pro tem 1947)
Howard Ternes

Clerk: Myron Stevens
Treasurer: William A. Kaiser
* - Martin C. Griffith replaced Edward F. Fisher, who resigned in 1946 to become city health officer.

1948-49

Mayor: Orville Hubbard
City Council:

Patrick J. Doyle, pres. 1948 and 1949
Homer C. Beadle
Joseph M. Ford
Martin C. Griffith
Marguerite C. Johnson, pro tem 1948

Ray F. Parker
Anthony R. Smith
Clerk: Myron A. Stevens
Treasurer: William A. Kaiser

1950-51

Mayor: Orville Hubbard
City Council:

George Wm. Bondie
Edward J. Dombrowski
Marguerite C. Johnson, pres. 1950
Patrick J. Doyle
Joseph M. Ford*
Lucille M. McCollough
Martin C. Griffith, pro tem 1950

Clerk: Myron A. Stevens
Treasurer: Wm. A. Kaiser
* - Elected president in 1950, but declined honor and nominated Johnson.

1952-53

Mayor: Orville Hubbard
City Council:

George Wm. Bondie
Edward J. Dombrowski
Ray F. Parker
Patrick J. Doyle (president)
Lucille McCollough
Joseph M. Ford*
Martin C. Griffith

Clerk: Myron A. Stevens
Treasurer: William A. Kaiser**
* - Joseph M. Ford resigned from council in 1953 due to health reasons.
** - William F. Kaiser, son of William A. Kaiser, took over office July 2, 1953, after his father's death Jan. 1

Constable:
Richard J. Lehman
George Smith

1954-55

Mayor: Orville Hubbard
City Council*:

Wm. H. Broomhall, pro tem 1954, pres. 1955
Chas. P. Gilbert, pro tem 1955
John Baja Jr.

George Wm. Bondie
Edward J. Dombrowski
Ralph B. Guy, pres. 1954
Robt. Vezzosi

* - John Smith was elected to the council, but relinquished the post when his eligibility was in question due to charter amendment.

Clerk: Myron A. Stevens
Treasurer: William F. Kaiser

1956-57

Mayor: Orville Hubbard
City Council:

George Wm. Bondie
Edward J. Dombrowski
John Baja Jr.
Ralph B. Guy (president)
Wm. Broomhall (president pro tem)
Patrick Doyle*
Chas. Gilbert

Clerk: Myron A. Stevens
Treasurer: William F. Kaiser
Constable:

Thomas Sulivan
Michael Flanagan
* - Patrick Doyle resigned from the City Council Sept. 10, 1957, to run for City Clerk.

1958-59

Mayor: Orville Hubbard
City Council:

George Wm. Bondie
Edward J. Dombrowski
John Baja Jr.
Ralph B. Guy
Wm. Broomhall
Patrick Doyle
Chas. Gilbert

Clerk: Myron A. Stevens
Treasurer: William F. Kaiser

1960-61

Mayor: Orville Hubbard
City Council:

George Wm. Bondie
Edward J. Dombrowski
George Hart
John Baja Jr.
Ralph B. Guy
Charles P. Gilbert
Wm. H. Broomhall*

Clerk: Myron Stevens
* - Irving F. ImOberstag was appointed to the City Council Dec. 20, 1960, when Wm. H. Broomhall resigned to become director of the Parking Meter Department. ImOberstag finished ninth in the 1959 City Council election.

1962-64

Mayor: Orville Hubbard
City Council:

George Wm. Bondie, president
George Hart, pres. pro tem
John Baja Jr.
Edward J. Dombrowski
Vincent Fordell
Ralph B. Guy

POLITICIANS THROUGH THE YEARS

Irving F. ImOberstag

Constables:

Jerry D. Hurley
Thomas F. Sullivan

1965-67

Mayor: Orville Hubbard

City Council:

Ralph B. Guy, president
Edward J. Dombrowski, pres.
pro tem
Irving ImOberstag
John Baja Jr.
George Wm. Bondie
Vincent Fordell
George Hart

City Clerk: Joseph Cardinal

* - Dr. Van D. Mericas appointed in July 1967 by Hubbard to serve the last six months of Irving ImOberstag's term after ImOberstag died.

** Thomas D. Dolan appointed in December 1966 to serve remaining term of Ralph B. Guy Sr.

1968-70

Mayor: Orville Hubbard

City Council:

George Hart
George Wm. Bondie
John Jay Hubbard*
Edward J. Dombrowski
Vincent Fordell
Thomas D. Dolan-pro-tem 1970
John Baja-pres. 1970

City Clerk: Joseph Cardinal *

* - William Hill was appointed Dec. 17, 1968 to replace Joseph Cardinal, who resigned to become a Wayne County supervisor for the 21st District. Hill died March 1970. John Jay Hubbard resigned from City Council March 25, 1970, to become city clerk. Mayor appointed Dr. Van D. Mericas April 7, 1970, to fill out John J. Hubbard's term.

1971-73:

Mayor: Orville Hubbard

City Council:

George Wm. Bondie*
Dr. Van D. Mericas, president
1973
Thomas Dolan
Kenneth J. Budny
Edward J. Dombrowski, pres.
pro tem 1973;
John Baja
John Grecu

* - William E. Reeves appointed by Hubbard to fill out George Wm. Bondie's term in spring 1972

City Clerk: John J. Hubbard

Treasurer: William F. Kaiser

1974-77:

Mayor: Orville L. Hubbard

City Council:

John Baja
Kenneth J. Budny

Thomas D. Dolan, president

1976, acting mayor 1976

Edward J. Dombrowski,
president, 1974-75; acting
mayor in 1975, pres. pro tem
1977

John Grecu

Dr. Van D. Mericas, president
1977

William E. Reeves, president pro
tem 1976

City Clerk: John Jay Hubbard**

City Treasurer: William F. Kaiser
Jr.

* Michael Banich named in January 1976 to replace Kenneth Budny, who resigned to take position on city Board of Assessors.

** John Jay Hubbard resigned Aug. 9, 1974, but returned two weeks later at urging of his father.

1978-81:

Mayor: John B. O'Reilly

City Council:

Marge Powell, president
Dr. Van D. Mericas, president
pro tem
Thomas Dolan
Duane W. Yinger
Michael A. Guido
John A. Pazzanese
Michael J. Banich

City Clerk: John Jay Hubbard

City Treasurer: William F. Kaiser

1982-85:

Mayor: John B. O'Reilly

City Council:

Dr. Van D. Mericas
Michael A. Guido, pres. pro tem
Duane W. Yinger
Marge Powell, president
Robert Knoop
Douglas Thomas
Joyce Olkowski

City Clerk: Duane L. Wyndendorf

City Treasurer: Frank Hubbard

Police Chief: John Connolly

1986-89:

Mayor: Michael A. Guido

City Council:

Robert A. Knoop, president
Maureen Keane-Doran, president
pro tem
Dr. Van D. Mericas
Susan L. Hubbard
Duane W. Yinger
Gary L. Querfeld
George S. Hart*

* - John Germany, the No. 8 finisher in the 1987 City Council election, was selected to replace George Hart when Hart resigned to become state senator.

City Clerk: Duane Wyndendorf

Treasurer: Frank C. Hubbard

1990-93:

Mayor: Michael A. Guido

City Council:

John B. O'Reilly Jr., president
Robert A. Knoop, pres. pro tem

Douglas B. Thomas
Nancy Anne Hubbard
Dr. Van D. Mericas
Joyce Olkowski
Suzanne Sareini

* - Knoop resigned June 1993 to run for city treasurer. Replaced by John Baja.

City Clerk: Duane Wyndendorf

Treasurer: Frank C. Hubbard

1994-97:

Mayor: Michael A. Guido

City Clerk: Duane Wyndendorf

Treasurer: Robert A. Knoop*

City Council:

John B. O'Reilly Jr., president
Mark Shooshanian
Douglas B. Thomas
Nancy Anne Hubbard
Dr. Van D. Mericas
Joyce Olkowski
Suzanne Sareini

* - Knoop died January 1994, replaced by deputy city treasurer.

1998-2002:

Mayor: Michael A. Guido

City Clerk:

City Council:

John B. O'Reilly Jr., president
Mark Shooshanian
Douglas B. Thomas
Nancy Anne Hubbard
Gino Polidori
Joyce Olkowski
Suzanne Sareini

DEARBORN HEIGHTS

1963-65:

Mayor: John L. Canfield

City Clerk: William H. Thorne*

Treasurer: Richard A. Young**

City Council:

Robert G. McLachlan, chairman
Robert J. Bullinger
James N. Greenlaw**
John M. Harris*
Raymond A. Heinrich
Houston M. Lovelace Jr.
Joseph D. McCarthy***

* - John Harris resigned from City Council to take over as city clerk Jan. 1, 1965. Replaced by Albert D. Bates by council appointment Jan. 12, 1965.

** - James N. Greenlaw resigned from City Council to take over as city treasurer Jan. 1, 1965.

*** - McCarthy resigned fall 1964. Replaced by Charles Westphal Jr.

1965-66:

Mayor: John L. Canfield

City Clerk: John M. Harris

Treasurer: James N. Greenlaw

City Council:

Robert G. McLachlan, chairman -
1965

POLITICIANS THROUGH THE YEARS

Robert J. Bullinger
John H. McGreevy, *pro tem* -
1966
Charles Westphal Jr., *chairman* -
1966
Raymond A. Heinrich
Houston M. Lovelace Jr. *
James T. Doyle

* - G. Daniel Ferrera appointed by
council to replace Lovelace in
October 1965.

** - Albert D. Bates resigned Nov.
22, 1966. Council appointed G.
Donald Sines Dec. 13, 1966 to
replace him.

Treasurer: James N. Greenlaw

1967:

Mayor: +John L. Canfield

City Council:

James T. Doyle - *Chairman* 1967
+Patrick E. Hackett **
+John M. Harris
+Lyle Van Houten
John H. McGreevy
Robert G. McLachlan *
Charles Westphal Jr.

Treasurer: +James N. Greenlaw

Clerk: +Robert G. McLachlan

* - Resigned April 11, 1967, to take
over as city clerk after elected to
that post. Council voted on
replacement May 23, 1967.
Harris nominated F. Earl
Caldwell, Van Houten nominated
Leo K. Foran. After majority
voted for Caldwell, Van Houten
asked for unanimous
appointment. Council agreed.

** - Resigned May 23, 1967,
following the vote to appoint
Caldwell as new councilman. Van
Houten then nominated Foran for
newly opened position. Someone
else nominated Jack Doyle,
brother and James T. Doyle and
unsuccessful council candidate in
recent election. Meeting ended in
deadlock.

1968-69:

Mayor: John L. Canfield

City Council:

F. Earl Caldwell
James T. Doyle
John M. Harris
Lyle Van Houten
John H. McGreevy
Thomas W. Plunkett
Charles Westphal Jr.*

Treasurer: James N. Greenlaw

* - Charles Westphal Jr. resigned
effective Oct. 1, 1968, to go to
Washington, D.C., to help
organize and run the National
Traffic Safety Bureau. In
December, City Council
appointed Gerald Poole to fill
seat, but Poole declined because
he did not qualify based on the
City Charter residency rule. He
had not yet lived in Dearborn

Heights for 2 years.

1969-70:

Mayor: John L. Canfield

City Council:

F. Earl Caldwell
Frank E. Lubinski
James T. Doyle
Lyle Van Houten
John M. Harris
Gerald F. Donnelly
Leo K. Foran

Treasurer: James N. Greenlaw

City Clerk: Robert G. MacLachlan

1971-72:

Mayor: John L. Canfield

City Council:

Donald H. Bishop
F. Earl Caldwell
Frank E. Lubinski
James T. Doyle (chairman)
Lyle Van Houten
John M. Harris
Gerald F. Donnelly

Treasurer: James N. Greenlaw

1973:

Mayor: John L. Canfield

City Council:

Donald H. Bishop
F. Earl Caldwell
Frank E. Lubinski
James T. Doyle (chairman)
Lyle Van Houten
John M. Harris
Gerald F. Donnelly

Treasurer: James N. Greenlaw

1974-75:

Mayor: John L. Canfield*

City Council:

Donald Bishop
F. Earl Caldwell
Frank E. Lubinski ***
Daniel S. Paletko

-

-

Treasurer: James N. Greenlaw**

Clerk: Robert G. McLachlan

* - resigned effective Dec. 31, 1974.

Harris continued as mayor *pro tem*, which he had since June 1974 due to falling health of Canfield.

** - Greenlaw died Nov. 18, 1973, 12 days after winning the election. City Council appointed Fern Henderson to complete term. New election held in 1974 for new term.

*** - Frank Lubinski ran for open city treasurer position and beat opponent Paul R. McCartney. Council chose Thomas Wayne to fill vacated council seat.

1976-77:

Mayor: John Harris

City Council:

Earl Caldwell
Daniel Paletko
Donald H. Bishop
Marie G. Scott

Lyle Van Houten
Thomas Wayne

xxxx

Treasurer: Frank E. Lubinski

Clerk: Robert G. McLachlan

1978:

Mayor: +Frank Swapka

City Council:

+Daniel Paletko (*pro tem*)
+Donald H. Bishop
+Marie G. Scott
+Joseph V. Kosinski
Lyle Van Houten (*president*)
Thomas Wayne

xxxx

Treasurer: +Frank E. Lubinski

Clerk: +Robert G. McLachlan

1979-80:

Mayor: Frank Swapka*

City Council:

Daniel Paletko
Donald H. Bishop**
Marie G. Scott
Joseph V. Kosinski
+Lyle Van Houten
+Thomas Wayne
+Ruth Canfield

Treasurer: Frank E. Lubinski

Clerk: Robert G. McLachlan

* - Frank B. Swapka died in office March 14, 1980. City Council appointed Donald Bishop mayor by over Joseph Kosinski March 18, 1980.

** - Bishop, council *pro tem*, acted as mayor in March 1980 while Swapka was in the hospital due to complications with cancer. Mark Harris appointed to Council April 22, 1980, to fill Donald Bishop's seat after he was appointed mayor, but it was decided he needed four votes of the six remaining council members to win the seat. He was finally approved June 10, 1980. Daniel Paletko appointed chair on same day.

1981:

Mayor: +Donald Bishop*

City Council:

Daniel Paletko
+Edward Reilly *
Marie G. Scott
Joseph V. Kosinski
Lyle Van Houten
Thomas Wayne
Ruth Canfield

* - Bishop re-elected to a one-year term to officially fill out the mayoral term of Frank B. Swapka, who died in office in 1980. Edward Reilly was elected to a one-year City Council term, unseating Mark Harris, to finish the council term Bishop vacated by becoming mayor.

Treasurer: Frank E. Lubinski

Clerk: Robert G. McLachlan

POLITICIANS THROUGH THE YEARS

1982-83:
Mayor: +Donald Bishop
City Council:
+Gary Blackburn
+Daniel Paletko
+Edward Reilly
+Joseph V. Kosinski
Lyle Van Houten
Thomas Wayne
Ruth Canfield
Treasurer: +Frank E. Lubinski
Clerk: +Robert G. McLachlan

1984:
Mayor: +Donald Bishop*
(* Wesley Tennant appointed mayor in 1984 after Bishop is sentenced to prison.)

1985-86:
Mayor: Wesley Tennant

1987:
Mayor: +Lyle Van Houten

1988-89:
Mayor: Lyle Van Houten

1990-93:
Mayor: Lyle Van Houten

1994-97:
Mayor: Ruth Canfield

SPRINGWELLS TOWNSHIP

1818
Supervisor: William Howard
Justice of the Peace: Joseph Barron

1819
Supervisor: Francis Cicotte

1821
Supervisor: James May

18??
Supervisor: Woodbridge (3 yrs)

1827:
Supervisor: Peter Godfrey
Clerk: Audrain Abbott
Treasurer: Joseph Visger

1876:
Supervisor: Conrad Clippert
Clerk: August Sink
Justice of the Peace:
C.F. Campau
Samuel Ludlow
John Streater
Leonard Sink

1894:
Supervisor: Marvin D. Miller
(served 22 years)

1895:
Supervisor: Marvin D. Miller

1896:
Supervisor: Marvin D. Miller

1897:
Supervisor: Marvin D. Miller

1898:
Supervisor: Marvin D. Miller

1899:
Supervisor: Marvin D. Miller

1900:
Supervisor: Marvin D. Miller

1901:
Supervisor: Marvin D. Miller

1902:
Supervisor: Marvin D. Miller

1903:
Supervisor: Marvin D. Miller

1904:
Supervisor: Marvin D. Miller

1905:
Supervisor: Marvin D. Miller

1906:
Supervisor: Marvin D. Miller

1907:
Supervisor: Marvin D. Miller

1908:
Supervisor: Marvin D. Miller

1909:
Supervisor: Marvin D. Miller

1910:
Supervisor: Marvin D. Miller

1911:
Supervisor: Marvin D. Miller

1912:
Supervisor: Marvin D. Miller

1913:
Supervisor: Marvin D. Miller

1914:
Supervisor: Marvin D. Miller

1915:
Supervisor: Marvin D. Miller

1916:
Supervisor: Marvin D. Miller*
* - Charles Horger took over as township supervisor after Detroit annexed another portion of Springwells Township up to Addison Switch. Since Miller lived in the annexed section, he became a resident of Detroit and therefore not eligible to be an official in Springwells Township. Horger, who was still a resident of Springwells, was appointed supervisor in the interim until a new supervisor could be chosen in the next election.

1917:
Supervisor: Charles Horger
Clerk: Parker Thayer
Treasurer: John H. Schaefer

Justices of the Peace:
Geo. F. Rieden
Barney A. Esper

Highway Commissioner: John Schlaff

Board of Review:
Anthony Esper Sr.
Frank J. Horger

Drain Assessor:
Henry Maleski

Joseph Burger
Constables:
Joseph J. Schaefer
John Walker
Jos. M. Karmann
Frank Eichner

Highway Overseer: Jos. Henn

1918:
Supervisor: Charles Horger

1919:
Supervisor: Charles Horger

1920:
Supervisor: Charles Horger

1921:
Supervisor: Charles Horger

1922:
Supervisor: Charles Horger
Treasurer: Anthony M. Esper

1923:
Supervisor: Charles Horger
Treasurer: Anthony M. Esper

1924 (elected):
Supervisor: Lysander T. Maples
Clerk: Ferdinand Porath Jr.
Treasurer: Anthony M. Esper
(Township abolished in 1923(?) when Springwells went from village to city.)

VILLAGE of SPRINGWELLS

1920:
Village president: Charles Horger
Commissioners:
John Ford
Joseph Neckel
Joseph Karmann
Frank Horger
Clerk: Bernard P. Esper
(Village created Dec. 9, 1919. Officers not elected until March 15, 1920.)

1921:
Village president: Charles Horger
Commissioners:
-
-
-
- 4

1922:
Village president: Charles Horger
Treasurer: Anthony M. Esper
Commissioners:
Joseph Karmann
-
-
-

1923:
Village president: Charles Horger
Treasurer: Anthony M. Esper
Commissioners:
Joseph Karmann
-
-
-

1924:
Village president: Charles Horger

Treasurer: Anthony M. Esper
Commissioners:
Joseph Neckel (1924 term)
Frank J. Horger (1924 term)
John Ford (1925 term)
Ferdinand porath Jr. (1925 term)
Treasurer: John H. Schaefer
Chief of Police: John A. Gurgeson

CITY OF SPRINGWELLS

1924-25*:

Mayor: Joseph M. Karmann
City Council:
Joseph Neckel
Anthony M. Esper
Charles Krueger
John Ford
Clerk: Bernard P. Esper
Treasurer: Edwin A. Schaefer
Justice of the Peace:
Frank J. Horger
Leo R. Schaefer
Associate Justice of the Peace:
Edward A. Reuter
Constables:
Lawrence J. Schaefer
Clarence R. Gould
Fred Lojowski
* - Springwells officially became the
city of Fordson Dec. 23, 1925.

CITY of FORDSON

1925-26:

Mayor: Joseph M. Karmann
City Council:
Anthony M. Esper
John Ford
Joseph Neckel
William C. Kenner
Clerk: Bernard P. Esper
Treasurer: Edwin A. Schaefer
Justice of the Peace:
Leo R. Schaefer
Associate Justice of the Peace:
Lila M. Neuenfelt
Police Commissioner:
Joseph W. Schaefer
Fire Commissioner:
Roy E. Motterheard

1926-27:

Mayor: Joseph M. Karmann
City Council:
John Ford (president)
Joseph Neckel
Anthony M. Esper
William Kenner
Clerk: Bernard Esper
Treasurer: Edwin A. Schaefer
Judge: Leo R. Schaefer
Comm. of Police: Joseph W.
Schaefer
Comm. of Fire: Roy E.
Mottesheard

September 1927-

September 1928

Mayor: Joseph M. Karmann
Clerk: Bernard P. Esper

POLITICIANS THROUGH THE YEARS

Councilmen:
John Ford*
Wm. C. Young
Anthony M. Esper
Joseph Neckel, president
Treasurer: Edwin A. Schaefer
Controller: Lysander E. Maples
Assessor: Lysander T. Maples
Corporation Counsel: John L.
Austin
Asst. Corp. Counsel: Frank C.
McGann
City Engineer: Albert Roth
Commission of DPW: Joe Henn
Comm. Water Supply: Owen A.
McCarthy
Comm. of Purchases: Frank
Reuter
Comm. Health & Sanitation:
Dr. C.A. Christenson
Comm. of Welfare: Miss Maud
Roland
Police Chief: Joseph W. Schaefer
Fire Chief: Roy E. Mottesheard
Constables:
James Denny
Michael K. Gorski
Municipal Court:
Leo R. Schaefer,
Lila M. Neuenfelt, associate
justice

* - Clarence Ford appointed Oct 4,
1927, to fill his father's seat on
council created by his father's
death.

September 1928-

January 1929:

Mayor: Floyd Yinger
City Council:
Dr. E.E. Hubbard
Clarence Ford
Anthony M. Esper
Henry J. Miller
Clerk: Bernard P. Esper
Treasurer: Wm. A. Kaiser
Municipal Court Judge:
Leo R. Schaefer
Lila M. Neuenfelt, associate
Police Chief: Charles L. Renas
Fire Chief: Roy E Mottesheard

Politicians

James Abbott

Constable, Bucklin Township, 1827-28

John J. Assenmacher

Clerk, Dearborn Township, 1906-09

John W. Alexander

Clerk, Dearborn Township, 1859-71

Clerk, Dearborn Township, 1874-75

Clerk, Dearborn Township, 1877-81

Clerk, Dearborn Township, 1883-86

Clerk, Dearborn Township, 1887-89

Grover C. Auten

Commissioner, Dearborn village, 1920-21

John Baja Jr.

City Council, Dearborn, 1954-78, 1993-94*

* - Appointed in June 1993 to replace Robert Knoop, who resigned to run for city treasurer.

Michael J. Banich

City Council, Dearborn, 1976*-82

* - named in January 1976 to City Council to replace Kenneth Budny

Homer C. Beadle

City Council, Dearborn, 1946-50

???? Bennett

Commissioner, Dearborn village, 1924-25

Arthur J. Blossingham

Treasurer, Dearborn Township, 1937-38

Robert J. Bollinger

Trustee, Dearborn Township, 1953-55

Supervisor, Dearborn Township, 1956-59

George Wm. Bondie

City Council, Dearborn, 1950-72*

* - Left City Council in 1972.

Reginald V. Bovill

City Council, Dearborn, 1929-34

* - Died Jan. 24, 1970

Charles N. Brainard

Treasurer, Dearborn Township, 1854-55

Supervisor, Dearborn Township, 1872-73

Supervisor, Dearborn Township, 1881-82

A.H. Bray

Treasurer, Dearborn Township, 1928-29

Lotta L. Bray

Treasurer, Dearborn Township, 1930-31

William H. Broomhall

City Council, Dearborn, 1954-60*

* - Resigned Dec. 20, 1960, to become director of the Parking Meter Department.

Joseph N. Brown

Treasurer, Dearborn Township, 1858-60

James Bucklin

Fenceviewer, Bucklin Township, 1827-28

Supervisor, Dearborn Township, 1847*

* - James Bucklin took over as supervisor March 30, 1847, because Howard was busy commanding a regiment in the war with Mexico. Bucklin was voted out six days later in the general election.

William Bucklin

Clerk, Bucklin Township 1823-24???

* - One story has it Bucklin agreed to serve as township clerk for free if township was named after him. Township was named in 1823.

Kenneth J. Budny

City Council, Dearborn, 1971-76

* - resigned from City Council January 1976

John Burns

President, Dearborn village, 1899-1900

Stephen D. Butts

Commissioner, Dearborn village, 1924-25

Uriah Campbell

Treasurer, Dearborn Township, 1898-1900

John L. Canfield

Trustee, Dearborn Township, 1957-59

Supervisor, Dearborn Township, 1959-63

Mayor, Dearborn Heights, 1963-74*

* - Canfield resigned from office effective Dec. 31, 1974, because of illness. He died in 1975.

Donald A. Capler

Trustee, Dearborn Township, 1957-59

Joseph G. Cardinal

Clerk, Dearborn, 1957-68*

* - Resigned in 1968 when he was elected to the 20th (21st?) District of the newly created Wayne County Board of Supervisors.

D: Dec. 13, 1971, age 68. Born in Detroit 1903. Family moved to northeast Dearborn in 1917. He was deputy clerk for Dearborn 1929-51. When clerk Stevens decided to retire in 1957, he ran against city council president Patrick Doyle for post.

John L. Carey

Mayor, Dearborn, 1936-42

I.F. Chubb

Clerk, Bucklin Township, 1829

Joshua Chamberlain

Fenceviewer, Bucklin Township, 1827-28

William H. Clark

President, Dearborn village, 1893-95

Edward J. Clay

Treasurer, Dearborn Township, 1926-27

Treasurer, old Dearborn, 1927-29

John Cosby

Treasurer, Dearborn Township, 1867-68

Supervisor, Dearborn Township, 1876-77

Treasurer, Dearborn Township, 1886-87

LOCAL POLITICIANS THROUGH THE YEARS

Joseph Cronogue

Clerk, Dearborn Township, 1890-92

Glenn E. Dail

Clerk, Dearborn Township, 1945-53

Edwin W. Daly

Supervisor, Dearborn Township, 1935-52*

* - *Died in office Nov. 24, 1952.*

William Daly

Supervisor, Dearborn Township, 1863-67

Supervisor, Dearborn Township, 1868-70

Supervisor, Dearborn Township, 1873-76

Supervisor, Dearborn Township, 1877-81

Supervisor, Dearborn Township, 1882-85

A.P. Denny (?)

Treasurer, Dearborn Township, 1860-62

Thomas D. Dolan**

City Council, Dearborn, 1966*-82

* - *Appointed in December 1966 to serve remaining term of Ralph B. Guy Jr.*

** - *Served as acting mayor in 1976*

Edward J. Dombrowski

City Council, Dearborn, 1950-78

He was acting mayor in 1975.

Titus Dort

Clerk, Dearborn Township, 1840-41

Supervisor, Dearborn Township, 1844-45

Supervisor, Dearborn Township, 1847-51

Supervisor, Dearborn Township, 1855-56

Supervisor, Dearborn Township, 1858-59

Supervisor, Dearborn Township, 1862-63

Supervisor, Dearborn Township, 1867-68

Clarence Doyle

City Council, Dearborn, 1936-42

B: March 7, 1900, D: Oct. 4, 1946

Patrick J. Doyle

City Council, Dearborn, 1942-54

City Council, Dearborn, 1956-60*

* - *resigned from the City Council Sept. 10, 1957, to run for City Clerk.*

D: Dec. 1, 1963, age 75

He was a state senator for the 21st District 1954-62 and a state representative 1944-54. During many of these years, he served simultaneously in the state legislature and on the Dearborn City Council. This fact annoyed Orville Hubbard.

James Dunn

Fenceviewer, Bucklin Township, 1827-28

Norman F. Edwards

City Council, Dearborn, 1942-46

Born 1902, died March 13, 1947

Robert H. Erley

City Manager, old Dearborn, 1927-29

R.D. Ernest

City Council, old Dearborn, 1927-29

Anthony M. Esper

Treasurer, Springwells Township, 1922-24

City Council, Fordson, 1924-29

City Council, Dearborn, 1929-48

Died Jan. 8, 1963, age 74

Bernard P. Esper

Clerk, Dearborn, 1929-31+(?)

Frank H. Esper

Supervisor, Dearborn Township, 1900-02

Frank H. Fellrath

Supervisor, Dearborn Township, 1913-14

George W. Ferrington

Supervisor, Pekin Township, 1832-33

Dr. Edward F. Fisher

Commissioner, Dearborn village, 1915*, 1920-22

President, Dearborn village, 1922-26

City Council, Dearborn, 1934-36

City Council, Dearborn, 1942-46**

* - *Appointed to village commission to fill vacancy.*

** - *resigned from City Council in 1946 to become city health officer. Born in 1877 in Wayne, Mich. Died July 25, 1951.*

He was also elected as state representative for Dearborn in 1928.

Clarence Ford

City Council, Dearborn, 1929-32

Clyde McKinlock Ford

Mayor, old Dearborn, 1927-29

Mayor, Dearborn, 1929-36

City Council, Dearborn, 1940-42,42

Born Nov. 19, 1887. Died Nov. 11, 1958. His father, Addison Ford, established the first Ford Agency in Dearborn, called Addison Ford. It later became Addison Ford and Son and finally, Clyde M. Ford after Addison Ford's retirement and death. The dealership was bought by Stuart Wilson in 1940. It is now Village Ford.

James Ford

Treasurer, Dearborn Township, 1879-81

Joseph M. Ford

City Council, Dearborn, 1946-53*

* - *resigned from City Council in 1953 due to health reasons. Born April 6, 1912. Died Sept. 12, 1954.*

William Ford

President, Dearborn village, 1920-22

Vincent Fordell

City Council, Dearborn, 1962-71

C.T. Forsyth

Treasurer, Dearborn Township, 1888-90

Elmer W. Foster

Clerk, Dearborn Township, 1893-94

Joseph Fowler

Fenceviewer, Bucklin Township, 1827-28

Amos Fox

Assessor, Bucklin Township, 1827-28

J. Fox

Treasurer, Dearborn Township, 1875-79

Amos Gage

Clerk, Dearborn Township, 1856-58

Clerk, Dearborn Township, 1871-72

James Gardner

LOCAL POLITICIANS THROUGH THE YEARS

- Treasurer, Dearborn Township, 1892-94
Treasurer, Dearborn Township, 1910-12
- Richard Gardner**
Supervisor, Dearborn Township, 1860-61
- John Germany**
City Council, Dearborn, 1987-90*
* - appointed to City Council in 1987 to replace George S. Hart, who resigned to run for state senator.
- Charles P. Gilbert**
City Council, Dearborn, 1954-62
- George S. Gordon**
Clerk, Dearborn Township, 1894-96
- G. Gordon**
Clerk, Dearborn village, 1895-96(?)
- Max B. Gordon**
Trustee, Dearborn Township, 1953-63(?)
- Charles H. Granger**
Commissioner, Dearborn village, 1917-20
- James M. Greenlaw**
Trustee, Dearborn Township, 1953-63
City Council, Dearborn Heights, 1963-65*
City Treasurer, Dearborn Heights, 1965-73**
* - Appointed city treasurer effective Jan. 1, 1965, to replace Richard A. Young, who was elected state representative.
** - died in office Nov. 18, 1973, 12 days after being re-elected. He was 67. Fern Henderson appointed acting city treasurer for remainder of the old term. Election held in early 1974 to replace him for new term.
- John Grecu**
City Council, Dearborn, 1971-78
- C. Gregory**
Treasurer, Dearborn Township, 1873-75
- Martin C. Griffith**
City Council, Dearborn, 1946-54
* - Named to City Council in 1946 to replace Edward F. Fisher.
- Michael A. Guido**
City Council, Dearborn, 1978-86
Mayor, Dearborn, 1986-present
- James M. Guinan**
Trustee, Dearborn village, 1902-04
President, Dearborn village, 1904-05
- Orrin P. Gulley**
Supervisor, Dearborn Township, 1894-98
- Ralph B. Guy**
City Council, Dearborn, 1954-66
- G.W. Haigh**
Treasurer, Dearborn Township, 1869-71
- W.H. Halpin**
Treasurer, Dearborn Township, 1884-86
- Joseph Hanchett:**
Assessor, Bucklin Township, 1827-28
- Leonard G. Hanson**
Assessor, Bucklin Township, 1827-28
- Herbert E. Harlan**
Treasurer, Dearborn Township, 1918-20
Township Board, Dearborn Township, 1926-28+
- George Hart**
City Council, Dearborn, 1960-71, 1986-87*
* - resigned to run for state senator
- W.H. Hatton**
Clerk, Dearborn Township, 1889-90
- William Henson**
City Council, Dearborn, 1934-36
- Joseph Hickox**
Clerk, Bucklin Township, 1827-28
Clerk, Pekin Township, 1830-31
- William Hickox Jr.**
Fenceviewer, Bucklin Township, 1827-28
- Hubbard Hidden**
Clerk, Dearborn Township, 1858-59
Clerk, Dearborn Township, 1872-74
Clerk, Dearborn Township, 1875-77
Clerk, Dearborn Township, 1881-83
- R. William Hill**
Clerk, Dearborn, 1968-70
D. March 21, 1970, age 70. He was appointed city clerk Dec. 17, 1968, to replace Joseph Cardinal, who resigned that office to become a county supervisor for the 21st district.
- Tobias Holden**
Clerk, Dearborn Township, 1852-55
- William Holton**
Supervisor, Dearborn Township, 1890-92
Trustee, Dearborn village, 1895-96(?)
- Theodore Hoolten**
Trustee, Dearborn village, 1898-1900(?)
- Lyle Hotchkiss (d. 1-14-76, age 81)**
Treasurer, Dearborn Heights, 1974-??
- Cyrus Howard**
Supervisor, Dearborn Township, 1839-40
Clerk, Dearborn Township, 1846-1852
- E. Howard**
Treasurer, Dearborn Township, 1863-65
Treasurer, Dearborn Township, 1887-88
- Joshua Howard**
Supervisor, Dearborn Township, 1846-47
- S.L. Howard**
Treasurer, Dearborn Township, 1868-69
- E.D. Howe**
President, Dearborn village, 1895-96(?)
- Louis Howe**
Treasurer, Dearborn Township, 1900-02
Clerk, Dearborn Township, 1904-06
- Edwin E. Hubbard**
City Council, Dearborn, 1929-32
- Frank C. Hubbard**
Treasurer, Dearborn, 1982-94
- John Jay Hubbard**
City Council, Dearborn, 1968-70
City clerk, Dearborn, 1970-72
* - resigned from City Council in 1970 to accept position of city clerk.

LOCAL POLITICIANS THROUGH THE YEARS

Nancy Anne Hubbard

City Council, Dearborn, 1990-present

Orville Liscomb Hubbard

Mayor, Dearborn, 1942-79

Susan L. Hubbard

City Council, Dearborn, 1986-90

Caspar B. Hughes

City Council, Dearborn, 1934-40

(B: Sept. 20, 1886, D: Nov. 16, 1946)

George Humbert

Treasurer, Dearborn Township, 1896-98

Supervisor, Dearborn Township, 1898-1900

President, Dearborn village, 1902-04

Treasurer, Dearborn Township, 1906-08

President, Dearborn village, 1911-13

President, Dearborn village, 1917-19

George Hurst

Clerk, Dearborn Township, 1896-1902

Supervisor, Dearborn Township, 1902-13

L. N. Hutchinson

Commissioner, Dearborn village, 1924-27

City Council, old Dearborn, 1927-29

(B. April 7, 1883, died June 11, 1939)

Irving F. Imoberstag

City Council, Dearborn, 1960*-87**

* - appointed to City Council Dec. 20, 1960, when Wm. H. Broomhall resigned to become director of the Parking Meter Department. ImOberstag finished ninth in the 1959 City Council election.

** - died in office in 1967

Edward T. Johnson

Clerk, Dearborn Township, 1892-93

Jamie L. Johnson

City Council, Dearborn, 1936-42

Marguerite C. Johnson

City Council, Dearborn, 1948-52

George M. Johnston

Comm. of Highway, Bucklin Township, 1827-28

Howard F. Jones

Treasurer, Dearborn Township, 1938-51

Joshua Jubb

Treasurer, Dearborn Township, 1882-84

Treasurer, Dearborn Township, 1890-92

William A. Kaiser

Treasurer, Dearborn, 1929-53*

* - died in office Jan. 1, 1953.

William F. Kaiser

City Council, Dearborn, 1953-72+(?)

* - Took over office July 2, 1953, following father's death Jan. 1, 1953.

Herman Kalmbach

Commissioner, Dearborn village, 1907-14

President, Dearborn village, 1912(???)

Commissioner, Dearborn village, 1917-18

President, Dearborn village, 1919-20

D: March 23, 1937, age 70

Charles Kandt Jr.

Commissioner, Dearborn village, 1911-22

Joseph Karmann

B: 1856 in Springwells Township. Married 64 years in 1944. D. 1945.

Decided not to run again for mayor in 1928.

Had pet bear at one time which escaped its cage and ran loose in the woods near the Ford Administration Building. The bear ended up fatally shot.

Joseph M. Karmann

B. Oct. 21, 1887, at Ford and Greenfield. Family later moved to farm where Rouge Plant is now.

He attended Maple School on Dearborn Road at Maple. (Family sold farm to Ford in 1920) He died Aug. 12, 1971, at age 83.

Maureen Keane-Doran

City Council, Dearborn, 1986-90

Dr. Eugene C. Keyes

City Council, Dearborn, 1940-42

B: on a farm in Startford, Ont.

D: May 2, 1963, age 62, at his clinic, 4840 Maple.

He was Lt. Governor 1943-44 and 1947-48.

He ran against Hubbard in 1957. He also ran for U.S. Senate. He wanted the 1954 GOP nomination for governor, but did not get it.

Benjamin L. King

Clerk, Dearborn Township, 1833-38

Joseph Kingsley

Overseer of the Poor, Bucklin Township, 1827-28

Herman B. Knauff

Village clerk, Dearborn village, 1924-27

B. Oct. 27, 1873, Moved to Dearborn in 1917. D. March 5, 1945.

Robert Knoop

City Council, Dearborn, 1982-93*

Treasurer, 1994**

* - Resigned in June 1993 to run for treasurer

** - died in office in January 1994

Michael Korte

City Council, Dearborn, 1932-35

William T. Kronberg

Supervisor, Dearborn Township, 1929-34

Loran Ladd

Treasurer, Dearborn Township, 1856-58

Abraham Lapham

Treasurer, Dearborn Township, 1862-63

D.P. Lapham

Treasurer, Dearborn village, 1895-96(?)

Samuel D. Lapham

President, Dearborn village, 1905-11

Benjamin Landsberg

Treasurer, Dearborn Township, 1929-33

Treasurer, Dearborn Township, 1935-37

Helen Landsberg

Treasurer, Dearborn Township, 1933-35

Harold S. Law

Commissioner, Dearborn village, 1924-25

E.M. Lawler

Commissioner, Dearborn village, 1925-27

LOCAL POLITICIANS THROUGH THE YEARS

- E.N. Long**
Asst. Supervisor, Dearborn Township, 1927-29+
- Samuel B. Long**
Supervisor, Dearborn Township, 1886-90
Supervisor, Dearborn Township, 1892-94
Trustee, Dearborn village, 1895-96(?)
Trustee, Dearborn village, 1900-02(?)
Treasurer, Dearborn Township, 1908-10
Treasurer, Dearborn Township, 1908-10
Board of Review, Dearborn Township, 1911-12
Treasurer, Dearborn Township, 1912-14
Supervisor, Dearborn Township, 1914-21
Township Board, Dearborn Township, 1926-28+
- Houston M. Lovelace Jr.**
City Council, Dearborn Heights, April 1963-Aug. 1965
D: May 1, 1972 in a taxi accident.
- J. Magoonaugh**
Treasurer, Dearborn Township, 1865-67
- Floyd Maxwell**
Treasurer, Dearborn Township, 1920-22
- William McCarty**
Assessor, Bucklin Township, 1827-28
- Lucille McCollough**
City Council, Dearborn, 1950-54
- F.R. McDonald**
City Council, old Dearborn, 1927-29
- Dr. Van D. Mericas**
City Council, Dearborn, 1967-68*
City Council, Dearborn, 1970**-98
** -appointed in 1967 by Mayor Hubbard to serve the last six months of Irving ImOberstag's term after ImOberstag died.*
*** - appointed in 1970 by Hubbard to fill out John J. Hubbard's term when John J. resigned to become city clerk.*
- Ernest G. Miller**
City Council, Dearborn, 1929-42
Died Jan. 31, 1976.
Worked as a self-employed cabinetmaker
- Henry J. Miller**
City Council, Dearborn, 1929-32
- Lyle E. Miller**
Supervisor, Dearborn Township, 1952-57*
** - Resigned Nov. 24, 1952.*
- Marvin D. Miller**
Supervisor, Springwells Township, 1894-1916*
** - Had to resign in 1916 when Detroit annexed another section of Springwells Township up to Addison Switch. This section was the one Miller resided in, meaning he suddenly became a resident of Detroit and not Springwells.*
- John L. Mokersky**
Justice of the Peace, Dearborn Township, 1928-62
- Richard H. Moore**
Treasurer, Dearborn Township, 1902-04
- Oliver Morehouse**
Treasurer, Dearborn Township, 1855-56
- John W. Nieland**
Clerk, Dearborn Township, 1909-17
- Arthur Nixon**
Clerk, Dearborn Township, 1933-41
D: Sept. 18, 1941, age 55. Served 9 years. Succeeded by wife, Martha, who finished out term.
- Martha Nixon**
Clerk, Dearborn Township, 1941
Finished out term after death of her husband, Arthur Nixon, Sept. 18, 1941.
- Carl Oglesbee**
City Council, Dearborn, 1934-40
B: May 24, 1891, D: Sept. 9, 1946
- Joyce Olkowski**
City Council, Dearborn, 1982-86, 1990-present
- John B. O'Reilly Jr.**
City Council, Dearborn, 1990-present
- John B. O'Reilly Sr.**
Mayor, Dearborn, 1978-86
- Samuel Orr**
Treasurer, Dearborn Township, 1914-16
- William Osborn**
Fenceviewer, Bucklin Township, 1827-28
- J.H. Pardee**
Treasurer, Dearborn Township, 1916-18
- Clarence Lorenzo Parker**
President, Dearborn village, 1913-17
Supervisor, Dearborn Township, 1921-29
City Council, Dearborn, 1929-32
B: Feb. 14, 1871; D: June 18, 1942
- Ray F. Parker**
City Council, Dearborn, 1942-50
City Council, Dearborn, 1952-54
- William J. Parrish**
Commissioner, Dearborn village, 1917-18
Commissioner, Dearborn village, 1919-20
Commissioner, Dearborn village, 1924-27(?)
Owned confectionery in village
- John A. Pazzanese**
City Council, Dearborn, 1978-82
- Henry R. Penhale**
Commissioner, Dearborn village, 1924-25
President, Dearborn village, 1925-27
Worked as general contractor
- William G. Porter**
Supervisor, Dearborn Township, 1841-44
- Marge Powell**
City Council, Dearborn, 1978-86
- Thomas Prehn**
Treasurer, Dearborn Township, 1904-06
- J. Probert**
Treasurer, Dearborn Township, 1871-73
- C.H. Purdy**
Treasurer, Dearborn Township, 1881-82
- Gary Querfeld**
City Council, Dearborn, 1986-90
- William Querfeld**

LOCAL POLITICIANS THROUGH THE YEARS

- Clerk, Dearborn Township, 1931-33
Fred C. Reamer
 Clerk, Dearborn village, 1917-22+(?)
- William E. Reeves***
 City Council, Dearborn, 1972-78
** - Appointed in spring 1972 to fill out George Wm. Bondie's term.*
- Roy D. Renton**
 Treasurer, Dearborn Township, 1924-26
 Treasurer, Dearborn Township, 1927-28
- John F. Reupley**
 Overseer of the Poor, Bucklin Township, 1827-28
- James Ruddiman**
 Treasurer, Dearborn Township, 1894-96
- Henry Rudduck**
 Treasurer, Dearborn Township, 1923-24
- Suzanne Sareini**
 City Council, Dearborn, 1990-present
- F.E. St. Amour**
 Trustee, Dearborn village, 1895-96(?)
- Joseph W. Schaefer**
 City Council, Dearborn, 1932-34
 City Council, Dearborn, 1936-46*
** - Joseph W. Schaefer decided not to run for re-election in 1946, instead opting to return to the police force at the end of his term. By paying up his back pension, this made him eligible to re-join. Schaefer was chief of police for the city of Fordson before Floyd Yinger was elected mayor, who appointed Lt. Chas. Renas as new chief. In 1931, Schaefer was persuaded to run for city council, which he did successfully.*
- Jared A. Sexton**
 Supervisor, Dearborn Township, 1870-72
 Supervisor, Dearborn Township, 1885-86
- I.W. Sherman**
 Clerk, Dearborn Township, 1838-40
 Clerk, Dearborn Township, 1843-45
- Mark Shooshanian**
 City Council, Dearborn, 1994-present
- Arthur T. Sloss**
 Clerk, Dearborn Township, 1886-87
 Trustee, Dearborn village, 1898-02(?)
 Local businessman. D. 1931. He was a member of the Ten Eyck family. His wife, Katie L. Sloss, died 1945.
- David Sloss**
 Treasurer, Dearborn Township, 1853-54
- Anthony R. Smith**
 City Council, Dearborn, 1948-50
- John Smith***
** - Elected to Dearborn City Council in 1953, but relinquished the position when his eligibility was in question due to charter amendment.*
- Harry Snow**
 Commissioner, Dearborn village, 1918-25(?)
- Myron A. Stevens**
 Clerk, Dearborn Township, 1917-28
- Clerk, old Dearborn, 1927-29
 Clerk, Dearborn, 1934(?) - 62(?) +
Died Sept. 20, 1965, at age 81.
- Thomas M. Sweeney**
 Supervisor, Dearborn Township, 1845-46
- Marcus Swift:**
 Supervisor, Bucklin Township, 1827-29
- Frank Swapka**
 B: 1907, D: 1980
- Dan Taples**
 Trustee, Dearborn Township, 1953-54
- Conrad Ten Eyck**
 Supervisor, Pekin Township, 1829-32
 Supervisor, Dearborn Township, 1833-38
- William Ten Eyck**
 Treasurer, Dearborn Township, 1842-44
 Clerk, Dearborn Township, 1845-46
- Howard Ternes**
 City Council, Dearborn, 1942-48
- Aaron Thomas**
 Collector, Bucklin Township, 1827-28
 Constable, Bucklin Township, 1827-28
- Douglas B. Thomas**
 City Council, Dearborn, 1982-86, 1990-present
- Joel Thomas**
 Fenceviewer, Bucklin Township, 1827-28
- D.D. Thompkins**
 Trustee, Dearborn village, 1895-1901(?)
- William H. Thorne**
 Clerk, Dearborn Township, 1953-59+
- David Thorp**
 Clerk, Dearborn Township, 1902-04
- George Troup**
 Treasurer, Dearborn Township, 1844-53
- Harvey Tuttle**
 Comm. of Highway, Bucklin Township, 1827-28
- Edward Tysinger**
 City Council, Dearborn, 1932-34
- Robert Vezzosi***
 City Council, Dearborn, 1954-56
 B: July 13, 1917, D: Oct 30, 1963, age 46.
** - actually came in eighth in 1953 election, but when John Smith relinquished the office when his eligibility was in question due to a city charter amendment.*
- Martin Vrooman**
 Supervisor, Dearborn Township, 1840-41
- E.E. Walborn**
 City Council, old Dearborn, 1927-29
- Walter L. Warner**
 Treasurer, Dearborn Township, 1951-59+?
- Elisha Warren**
 Comm. of Highway, Bucklin Township, 1827-28
- Henry Wells**
 Assessor, Bucklin Township, 1827-28
- Hiram Wightman**
 Supervisor, Dearborn Township, 1838-39
 Supervisor, Dearborn Township, 1851-55

LOCAL POLITICIANS THROUGH THE YEARS

Supervisor, Dearborn Township, 1856-58
 Supervisor, Dearborn Township, 1859-60
 Supervisor, Dearborn Township, 1861-62
Solomon Wightman
 Clerk, Dearborn Township, 1855-56
M.D. Windsor
 Clerk, Dearborn Township, 1841-43
Thomas T. Woods
 President, Dearborn village, 1900-02
Duane Wydendorf

DEARBORN HEIGHTS

1963-65:

Mayor: John L. Canfield
City Clerk: William H. Thorne*
Treasurer: Richard A. Young**
City Council:
 Robert G. McLachlan, chair-
 man
 Robert J. Bullinger
 James N. Greenlaw**
 John M. Harris*
 Raymond A. Heinrich
 Houston M. Lovelace Jr.
 Joseph D. McCarthy***
 * - John Harris resigned from City
 Council to take over as city clerk
 Jan. 1, 1965. Replaced by Al-
 bert D. Bates by council ap-
 pointment Jan. 12, 1965..
 ** - James N. Greenlaw resigned
 from City Council to take over as
 city treasurer Jan. 1, 1965.
 *** - McCarthy resigned fall 1964.
 Replaced by Charles Westphal
 Jr.

1965-66:

Mayor: John L. Canfield
City Clerk: John M. Harris
Treasurer: James N. Greenlaw
City Council:
 Robert G. McLachlan, chair-
 man - 1965
 Robert J. Bullinger
 John H. McGreevy, pro tem -
 1966
 Charles Westphal Jr., chair-
 man - 1966
 Raymond A. Heinrich
 Houston M. Lovelace Jr. *
 James T. Doyle
 * - G. Daniel Ferrera appointed by
 council to replace Lovelace in
 October 1965.
 ** - Albert D. Bates resigned Nov.
 22, 1966. Council appointed

City Clerk, Dearborn, 1982-98
Duane "Punch" Yinger
 City Council, Dearborn, 1978-90
Floyd Yinger
 Died Feb. 23, 1932
Joseph Young
 Constable, Bucklin Township, 1827-28

*Don Sines Dec. 13, 1966 to re-
 place him.*

Treasurer: James N. Greenlaw

1967:

Mayor: John L. Canfield
City Council:
 Robert G. McLachlan*
 Patrick Hackett
 John H. McGreevy
 Charles Westphal Jr.
 Raymond A. Heinrich
 Lyle Van Houten
 James T. Doyle - *Chairman*
 1967

Treasurer: James N. Greenlaw

* - Resigned April 11, 1967, to take
 over as city clerk. F. Earl Cald-
 well appointed May 23, 1967, by
 council to replace him.

1968-69:

Mayor: John L. Canfield
City Council:
 F. Earl Caldwell
 James T. Doyle
 John M. Harris
 Lyle Van Houten
 John H. McGreevy
 Thomas W. Plunkett
 Charles Westphal Jr.*

Treasurer: James N. Greenlaw

* - Charles Westphal Jr. resigned
 effective Oct. 1, 1968, to go to
 Washington, D.C., to help organ-
 ize and run the National Traffic
 Safety Bureau. In December,
 City Council appointed Gerald
 Poole to fill seat, but Poole de-
 clined because he did not qualify
 based on the City Charter resi-
 dency rule. He had not yet lived
 in Dearborn Heights for 2 years.

1969-70:

Mayor: John L. Canfield
City Council:
 F. Earl Caldwell
 Frank E. Lubinski
 James T. Doyle

Lyle Van Houten
 John M. Harris
 Gerald F. Donnelly
 Leo K. Foran
Treasurer: James N. Greenlaw
City Clerk: Robert G. MacLachlan

1971-72:

Mayor: John L. Canfield
City Council:
 Donald H. Bishop
 F. Earl Caldwell
 Frank E. Lubinski
 James T. Doyle (chairman)
 Lyle Van Houten
 John M. Harris
 Gerald F. Donnelly

Treasurer: James N. Greenlaw

1973:

Mayor: John L. Canfield
City Council:
 Donald H. Bishop
 F. Earl Caldwell
 Frank E. Lubinski
 James T. Doyle (chairman)
 Lyle Van Houten
 John M. Harris
 Gerald F. Donnelly

Treasurer: James N. Greenlaw

1974-75:

Mayor: John L. Canfield*
City Council:
 Donald Bishop
 F. Earl Caldwell
 Frank E. Lubinski ***
 Daniel S. Paletko
 -
 -
 -

Treasurer: James N. Greenlaw**
Clerk: Robert G. McLachlan

* - resigned effective Dec. 31,
 1974. Harris continued as mayor
 pro tem, which he had since
 June 1974 due to failing health
 of Canfield.

** - Greenlaw died Nov. 18, 1973,
 12 days after winning the elec-

LOCAL POLITICIANS THROUGH THE YEARS

tion. City Council appointed Fern Henderson to complete term. New election held in 1974 for new term.

*** - Frank Lubinski ran for open city treasurer position and beat opponent Paul R. McCartney. Council chose Thomas Wayne to fill vacated council seat.

1976-77:

Mayor: John Harris

City Council:

Earl Caldwell
Daniel Paletko
Donald H. Bishop
Marie G. Scott
Lyle Van Houten
Thomas Wayne

xxxxx

Treasurer: Frank E. Lubinski

Clerk: Robert G. McLachlan

1978:

Mayor: +Frank Swapka

City Council:

+Daniel Paletko (pro tem)
+Donald H. Bishop
+Marie G. Scott
+Joseph V. Kosinski
Lyle Van Houten (president)
Thomas Wayne

xxxxx

Treasurer: +Frank E. Lubinski

Clerk: +Robert G. McLachlan

1979-80:

Mayor: Frank Swapka*

City Council:

Daniel Paletko
Donald H. Bishop**
Marie G. Scott
Joseph V. Kosinski
+Lyle Van Houten
+Thomas Wayne
+Ruth Canfield

Treasurer: Frank E. Lubinski

Clerk: Robert G. McLachlan

* - Frank B. Swapka died in office March 14, 1980. City Council appointed Donald Bishop mayor by over Joseph Kosinski March 18, 1980.

** - Bishop, council pro tem, acted as mayor in March 1980 while Swapka was in the hospital due to complications with cancer. Mark Harris appointed to Council April 22, 1980, to fill

Donald Bishop's seat after he was appointed mayor, but it was decided he needed four votes of the six remaining council members to win the seat. He was finally approved June 10, 1980. Daniel Paletko appointed chair on same day.

1981:

Mayor: +Donald Bishop*

City Council:

Daniel Paletko
+Edward Reilly *
Marie G. Scott
Joseph V. Kosinski
Lyle Van Houten
Thomas Wayne
Ruth Canfield

* - Bishop re-elected to a one-year term to officially fill out the mayoral term of Frank B. Swapka, who died in office in 1980. Edward Reilly was elected to a one-year City Council term, unseating Mark Harris, to finish the council term Bishop vacated by becoming mayor.

Treasurer: Frank E. Lubinski

Clerk: Robert G. McLachlan

1982-83:

Mayor: +Donald Bishop

City Council:

+Gary Blackburn
+Daniel Paletko
+Edward Reilly
+Joseph V. Kosinski
Lyle Van Houten
Thomas Wayne
Ruth Canfield

Treasurer: +Frank E. Lubinski

Clerk: +Robert G. McLachlan

1984:

Mayor: +Donald Bishop*

(* Wesley Tennant appointed mayor in 1984 after Bishop is sentenced to prison.)

1985-86:

Mayor: Wesley Tennant

1987:

Mayor: +Lyle Van Houten

1988-89:

Mayor: Lyle Van Houten

1990-93:

Mayor: Lyle Van Houten

1994-97:

Mayor: Ruth Canfield

SPRINGWELLS TOWNSHIP

1818

Supervisor: William Howard

1819

Supervisor: Francis Cicotte

1821

Supervisor: James May

1827:

Supervisor: Peter Godfrey

Clerk: Audrain Abbott

Treasurer: Joseph Visger

1876:

Supervisor: Conrad Clippert

Clerk: August Sink

Justice of the Peace:

C.F. Campau
Samuel Ludlow
John Streater
Leonard Sink

1894:

Supervisor: Marvin D. Miller
(served 22 years)

1895:

Supervisor: Marvin D. Miller

1896:

Supervisor: Marvin D. Miller

1897:

Supervisor: Marvin D. Miller

1898:

Supervisor: Marvin D. Miller

1899:

Supervisor: Marvin D. Miller

1900:

Supervisor: Marvin D. Miller

1901:

Supervisor: Marvin D. Miller

1902:

Supervisor: Marvin D. Miller

1903:

Supervisor: Marvin D. Miller

1904:

Supervisor: Marvin D. Miller

1905:

Supervisor: Marvin D. Miller

1906:

Supervisor: Marvin D. Miller

1907:

Supervisor: Marvin D. Miller

LOCAL POLITICIANS THROUGH THE YEARS

1908:
Supervisor: Marvin D. Miller

1909:
Supervisor: Marvin D. Miller

1910:
Supervisor: Marvin D. Miller

1911:
Supervisor: Marvin D. Miller

1912:
Supervisor: Marvin D. Miller

1913:
Supervisor: Marvin D. Miller

1914:
Supervisor: Marvin D. Miller

1915:
Supervisor: Marvin D. Miller

1916:
Supervisor: Marvin D. Miller*

* - Charles Horger took over as township supervisor after Detroit annexed another portion of Springwells Township up to Addison Switch. Since Miller lived in the annexed section, he became a resident of Detroit and therefore not eligible to be an official in Springwells Township. Horger, who was still a resident of Springwells, was appointed supervisor in the interim until a new supervisor could be chosen in the next election.

1917:
Supervisor: Charles Horger
Clerk: Parker Thayer
Treasurer: John H. Schaefer
Justices of the Peace:
Geo. F. Rieden
Barney A. Esper
Highway Commissioner: John Schlaff

Board of Review:
Anthony Esper Sr.
Frank J. Horger

Drain Assessor:
Henry Maleski
Joseph Burger

Constables:
Joseph J. Schaefer
John Walker
Jos. M. Karmann
Frank Eichner

Highway Overseer: Jos. Henn

1918:
Supervisor: Charles Horger

1919:
Supervisor: Charles Horger

1920:
Supervisor: Charles Horger

1921:
Supervisor: Charles Horger

1922:
Supervisor: Charles Horger
Treasurer: Anthony M. Esper

1923:
Supervisor: Charles Horger
Treasurer: Anthony M. Esper

1924 (elected):
Supervisor: Lysander T. Maples
Clerk: Ferdinand Porath Jr.
Treasurer: Anthony M. Esper
(Township abolished in 1923(?) when Springwells went from village to city.)

**VILLAGE of
SPRINGWELLS**

1920:
Village president: Charles Horger
Commissioners:

John Ford
Joseph Neckel
Joseph Karmann
Frank Horger

Clerk: Bernard P. Esper
(Village created Dec. 9, 1919. Officers not elected until March 15, 1920.)

1921:
Village president: Charles Horger
Commissioners:

-
-
-

1922:
Village president: Charles Horger
Treasurer: Anthony M. Esper
Commissioners:

Joseph Karmann
-
-
-

1923:
Village president: Charles Horger
Treasurer: Anthony M. Esper
Commissioners:

Joseph Karmann
-
-

1924:
Village president: Charles Horger
Treasurer: Anthony M. Esper
Commissioners:

Joseph Neckel (1924 term)
Frank J. Horger (1924 term)
John Ford (1925 term)
Ferdinand porath Jr. (1925 term)

Treasurer: John H. Schaefer
Chief of Police: John A. Gurgeson

**CITY OF
SPRINGWELLS**

1924-26*:
Mayor: Joseph M. Karmann
City Council:

Joseph Neckel
Anthony M. Esper
Charles Krueger
John Ford

Clerk: Bernard P. Esper
Treasurer: Edwin A. Schaefer
Justice of the Peace:

Frank J. Horger
Leo R. Schaefer

Associate Justice of the Peace:
Edward A. Reuter

Constables:
Lawrence J. Schaefer
Clarence R. Gould
Fred Lojowski

* - Springwells officially became the city of Fordson Dec. 23, 1925.

1926-27:
Mayor: Joseph M. Karmann
City Council:

John Ford (president)
Joseph Neckel
Anthony M. Esper
William Kenner

Clerk: Bernard Esper
Treasurer: Edwin A. Schaefer
Judge: Leo R. Schaefer
Comm. of Police: Joseph W. Schaefer
Comm. of Fire: Roy E. Mottesheard

**CITY OF
FORDSON**

LOCAL POLITICIANS THROUGH THE YEARS

**September 1927-
September 1928**

Mayor: Joseph M. Karmann

Clerk: Bernard P. Esper

Councilmen:

John Ford*

Wm. C. Young

Anthony M. Esper

Joseph Neckel, president

Treasurer: Edwin A. Schaefer

Controller: Lysander E. Maples

Assessor: Lysander T. Maples

Corporation Counsel: John L.
Austin

Asst. Corp. Counsel: Frank C.
McGann

City Engineer: Albert Roth

Commission of DPW: Joe Henn

Comm. Water Supply: Owen A.
McCarthy

Comm. of Purchases: Frank
Reuter

Comm. Health & Sanitation:

Dr. C.A. Christenson

Comm. of Welfare: Miss Maud
Roland

Police Chief: Joseph W. Schaefer

Fire Chief: Roy E. Mottesheard

Constables:

James Denny

Michael K. Gorski

Municipal Court:

Leo R. Schaefer;

Lila M. Neuenfelt, associate
justice

* - Clarence Ford appointed Oct 4,
1927, to fill his father's seat on
council created by his father's
death.

**September 1928-
January 1929:**

Mayor: Floyd Yinger

City Council:

Dr. E.E. Hubbard

Clarence Ford

Anthony M. Esper

Henry J. Miller

Clerk: Bernard P. Esper

Treasurer: Wm. A. Kaiser

Municipal Court Judge:

Leo R. Schaefer

Lila M. Neuenfelt, associate

Police Chief: Charles L. Renas

Fire Chief: Roy E Mottesheard

MISCELLANEOUS NOTES

Abbreviations

CCC: Civic Conservation Corps
DSR: Detroit Street Railways
DUR: Detroit United Railways
NRA: National Recovery Administration
OCD: Office of Civil Defense
PWA: Public Works Administration
WBA: Women's Benefit Association
WRC: Women's Relief Corps
WPA: Work Projects Authority
WST: War Standard Time

Political positions

The term "squire" was used as a formal title for the local justice of the peace. Hence, when references are found to Squire Daly, it meant he was a justice of the peace.

Squire Dort served 40 years. Others well-known justices of the peace in the 1800s were Squire Brainard and Squire Daly.

A fence viewer was an umpire who settled disputes that would arise between adjacent landowners when they disagreed on the boundaries of the property line when a fence was to be erected.

The duties of the justices of the peace were many. Performing marriage ceremonies was not even the primary duty of a justice of the peace. That officer also had jurisdiction over all misdemeanors in court when the penalty did not exceed a \$100 fine or 90 days. That person also held examinations on all felony cases, handled all civil cases for amounts of \$300 or less, and committed people to mental institutions for up to five days.

The position of constable for the city of Dearborn was eliminated effective with the end of term ending in January 1971. The last constable of the city was Adam Pianga, former boxing champ. He was appointed in January 1970 to fill out the term of the late Arthur Miotke.

The township offices of highway overseer and highway commissioner were abolished in the mid-1930s when a new state law in 1932 required counties take over all jurisdiction of township roads within five years of the bills passage.

Voting Precincts

When Springwells officially became a city April 7, 1924, it was initially designated as one precinct. The new city charter required that the precinct and all subsequent precincts be split by City Council resolution so that no precinct have more than 600 registered voters.

In August 1920, Dearborn Township was split into three voting precincts, previously being two. The law dictated that when a voting district reached 600 registered voters, it had to be split. In August 1920, the township had 1,800 voters registered.

The Dearborn City Council increased the number of city

voting precincts from 30 to 35 June 2, 1936, and from 35 to 45 June 4, 1940.

Time

The first step toward conformity of time in Dearborn happened in May 1915 When many Dearborn clocks were set to Eastern Standard Time to conform to the new rule in Detroit and the Interurban schedule.

Dearborn returned to Eastern Standard Time from Central War Time Sept. 30, 1945. Central War Time (CWT) was the same as Eastern Standard Time.

In 1942, Dearborn was on Eastern War Time.

In 1931, the state legislature ruled that the entire state except for a few remote sections of the Upper Peninsula would be on Eastern Standard Time.

In 1945, the legislature changed that rule so that the entire state was on Eastern Standard Time.

The Dearborn City Council April 12, 1948, voted to observe Daylight Savings Time April 24-Sept. 26, following a similar move by Detroit. Other communities in the area as well as the rest of the state was still following Eastern Standard Time.

Local tavern owners complained, since this would force them to close one hour earlier than those in surrounding communities. The tavern owners sued. The Circuit Court refused to issue a temporary injunction against the time change until it could look at the matter more closely.

The Circuit Court in 1945 ruled that any city ordinance requiring a community to change to a standard time different than that dictated by state law.

When April 24 came, the city's official clocks remained on Eastern Standard Time despite the new city ordinance, since that was still the legal time.

Circuit Court finally ruled April 30 that the ordinance was illegal and that Dearborn must stay on Eastern Standard Time.

No information was listed as to what happened with Detroit's trying to change to Daylight Savings Time.

Population

In 1963, the Detroit Metropolitan Area Regional Planning Commission estimated that the 1980 population of Dearborn would be 136,000 and 125,000 in 1970.

It also estimated Dearborn Heights population to be 84,000 in 1970 and 104,000 in 1980.

In 1930, some city officials believed that the population of Dearborn in 1950 would be about 300,000.

Robert Herndon, president of the Greater Dearborn Association in 1923 - the village had 3,500 residents then - coined the phrase, "Dearborn, 50,000 by 1940."

In 1939, the city had 75,000 residents, although less than 20,000 lived in old city of Dearborn at the time, not to mention the boundaries of the village when Herndon made that statement.

Herndon built his first home in 1922 on the Dearborn Hills Golf Club development. This was the first privately

owned public golf course in the state.

Inkster

Inkster officially became a city at 8 p.m. Nov. 16, 1964, upon approval of voters. The city officially changed its city motto from "A Congenial Community" to "Moving Forward Together" in December 1975.

The village of Inkster held its second vote on dissolution Oct. 7, 1930. The proposal was defeated 752-673. A similar proposal was defeated in 1928.

Miscellaneous

(from July 22, 1965, Dbn. Guide, P1)

Supposedly the first time a cross was burned in front of a Dearborn home happened shortly after midnight Tuesday/Wednesday, July 20/21, 1965, at the home of a student at Henry Ford Community College.

The student was referred to in the newspaper as an integrationist.

This incident happened about a week following a multi-racial softball game at Camp Dearborn. The HFCC student, who was identified previously in the newspaper, and a few liberal-minded friends, invited some black friends to join them in a softball game July 11, 1965, at Camp Dearborn.

The automobiles carrying the players were driven into camp by white males. The teams were inter-racial. The teams consisted of 10 whites and seven blacks. A picnic followed the game. During that afternoon, other than several uncomfortable stares and a few racial remarks, no incidents happened.

The five-year plan the Dearborn City Council adopted Jan. 27, 1948, had five main goals.

1. A garbage disposal plant.
2. A municipally owned hospital.
3. Two west-end fire and one northeast fire stations for the city.
4. A civic and community center.
5. Public rest rooms in the city's east and west business districts.

In January 1958, Hubbard had a For Sale sign put up out front of City hall to sell the municipal buildings even before the new proposed six-story city hall could be built in the civic center complex.

The offer had no takers.

The area along West Warren voted Sept. 9, 1924, as part of a primary election to incorporate into a village. The proposal was pushed by the West Warren Improvement Association.

The name put forth in August was the village of West Detroit. The 7.5-square-mile area was in the northeast section of Dearborn Township, 7.5 times bigger than the village of Dearborn, which was 1 square mile.

The proposal passed, but with the area incorporated as the village of Warrendale.

Previous to this, talk went on about incorporating the areas of Warrendale and Westwood into villages, but the county turned down all of the proposed incorporation election requests because there were so many at one time and the boundaries of some of the requested incorporations overlapped.

In spring 1978, Mayor John B. O'Reilly cleaned house in City Hall of unnecessary commissions.

Among these were the Television Board of Examiners, which was formed in the late 1940s as a consumer protection board for TV buyers; the Dearborn Golf Course Commission, formed in 1958 to investigate possible municipal golf courses for the city and last met in 1966; the Dearborn Cable Television Commission, the Arena Study Committee, the Smoke Abatement Board of Appeals; the Hospital Board of Managers; and Parks and Boulevards Commission.

One commission not eliminated at the time was the Heliport Commission.

Mayor John B. O'Reilly slashed the city budget effective July 1, 1978. Among the cuts were the Service Bureau and the Department of Public Utilities and Transportation.

Maureen Keane, who headed the Service Bureau, and C. King Boring, who was the public utilities and transportation director, were both out of jobs because of this.

State Rep. Thomas Brown, D-Westland, introduced a bill into the state House in February 1978 calling for the separation of Wayne County along Detroit's western and southern border to create a new county called Suburbia.

The bill never went anywhere.

Voters in Dearborn Nov. 3, 1942, approved the new city charter. This changed the city's form of government giving all power to the mayor and changing the terms of office for the mayor and City Council from two years to three years.

This also forced a new election for these offices in 1943, one year after everyone was elected in 1942.

Orville Hubbard proposed in June 1957 building a monorail to connect the Ford Rotunda with the visitors' center of the Rouge Plant and Greenfield Village. A similar monorail had just been completed in Dallas.

Two of Admiral Perry's ships used in his battle on Lake Erie in 1812 were built in present-day Dearborn on Baby Creek. The ships were floated down the creek to the Rouge River and to the Detroit River for service.

The Dearborn Independent stated in a big headline one Page One Nov. 6, 1931, that "Depression Ends in Dearborn."

In July 1930, Dearborn enacted a city ordinance that prohibited trailers in the city for living purposes for more than 30 days and then only by permit. The City Council then gave those living in trailers what it called a reasonable amount of time, basically about a few weeks, to make other arrangements.

In 1944, each end of the city had about 20,000 subdivided lots. In the Fordson School District, 10,712 lots were occupied and 8,950 were vacant. In the west end, 6,585 were occupied and 13,767 were vacant.

The first home in Dearborn to be turned on by Teleprompter for cable service was on Abbot Street Nov. 6, 1981.

Teleprompter was later sold to Group W, then to Time Warner, then MediaOne.

The Wayne County Board of Supervisors was renamed the Wayne County Board of Commissioners effective 12:01 a.m. March 20, 1970, in accordance with the state statute adopted in 1969 changing the supervisors of counties to commissioners.

In December 1953, Orville Hubbard suggested building a layer of stores and offices on pillars over the municipal parking lots. The idea was to still have the much-needed public parking without wasting valuable retail space.

Among the benefits Hubbard cited was clear, clean parking during inclement weather, since the cars would not be in the open air.

In 1939, the city did a survey of housing in the city. It found more than 1,100 housing units classified as sub-standard, which meant some combination of no inside toilet, in need of major repair and/or more than 1.5 people per room.

Hubbard's goals for 1961 included a municipal golf course, new one-door fire stations in the northwest and southwest sections of the city, a new DPW yard to replace the existing yards in the east and west ends of the city, and a 200-foot greenbelt at the west end of the Civic Center complex.

Dearborn voters turned down a proposal on the November 1957 ballot to extend the mayoral term from two to six years.

The Dearborn Area of the Metropolitan Community Chest covered Dearborn, Dearborn Township, Garden City, Inkster and Taylor Township in 1948. The volunteers at that time were called Red Feather Volunteers.

Dearborn voters OK'd combining the city's Parks Department and Recreation Department into one in November 1954.

The Detroit Street Car (DSR) tracks on Michigan Avenue from Wyoming to Greenfield were removed in spring 1947. The tracks were first laid in 1897 for Detroit Urban Railway (DUR) service to Jackson. These tracks were abandoned in 1929.

Octavius Germany, president of the Southeast Dearborn Civic Association and referred to as the mayor of the South End, posed in spring 1953 the hypothetical question of what if the South End were to secede from Dearborn, taking the Rouge plant with it.

The Rouge plant accounted for more than half of the city's taxes while the area was less than 20 percent of the city.

In November 1931, Dearborn Township Supervisor William T. Kronberg suggested the state abolish townships as political divisions, eliminating the township governments and have necessary affairs handled by the counties.

The reason is most townships were particularly hard hit by the Depression. He felt the expenses of operating townships was unnecessary and their abolishment would save residents money.

Dearborn created a Heliport Commission and named its members in September 1960. The group's job was to investigate the possibility of having a heliport built in Dearborn.

Mayor Orville Hubbard's alley-closing plan began in 1947.

The Dearborn City Council OK'd providing fire service to Taylor Township in October 1939.

Helicopter pads in 1978 functioned at the Hyatt Regency and the Dearborn Inn.

The Heliport Commission formed in the 1940s.

The Dearborn City Council voted Feb. 21, 1949, to change the city building code to require all new housing to be built of all brick. Pre-fabricated homes would no longer qualify for erection in the city.

The move was made because of problems already encountered by previously put-up pre-fab homes and permit requests for another 200 were submitted.

The changes also included minimum sizes for rooms and overall dwellings.

The plan was dropped days later when builders and Realtors complained. The City Council continued to work on improved building codes, which were modified from the original proposal. These were eventually adopted.

When the current boundaries of Wayne County was drawn in Nov. 15, 1815, the county was split into 18 townships.

An outdoor well was at 431 Mayburn in 1933.

Detroit voters said no to a bond proposal Nov. 7, 1933, to pay for a \$47 million subway line to run along McGraw from Gratiot ending west of Central, then continuing as an overhead line going southward to Michigan, and continuing past Wyoming and Salina Street, ending at Lowrey Street to accommodate workers going to and from the Ford Rouge plant.

Dearborn touted itself in 1946 as the first city in the United States to use DDT to kill flies and insects throughout the city, according to Arnie Roth, superintendent of the city's Sanitation Department of the Health Office at the time.

James Ryan was one of the first volunteer firemen in Dearborn Township. He was hired in 1955. In 1964, he became the first fire chief of Dearborn Heights. He retired in 1971. He died at age 60 Oct. 13, 1972.

The name Dearborn Heights for the new city was suggested by Maurine (Mrs. Walter) Williams.

An item in the Sept. 11, 1925 issue of the Springwells Independent said, "Lebanon popular name. The name Lebanon has frequently been given to towns in the United States. The states of Illinois, Indiana, Kentucky, Missouri, New Hampshire, Ohio, Pennsylvania and Tennessee all have towns of that name."

Orville Hubbard once proposed comfort buildings for Michigan and Maple and at Monroe and Mechanic (Newman). The City Council discussed this idea at depth, but never acted on it.

At one time, Hubbard threatened in 1950s to give Springwells Park to Inkster because of the neighborhood's voters always voting against him in elections, sometimes by as much as a 10 to 1 margin.

(from F. Ind. Oct. 22, 1926 2nd FP)

The City of Fordson, Wayne County, Michigan, was incorporated as the Village of Springwells, Dec. 9, 1919, and as the city of Springwells, Dec. 27, 1923. The name of Springwells was changed to the City of Fordson, Dec. 21, 1925. It embraces all of the territory known in 1919 as the Township of Springwells and has an area of 8.7 square miles.

The population of the village of Springwells was 2,466 according to Federal Census of 1920. A special state enumeration in 1923 gave the population of the city Springwells as 5,974. A second state enumeration gave the population July 1, 1926, as 18,185.

(from Friday, April 15, 1927 F Ind.)

Under the auspices of the Exchange Club of the city of Fordson (formerly Springwells), a banquet was held in the dining room of the Edsel Hotel, Fordson, Tuesday, evening, April 12, 1927, the 100th anniversary of the organizing of the township of Springwells; it also was the 16th anniversary of the organization of the National Exchange Club.

The Exchange had invited as their guests former officials of the Township of Springwells and among those present were: Wm. T. Gregory, Albert Ternes, Charles Clippert, George Reiden, Howard Proctor, Homer Hubbard, Frank Esper, Charles Krueger, Henry Malesky Sr., Ralph Haley, Edward Miller, William J. Unruh, Marvin D. Miller, John W. Theisen, John Schlaff, Peter Gruber, John Thayer, Parker Thayer, Jacob Ternes, Charles Kurth, Frank McDonald, Peter Roulo, Charles Roulo, T.L. Hincks, former Judge LaFoy, William T. Gleeson, E.C. Lindman, Ray Schlaff and others.

Dr. Hubbard of Fordson delivered the address and welcome and William T. Gregory who knows so well the history of Springwells (now Fordson) very ably officiated as toastmaster. Harry Sisson, secretary of the Exchange Club gave a brief but very interesting talk on Exchange. Many of the former officials were called upon to relate some of their experiences relating to old Springwells.

Among the present city officials were the council and the assessor.

A brief history of Springwells township follows:

Springwells Township derived its name from the many springs around Clark Park and vicinity of Fort Wayne. It was first settled by the French and dates its first settlers back to approximately the same time as the first settlement in Detroit. Like the neighboring townships, the records throw but little light on its first organization, and give the names of but few of the actual early settlers who came within its boundaries prior to 1830.

By law of the Northwest Territory of Nov. 5, 1790, the Court of Quarter Sessions was authorized to divide counties into townships and on Jan. 5, 1818, Gov. Cass established the Township of Springwells, the boundaries being estab-

lished on April 12, 1827.

On March 31, 1833, Springwells Township lost a part of its territory when Greenfield Township was established and again on April 2, 1850, Springwells relinquished a part of its territory to extend the boundaries of Greenfield, but on March 25, 1873, a portion was taken from Greenfield and added to Springwells.

According to records, Joseph Barron was undoubtedly the first justice of the township of Springwells, having been appointed by Gov. Cass while Michigan was yet a territory. Later he held several offices and he is believed to have been the first supervisor. Gov. Woodbridge was also one of the supervisors and held office two or three terms.

Since Springwells was first established, its boundaries have been several times changed, on the east and north portions being annexed to Detroit in 1845, 1857, 1875, 1885, 1906 and 1916, until the area of Springwells Township was comprised only of about 8.5 square miles.

In checking over records of the past 45 years, we find the names of Haggerty, Clippert, Schaefer, Ternes, Lumley, Zink, Unruh, Roulo, Reuter, Neckel, Ranspach and other named most prominently mention as township officials.

On Dec. 9, 1919, through the efforts of Supervisor Horgan and others, the whole area of the then Township of Springwells was incorporated as the village of Springwells, the population being about 2,800. March 15, 1920, the charter of the village was adopted and officials elected.

The first officials were: Charles J. Horgan, president; John Ford, Joseph Neckel, Joseph Karmann and Frank Horgan, councilmen; and Bernard P. Esper, clerk. The assessed valuation as prepared by assessor Maples for the fiscal year 1920-21 was \$17,134,000; the tax rate for that year being \$8.39 per \$1,000 of assessed value which tax rate did not include the school tax.

In December 1923, the village was incorporated as the city of Springwells with a population of 5,975 and the first assessed valuation of the new city was \$80,855,275 with a tax rate of \$13.38 per \$1000, including the school tax. In December 1925, the name Springwells was changed to Fordson. The present assessment roll shows a value of \$131,246,469 with a tax rate of \$14.92 per \$1,000 and a population of 18,185, according to the officials census taken June 30, 1926.

The present city hall was completed and occupied in June 1922 and an additional plot of ground adjacent to the present site is now being purchased for a library, police station, court house and other buildings. At present, the police department is housed in the city hall.

In 1925, the present fire headquarters were completed and four fire apparatuses purchased with Commissioner Roy Mottesheard who says there is no better department in the county.

(from Thursday, June 9, 1927, Press FP)

Whereas, a period of 100 years has elapsed since the founding of Dearborn, and the citizens expressing their wishes through the Chamber of Commerce have provided a public exhibition to commemorate the event, I.H.R. Penhale, president of the Village of Dearborn, do hereby proclaim Friday, June 17, A.D. 1927, a civic holiday and urge citizens and civic bodies to join in celebration the 100th anniversary of the municipality's birth.

June 8, 1927.

Henry R. Penhale, president.

The first Detroit suburb was Woodwardville, where the Ford Highland Park plant and the Detroit Service Railway (Dept. of Street Railways?) building later were.

In 1818, 1.50 acres was set aside for the first subdivision outside the Detroit city limits. It was named for Judge Woodward.

State of Dearborn?

(from July 19, 1973, Dbn. Press, p 3-A)

Dearborn, for years synonymous as the birthplace of Henry Ford and the political hometown of Orville Hubbard, may receive a new distinction if a California professor gets his way, that of being the name of one of the 38 "new" states in the union.

Dr. Etzel Percy, a geography professor at the University of California, offered the national realignment as part of a paper recently published by UC.

According to Percy, the reduction in the number of states would save taxpayers money and that state boundaries were drawn 50 to 200 years ago and no longer meet modern needs.

Percy says the object of his plan is to question the "practicality of the present alignment of state boundaries and present a new pattern in the light of modern needs.

"Tradition may be sacrificed," he said, "But the gains would be three-fold."

The gains, he said, would be a better balance between the nation's landscape and state boundaries, the states would be easier to govern, and because the number of states would be cut to 38, fewer people would be needed to govern them.

Under Percy's plan, Michigan is renamed Mackinac after the straits that divide the Upper and Lower Peninsulas.

But Michigan's lower peninsula would lose its distinction mitten shape, drop its southwest corner to the new state of Dearborn, lose the western half to the upper peninsula to Superior, but take on northern Ohio and the city of Toledo.

In addition to the southwestern corner of Michigan, the state of Dearborn would consist of the northern portions of Illinois and Indiana and the southwest section of Wisconsin.

DETROIT FACTS

(* - Following information from "Detroit, Wayne County and Michigan," published by Detroit Board of Education, Third Edition, 1955 Revision.)

Founding of Detroit

Antoine de la Mothe Cadillac, leading 50 French soldiers and 50 fur traders, first landed at present-day Detroit July 24, 1701.

Helping Cadillac with his dealings with the king of French was Count Ponchartrain.

After landing, they began to build log houses and a church named St. Anne's Church. A wall was built around this village. The area was called Fort Ponchartrain.

The English took over Detroit from the French in 1760 upon the English winning its war over France. Indian chief Pontiac, ruler of all Indian tribes in the Great Lakes area, was friendly to the French and tried to take Detroit back for the French.

A six-month war broke out, capped by a battle at Parent's Creek, about 1.5 miles north of Fort Detroit along the Detroit River. This battle was called Battle of Bloody Run or Battle of the Bloody Bridge. Still, the English retained control of Detroit.

The English relinquished control of Detroit to the Americans in 1796.

The Detroit Fire

A great fire destroyed Detroit June 11, 1805.

The story is that the village baker about 9 a.m. that day, went to his stable to harness his horse. He was going to the mill to get some flour so he could bake his bread.

A strong wind blew sparks from the baker's pipe, setting hay in the stable on fire. Despite the baker's attempts to put the fire out, soon, the entire stable was ablaze.

Houses were built close together, made of wood and many with straw roofs. Most of the other buildings in Detroit were also made of wood, all surrounded by a wooden stockade.

The town had a volunteer fire department made of all men of the community and a hand-pulled fire engine.

As the blaze started to spread, an alarm spread through the town. All men dropped what they were doing and hurried to the fire, but it was too late.

The men even tried knocking down houses to limit the fire, but this did little good. Soon, the entire village was ablaze.

Everyone - men, women and children - grabbed what they could and ran to the river, many carrying furniture. Some even threw their furniture into the river to save it.

By 3 p.m., Detroit was destroyed. Only the old block-house and a few stone chimneys remained standing.

Following the fire, the residents were left homeless and had no provisions. Fr. Gabriel Richard went to the French farmers to ask for help, which they did.

Building began on a new city. The new center of town was an open space in the center of the village. That area is now called Campus Martius. Here, Michigan Avenue, Woodward, Grand River and Gratiot all converge.

Miscellaneous Items

The first steamboat, called Walk-in-the-Water, named after an Indian chief, came to Detroit from Buffalo in 1818.

The first free school in Detroit opened in the 1830s. It was on the second floor of a grocery store that was built on stilts over the water front.

Henry Ford's home on Bagley, where he built his first car, was later the site of the Michigan Theatre.

D.S.R.: Detroit Street Railways.

In 1955, four important rail lines ran through Detroit.

The first railroad built in Detroit was the Detroit and Pontiac Railway. The railroad station was on Jefferson Avenue. Everyone at the time thought it was too far out in the country, so a new station was built just behind where the J.L. Hudson building stood for many years on Woodward.

The station was soon moved back to its location on East Jefferson because the trains splashed mud on people and horses were frightened from the noise and flying sparks from the trains.

A bronze tablet stood on the bridge on East Jefferson over the tracks of the Grand Trunk Railroad telling more about this.

General Anthony Wayne, for whom Wayne County is named, ended the war with the Indians in this part of the country. He visited Detroit about three weeks after the English gave up the fort in 1796.

Wayne County was the first one in Michigan. It was named soon after Gen. Wayne's visit to Detroit.

Lake Huron, named for the Huron Indians, who lived nearby, was the first of the Great Lakes to be discovered by the French explorers.

Lake Erie is named for the Erie Indians, who lived along the south shore of the lake. This was the last of the five Great Lakes to be discovered by the French.

Lake Superior was named by the French because of its vast size. Lake Ontario was named by the Indians. Ontario in the Indian language meant "great lake" or "beautiful lake."

First Subdivision

(Dearborn Press, Page 11-C, July 18, 1968)

A few months after the initial issue of the Dearborn Press editorially called attention to Dearborn's need for housing the village's leading citizen, Henry Ford, deeded a tract of land south of the Michigan Central Railroad and west of Military to the Dearborn Realty and Construction Company for the construction of Dearborn's first subdivision of homes.

Mrs. Gertrude Lewis of 22619 Park Street and her family were among the first of Ford's employee families to move into the "Ford" homes as they were popularly called.

Mrs. Lewis, whose only concession to the years is a silver cane, silver hair and a slower gait, enjoys recalling her early days in Dearborn.

"My husband Floyd was working for Ford in Highland Park when we were first married. A few years later, we moved to a farm on this side of town, and Floyd went to work on the construction of the Ford homes. The first ones were finished in 1919, but we didn't move into ours until New Year's Day in 1920. Construction of the homes began on Park and progressed to Nona, Beech, Military and Gregory with a few scattered on other nearby streets.

"There were five styles to choose from." This fact is now almost obscured by the imprint that several families have left on each home.

"Our style cost \$7,450." (A large square-looking brick with the front entrance on the right side.) A frame model was priced at \$6,850. The most expensive model sold for \$7,450. All of the homes began with one bath, three bedrooms and one fireplace, although most of the homes have been remodeled and enlarged and all of them are kept in good repair. (...)

"Park Street was paved when the houses were built, the village supplied the sewer system and we had paved sidewalks.

"Military, however, was just a dirt track, and so to avoid the mud, many of the children on Beech and on Nona came through our yard, and then crossed the field and the track over to Sacred Heart and to the Dearborn School, so it wasn't long before I was acquainted with my neighbors, the small ones anyway."

According to neighbors, five decades of Kings, Tobins, Elwarts and Joneses have visited with

Mrs. Lewis over her flower beds and waved to her in her kitchen window on their way to school

"The closest grocery store," Mrs. Lewis went on, "was Smith's store on Howard and Michigan. We bought our shoes from Myron Stevens (Stevens-Clay shoe store). Now Mrs. Hansen and I are the only original owners on the street. (Mrs. E. Hansen, 22855 Park.)"

Ten years after Mrs. Lewis and the original owners bought the Ford homes, the Depression brought their price down to as little as \$4,500. Since then, though, the value of these homes, whose owners almost without exception have lavished much affection and care on these old residences, has risen every year.

Now, almost 50 later, in a Dearborn that has seen many more homes and subdivisions, the Ford homes are still considered treasures by their owners and are eagerly sought after by prospective Dearborn owners.

Early Area History

(From March 22, 1962, DH Leader)

By Anna C. Hendrickson

In 1862, the territory boundaries of the Township of Dearborn were the same as first established under Gov. Lewis Cass in 1833, although the name was changed to Bucklin in 1834 and back to Dearborn in 1836 and has remained unchanged.

Beginning at the intersection of Joy and Inkster roads, thence easterly on Joy Road to Greenfield Road, thence southerly on Greenfield Road to a point a short distance north of Michigan Avenue, thence southeasterly along the easterly line of Private Claim 52 (which was Ten Eyck's property) to the Rouge River; thence northwesterly up to the center of the Rouge River to Private Claim 112 (Alanson Thomas' property); thence southwesterly along the easterly line of Private Claim 112 to Van Born Road; thence westerly on Van Born Road to Inkster Road, thence northerly on Inkster Road to Joy Road, the point of beginning.

The area comprises approximately 36 square miles or 23,040 acres, according to the assessor's record book of that year.

The assessment roll for this year contained 475 parcels of land, 266 personal items and listed 366 names on the tax roll (some people owned more than one parcel). The assessors collected the taxes each year and were paid on a percentage basis for the collection fee.

Taxes were listed as follows: state tax, \$944.29; county tax, \$1,384.93; rejected tax (delinquent) \$.70; poor fund, \$132.79; making the total \$2,462.71. The aggregate value of the real and personal property in the township was \$276,091. The 249 electors had voted to also raise \$200 for township expenses and \$400 for roads and bridges.

On April 7, 1862, Titus Dort was elected supervisor of Dearborn Township. The by-laws remained much the same over the early years, such as: restraining of stallions over 18 months old from running at large in the highway, with a penalty of \$10; hogs and sheep the same with a penalty of \$5.

On March 24, 1893, the village of Dearborn incorporated. The village of Dearbornville had incorporated on April 5, 1838, and on May 11, 1846, reverted to unincorporated status.

As one could expect, the conveniences of our modern way of life came to the village of Dearborn first, and then as the years went by, when the money became available, by tax or special assessments and with the approval of the electors, the improvements extended into the unincorporated area of the township.

After the turn of the century, the improvements began to appear, one by one - telephone, gas, electricity, water, sewers, storm sewers, paved streets, transportation, etc.

From 1917 to 1919, our country was engaged in World War I.

The election of Aug. 27, 1918, gave the women the right to vote, which was the second time this was attempted, the first being in 1912.

A special election was held June 2, 1919, to annex the T. Oven farm of 1,020 acres to the village of Dearborn and failed.

On June 2, 1920, a portion of the south township of

Dearborn Township attempted to incorporate as the village of Telegraph. This met with defeat.

A portion of the southeast part of the Dearborn Township was annexed to the Township of Springwells at an election held Oct. 6, 1922.

1923 saw an auxiliary police department organized, and the electors approved a bond issue of \$150,000 to establish a library. The first library was established in 1859 as a district library belonging to School District No. 7; the books were kept in the township clerk's office and later moved to a bookcase that stood in the hall of Hubbard Hidden's home. When the new library was opened, School District No. 7 donated all their books to it.

1924 proved to be a busy election year. At the April election, the electors approved the acquiring of a Dearborn Township Fire Department and appropriated \$4,000 for same. On June 24, the electors turned down the annexation proposal by the village of Dearborn to annex all the remaining Township of Dearborn. Then on Sept. 9, another attempt at incorporation was made by a portion of south Dearborn Township to incorporate as the village of West Detroit. The petitions for this incorporation were filed in 1919, but due to litigation, it did not come before the electors until the above 1924 date.

With the election of April 6, 1925, a goodly portion of Dearborn Township was annexed to the city of Detroit.

Another large portion of Dearborn Township was annexed to the village of Dearborn May 26, 1925.

The special election held Sept. 14, 1926, was for the purpose of the incorporation of the village of Inkster, and this incorporation took the balance of the center portion of the township and separated the unincorporated areas of Dearborn Township.

After Dearborn became a city Feb. 15, 1927, the township had to vacate the township hall and dispose of all property owned by the township in the new city. Thus, the old Saddler's Shop was sold in 1928, and the library building was taken over by the city of Dearborn under the settlement agreement.

Another portion of Dearborn Township was lost with the consolidation of the city of Dearborn and the city of Fordson June 12, 1928.

On Aug. 15, 1929, the electors approved the bond issue of \$40,000 for the purpose of acquiring the site for and the erection of a township hall. This was completed and the new hall occupied and dedicated June 28, 1930, and was located at 26807 Michigan Ave.

(from March 29, 1962, DH Leader)

Then came the Depression and the well-known bank holiday, and by 1933, Dearborn Township had approximately 3,000 residents and over 2,000 were obtaining relief from the township. Of the \$36,942.32 tax roll levy, only 26 percent was collected, which was \$10,574.47, and on March 10, 1937, the general fund of the township showed a balance of \$594.78.

The National Recovery Act began to function and also the Works Progress Administration. From 1932 to about 1947, some of the rooms were rented out to help defray the township expenses. In the early 1930s, the township contributed food to the needy, operated a vegetable farm on

some township-owned property and also established thrift, or victory garden plots, for those people who also wanted to help themselves.

In 1936, the fire department ceased to function due to lack of funds.

With 1941 came the outbreak of World War II, and ended in 1945 with the birth of the atomic bomb.

In the 1940s, other departments of government took on a more precise function, such as Board of Review, Board of Appeals, Planning Commission, Parks and Recreation, Public Health and Peoples Community Hospital Authority, Rubbish and Garbage Collection, Roads, Paved Streets, Sidewalks, Transportation, the extension of trunk lines for water and sewer, township ordinances, building department, water department, etc.

The auxiliary police department disbanded in 1946, mostly due to financial circumstances.

A Dearborn Township Fire Department was set into motion for a second time in 1949 on a special assessment basis and the people approved.

On the April 22, 1958, election the proposition to annex the south Dearborn Township to the city of Dearborn failed as did the proposal to annex the north portion of Dearborn Township to the city of Dearborn April 6, 1959, and at this same election, John L. Canfield was elected supervisor.

The Dearborn Township branch of the Wayne County library was opened and dedicated Aug. 15, 1959. The township hall housed the Inkster branch in the building from 1930 to 1950.

Petitions to incorporate the city of Dearborn Heights were filed March 4, 1960. On May 11, the village of Inkster filed a bill of complaint against the incorporation. Hearings began May 31. Circuit Court Judge Carl M. Weideman issue an order permitting the holding of the special election but enjoining the certification of the results.

(from April 5, 1962 DH Leader)

On June 20, 1960, the question of incorporation was put to the electors, who approved the issue 6,208-3,979. The charter commissioners elected were Joseph McCarthy, Clarence Constan, George Wicklund, Robert McLachlan, Robert Bullinger, Raymond Heinrich, Walter Williams, Anna C. Hendrickson and Ronald Prebenda.

On July 11, 1960, the final decree was given by Judge Weideman in favor of the township and the restraining order for the new city of Dearborn Heights was dissolved. On July 14, 1960, a notice of appeal was filed to the Supreme Court of Michigan by the village Inkster, naming the same defendants.

On Dec. 16, 1960, the township offices moved into the new administration building, and it was dedicated Jan. 27 and 28, 1961.

1961 was outstanding to say the least. The Dearborn Township Employees Credit Union was organized Feb. 7. At the annual township meeting April 1, it was approved placing the selling of the old Township Hall on the ballot of a forthcoming election.

The April 3, 1961, election saw the return of the Republican party on the ballot after an absence of about 10 years. John L. Canfield was elected to a second term as supervisor with 7,352 votes over his Republican opponent, Gerald Fanning, who received 4,641 votes.

On April 26, the Supreme Court's decision was returned in favor of the township, due to certain questions not taken up previously in the lower court. The cause was therefore remanded back to the Circuit Court for additional testi-

mony. It was then that the village of Inkster notified its public that the funds had been exhausted and if they wanted to continue, it would be up to the citizens to do it on their own.

May 1961 saw the organization of the Dearborn Township Police Department, under the direction of Chief Edward Claude Broom, with Lt. Paulson and Sgt. Zimmer added in July.

July 15, another skirmish in Circuit Court began when four citizens of the village of Inkster filed a petition to stop the incorporation of the city of Dearborn Heights, naming again the same defendants.

Circuit Judge George M. Weideman modified the restraining order and permitted the election regarding the adoption of the charter of the proposed city of Dearborn Heights, and enjoining the results of the election pending further order of the court.

Sept. 12, the election was held: the charter was adopted 7,486 to 2,891. This election was non-partisan, and John L. Canfield was elected the first mayor of the new city with 6,222 votes. Also elected were the city clerk, city treasurer, seven councilman and two judges. Sale of the old township hall was also approved.

September also witnessed the beginning of plans and negotiations for a police building, water department building and garage and plans for a full-scale civil defense plan program.

In December, Martin Griffith, Patrick Cosgrove and George Tennant were appointed the members of the Building Authority; John T. Kuzdzal Jr. (vice president of the Hawthorne Hills Improvement Association) was appointed to the Electrical Examining Board.

The tax roll as of December 1961 listed the total valuation of Dearborn Township, as equalize, at \$114,379,540. The township operation rate of \$5.77 for the unincorporated area includes police, fire, elections, garage, assessing, ordinance enforcement, parks and recreation, library dog catcher and general governmental administration expenses.

The county rate is \$9.47 and is figured at each \$1,000 of assessed valuation. The school district rates vary with each district. School District No. 3 total rate is \$58.85 per \$1,000.

The population of the unincorporated area of Dearborn Township (1960 census) was 62,802, and 3,136 in the strip area.

Registered voters total 36,555 in the unincorporated area and 5,483 in the village of Inkster area, Grand total of both areas was 42,038 as of Aug. 6, 1961.

There are 35 election precincts in Dearborn Township as we know it today, and then compare this to the single precinct as it was in 1862 with 36 square miles. This should give you some idea how we have grown.

Early Area History

(From May 2, 1929 Dearborn Press P. 1)

By F.J. Freling, Chelsea, Mich.

Dear Sir: While reading the Dearborn Press, issue of April 4, 1929, I became interested in an article under the caption "Post office in Dearborn Dates Back to 1831," and which recites that Thornby E. Schooler, the first postmaster for Dearbornville, was appointed Nov. 1, 1831.

The name is correct. Thornby E. Schooler was the first postmaster, but the date of his appointment, as given, unless a misprint, seems highly improbably, in fact impossible; for on Nov. 1, 1831, Dearbornville had not yet been thought of, and the site on which it later was built, at that time still was part of the United States Military Reserve on the River Rouge, a tract of land containing about 1,652 acres of dense virgin forest, without improvements whatever, inhabited by wild beasts and Indians only, and not open for settlement by white men.

Not until in 1832 did the U.S. Congress pass an act which opened the way for settlers to locate on land included in the Military Reserve on the Rouge.

Section 5 of said act, among other things, authorized the president to dispose of the military reservations in Detroit and on the River Rouge in Michigan, and vest the proceeds in the purchase or erection of a storehouse and wharf in Detroit and in the erection of an arsenal in the vicinity thereof, either upon the public lands or upon a site procured for that purpose.

Approved June 28, 1832, Andrew Jackson, president. From Public Statutes at Large of the United States, 1789 to 1845, Vol. 4, Chapter CLII, Page 550.

Lewis Cass of Detroit, then secretary of war, was agreeable to the provisions in the above act, Lt. Joshua Howard of the U.S. Regular Army and four associates were appointed a commission to carry out the foregoing instructions from Congress.

Arriving on the military reserve on the Rouge, Lt. Joshua Howard set aside 220 acres of the land as a site upon which the arsenal and accessory buildings were to be erected, and had the remaining land of the reserve surveyed into 12 lots or parcels, varying greatly in contents, which after due public notice, were offered for public sale in Detroit on Sept. 3, 1832. Lot No. 1, containing 48.5 acres, lying south and directly opposite of the site reserved for the arsenal plant, was purchased by Lt. Howard for \$227.95 as recorded in the register of deeds for Wayne County.

Lt. Howard, builder of the arsenal and founder of Dearbornville, that same fall had this lot of 48.5 acres surveyed into town lots, streets and alleys, the plat whereof under the name of Dearbornville, was filed by Paul D. Anderson, its surveyor, in January 1833, in the office of the register of deeds, but not recorded until March 18, 1833, unsigned and not acknowledged; for which reason, after being duly acknowledged and signed, the plat of Dearbornville was again recorded on Aug. 28, 1833, in Liber 11, Pages 203-9, and in later maps and charts of the village is designated as original Dearborn. Since Dearbornville on March 19, 1833, for the first time was placed on record as the name of the village yet to materialize, the foregoing ought to be conclusive evidence no post office could have been established there as early as Nov. 1, 1831.

Furthermore, after long but unsuccessful efforts to trace

the origin of the Dearbornville office by consulting local authorities and oldtimers, I, a number of years ago, wrote the postmaster general at Washington, asking the names of the two first postmasters and date of their appointment. A few days later, there came from the First Postmaster General a reply, now before me and reads: "Respectfully referred to F.J. Freling with the information that Thornby E. Schooler was appointed postmaster at Dearbornville March 7, 1833, and his successor, Cyrus Howard was appointed on June 25, 1834.

Location of the first post office prior to creation of the post office in Dearbornville, John Noble and Elliot Grey had already secured from Joshua Howard the west one-half of lot number 1, east and erected a modest frame building thereon, on what is now the southeast corner of Michigan Avenue and Monroe Blvd., but then known as the Chicago Road and Center Street. It was one of the first private-owned buildings to rise in the village just opening, in which the partners, Grey and Noble, opened and conducted a general store mostly for the trade derived from the large force of men employed here while construction of the arsenal plan was in progress, there being no settlers as yet in these parts west.

Thornby E. Schooler, first local postmaster, established the post office in the little store of Noble and Grey, where it remained during his term of office. Cyrus Howard, who succeeded him June 25, 1834, continued it in the same place for about six years. In May 1835, John Noble sold out his interest in the store and premises to his partner, Elliot Grey, who continued the business alone until elected treasurer of Wayne County for 1836, which he sold his stock in the store, exclusive of the premises to Cyrus Howard, who thereafter conducted the post office in connection with the store.

Postmaster Howard, brother of Lt. Howard, came west in fall 1832, taking part in building of the arsenal while his family remained in the east. Having become permanently settled, he in 1836 brought his family west to Dearbornville as their future home.

About 15 years ago, while in conversation with the late Shepard L. Howard, son of the early postmaster, Shepard in a reminiscent mood, said he was but a little lad 6 years old when in 1836 his father brought him here, that in spite of the many intervening years, he still retained some vivid recollections of his early youth. He said he remembered well how interested he became in the coming and going of the mail coach and how he used to watch as it dashed up to the post office in his father's store on the corner, leave the incoming and take the outgoing mail and dash off again.

Cyrus Howard continued business and post office at the original stand until the premises again changed ownership. John Halpin at this time ran the Dearborn house, a hotel which stood on the opposite corner, where now the Wagner building stands. Halpin left the hotel, and on May 8, 1840, purchased the post office corner to convert it into a public house, compelling Howard to close his store and vacate the premises. (This building, the original home of the post office for seven years, was totally destroyed by fire on the night of April 12-13, 1900). Howard with his family at this time lived in a house next north of the MCRR tracks, facing west on the public square, later known as the Anthony

Wagner homestead and more recently occupied by his daughter, Mrs. Dingeman.

On leaving the old stand on the corner, Mr. Howard transferred the post office to his homè. His son, Shepard, said his father had the post office a long time, that they did not always live in the same place, but wherever their home happened to be, there his father, Cyrus Howard, also kept the post office until succeeded by Dr. Thomas Sweeny, who, as stated in the Dearborn Press, was appointed to the Dearborn postmastership Aug. 15, 1846. I never before heard Dr. Sweeny's name mentioned in connection with the post office, but he being a prominent and respected citizen of the village in his time, quite likely for a short period filled a vacancy as postmaster.

Dr. Thomas M. Sweeny came from the east on the historic steamboat Michigan and landed in Detroit in spring 1834, locating permanently in Dearbornville at an early date, where for years, he was the official horse physician of the U.S. Govt. Arsenal establishment, and soon became an interested and active participant in the affairs of the day in the local community. In addition to his practice as a physician, he also had a trend for speculation in real estate, frequently identifying himself in various transactions of this kind, either singly or as an associate with others, according to the magnitude of the dealing in hand; and at one time was the owner of the original homestead in the village of Lt. Joshua Howard, now the home, or late home, of Mrs. Henry Haigh.

Dr. Sweeny has been described by those who knew him well as rather blunt in his manners, but of kind and sympathetic disposition; never failing to respond to a call from the sick, if possible; be they rich or poor, treating them all alike, in many cases knowing beforehand no compensation for his services would be forthcoming. He was well-liked and popular with the people with whom he mingled.

When he kept the post office cannot be known for certain. There are no survivors whose memory goes back that far. However, on Oct. 27, 1837, he purchased of Elliot Grey the east half of lot No. 1 East on Michigan Avenue, next to the original post office site, on which he built him a two-story dwelling in which appointments, design and appearance, for those times and situations was far above the ordinary. (It was destroyed by the same fire which on the night of April 12-13, 1900, burned down the original post office building, next to it on the corner of Michigan and Center street.)

As Dr. Thomas M. Sweeny had his professional offices in his home, it may be presumed that during his incumbency as postmaster, he had the post office there too, until succeeded by David Allen, the shoemaker.

Dearborn Heights History

The name Dearborn Heights for the new city was suggested by Maurine (Mrs. Walter) Williams.

(from Dearborn Guide, P1, March 10, 1960)

The creation of Dearborn Heights as a city began officially Thursday, March 3, 1960, when pro-city people in the township heard a report that Inkster residents were about to circulate petitions seeking incorporation as a city, thereby eliminating any chance to create one city out of the remaining sections of Dearborn Township.

A group of about 75 township residents circulated petitions that day in a driving snow storm. By 7 p.m., 1,100 signatures were obtained, much more than the 620 needed (1 percent of the 62,000 population).

Township Supervisor John L. Canfield filed the petitions with the Wayne County Board of Supervisors the next day. These petitions had been pre-prepared, but were not intended to be circulated so soon.

The group claimed both sections of Dearborn Township and the corridor on the east side of Inkster to be incorporated as the city of Dearborn Heights.

Over the weekend, a group of Inkster residents circulated their own petitions asking for city status under the old boundaries. The 13 petitions had 316 signatures, more than the 168 valid ones needed.

The petitions were then given to the village clerk Monday morning.

Following the initial rush for incorporation, Max B. Gordon, president of the village of Inkster and member of the Dearborn Township board, resigned from the township board that Tuesday, citing new conflict of interest.

(From Aug. 24, 1961, Leader/Inkster-Star Ledger, P.17)

(Editor's Note: History of Dearborn Township dates back to early in the 19th century. That history, carefully researched and compiled by Anna C. Hendrickson, is reprinted here with Mrs. Hendrickson's permissions as the most accurate information available on the township from its earliest days up to its present drive for city status.)

(Second Ed. Note: Additional information was added from other newspaper accounts through the years.)

Michigan was first divided into townships of 144 square mile in the early 1800s for two reasons: first in order to properly legally identify property, and secondly to have farmers and frontiersmen who resided within an area to provide for their self government. Oct. 23, 1824, Gov. Lewis Cass, by executive order, designated the 144-square-mile area bounded by Eight Mile Road on the north, Greenfield Road on the east, Van Born Road on the south and Haggerty Road on the west (using present names) as the Township of Bucklin and by this name was organized April 1, 1827. On Oct. 29, 1829, this area was divided into easterly and westerly halves (Inkster Road was used as the divider), thereby creating two new townships from the original Bucklin. The east half was designated Pekin Township. The west half was designated Nankin Township.

March 21, 1833, Pekin Township was renamed Redford Township. On April 1, 1833, the area was divided into two 36-square-mile areas using Joy Road as the divider. The south half was designated Dearborn Township. The north half retaining the name Redford Township.

Dearborn Township was renamed Bucklin Township Oct. 23, 1834. This changed was short-lived and changed back to Dearborn Township March 26, 1836, before the township annual meeting. Therefore, the township has retained the name of Dearborn Township since 1833.

The Township of Livonia was formed out of the northerly half of Nankin Township, again using Joy Road as the divider, March 17, 1835, with the southerly half retaining the name of Nankin Township.

TOWNSHIP HALLS-MEETING PLACES: 1827-1961

The first annual meeting and election was held May 28, 1827, in what was at that time a log school house known as the Wallaceville School, 8050 N. Gully Road (known as the Hawthorne School since 1956). The first township board elected were: Marcus Swift, supervisor; Joseph Hickcox, clerk; and Aaron Thomas, treasurer. The annual meeting the following year, April 7, 1828, was also held at this schoolhouse and Marcus Swift re-elected supervisor.

The schoolhouse in Schwarzburg (Livonia) was the location of the annual meeting of April 6, 1829, and Supervisor Marcus Swift was elected to serve another year.

The Wallaceville School was the meeting place for the annual meeting of April 6, 1830, and Conrad Ten Eyck was elected township supervisor. The annual meeting of April 4, 1831, was held at the farm residence of Amos Gordon, with Conrad Ten Eyck re-elected supervisor.

The residence of Benjamin F. Fox was the annual meeting place of April 2, 1832, with George Ferrington elected supervisor. The home of Conrad Ten Eyck was the annual meeting place which was held the first Monday in April 1833, and he was elected supervisor. The annual meeting of April 1834 saw Conrad Ten Eyck re-elected supervisor and was held at the home of Amos Gordon.

During 1834, a log schoolhouse was built in Dearbornville, which was the annual meeting place for the Dearborn Township April 6, 1835-April 6, 1856, at which time the electors of Dearborn Township voted to appropriate the sum of \$600 "to aid in the erection of a schoolhouse in Dearbornville, the upper story of which shall be at the service of the township for township purposes and the lower story to be used for school purposes (classroom), in accordance with resolution passed at the meeting of School District No. 7 March 29, 1856, concerning the rights of the School District No. 7 and the township, in said schoolhouse, to be arranged and settled by the school board and the Dearborn Township board."

The annual meetings of April 6, 1857, and April 5, 1858, were held at the residence of John Probert in the village of Dearbornville as the new school was under construction.

From April 4, 1859 to April 1877 inclusive, the annual meetings and elections were held in the upper story of the Upstairs-Downstairs School

At the annual township meeting held April 3, 1876, the electors of the township voted the sum of \$1,000 to be raised by tax for the purpose of acquiring a township hall as no money was available for this purpose. This amount was received by tax Dec. 8, 1876.

June 9, 1877, a special meeting of Dearborn Township was held in the clerk's office for the purpose of determining whether the township should bid on a particular building

and lot of the Detroit Arsenal Grounds, which were to be sold at public auction for cash June 12, 1877, at Detroit by the federal government. A vote was taken and approved, the township board members were authorized to attend the aforementioned public auction sale and make a bid of the lot and building decided upon.

June 12, 1877, the township of Dearborn purchased the Saddler's Shop on Lot No. 17, Detroit Arsenal Grounds for \$1,000 from the federal government by Jon B. Cosbey, supervisor of Dearborn Township at this time and representative for this transaction. Bids were advertised for alterations and repairing and the contract was awarded to James Travis for the same for \$140 on Sept. 17, 1877. The first board meeting was held in the newly acquired building in the supervisor's office Jan. 5, 1878.

The first annual meeting and election of Dearborn Township in the new township hall was held April 1, 1878, and meetings continued to be held there inclusive of 1927.

The village of Dearborn incorporated as such March 24, 1893. A southeast portion of Dearborn Township was annexed to Springwells Township Oct. 16, 1922. A large portion of Dearborn Township was annexed to Detroit April 6, 1925. A portion of Dearborn Township was annexed to the village of Dearborn May 26, 1925. Incorporation of Dearborn as a city occurred Feb. 15, 1927.

On Sept. 14, 1926, an election was held to determine whether or not the electors wanted to become a village.

Oct. 17, 1927, the charter of the village of Inkster was adopted by the electors and the officers elected. A petition was filed in January 1929 to unincorporate the village of Inkster. Its supporters hoped to have the Dearborn Township half of the village annexed to Dearborn. This reason for unincorporation was later declared to be a rumor.

In 1928, the cities of Dearborn and Fordson and a portion of Dearborn Township consolidated. Township offices were moved to the library building and meetings were held there June 7-Nov. 1, 1927.

When the annexation to Detroit and the incorporation of the city of Dearborn took place, the township of Dearborn lost not only the assessment roll of the former township and village, but under the law, the township was forced to relinquish all of its municipal holdings that lay within the newly incorporated city of Dearborn boundaries.

The township of Dearborn sold the old Township Hall, and after lengthy negotiations with the city of Dearborn, arrived at a settlement whereby the township library became city of Dearborn property and a cash settlement with the city of Detroit was also arranged.

One of the considerations in this deal with the city of Dearborn was the assumption by the city of the bonded obligations, and while the township lost its financial responsibility to the building, it also lost the executive offices which were in the basement of the library at that time.

Forced to seek new quarters, the township officials temporarily rented a double store on John Daly Road at Norfolk for \$60 per month, and five months later, entered into contract for office space in the Inkster National Bank building, Michigan Avenue at Inkster Road, where the business of the township was conducted for two years beginning April 13, 1928.

A special meeting of the township board was held July 11, 1929, for the purpose of acting on a petition filed with the township clerk for the erection of a town hall.

A special election of Dearborn Township was held in August 1929, submitting to the electors a proposition to

bond the Dearborn Township for \$40,000, the monies so borrowed to be used for the purpose of acquiring a site for an erection of a township hall, and the furnishing of same. The proposition carried by a 2 to 1 margin.

The township board proceeded to purchase Lots 24 and 25 of Hannan's Michigan Heights Subdivision which was on the corner of Michigan Avenue at Princess Avenue for the site of the new Township Hall. Harry C. Vicary was engaged as architect and plans were submitted and approved. John M. Lukaszewicz was the general contractor.

The first township board meeting was held May 13, 1930, in the new Township Hall at 26807 Michigan Ave. The formal dedication took place June 28, 1930, under the direction of William T. Kronberg, supervisor.

A few notes of interest are that the fire department was housed in this township hall until the apparatus was sold to the highest bidder (1939); the Wayne County Library operated a branch here June 1930 to March 1, 1936, in the basement of the Township Hall, and then was moved to the second floor, where it was warm, and remained until Feb. 13, 1950.

The township police and fire department had office space until 1956, when they disbanded in what was recently used by Mr. Young, our present township treasurer. School District No. 8 used two rooms on the second floor for a period of two years for classrooms. At this time, during the recession, several rooms were rented, such as Justice Mokersky for his law office and also a court room, then Justice Ciupak also rented office space. The Driver's License Bureau, a branch of the Wayne County Sheriff's Department, has had its office in the building since around 1939, and are still there until its new quarters are completed in about another year.

From the original 28 square miles of territory, we now have 14.59 square miles, of which 3.14 square miles lies in the incorporated area of the village of Inkster. The population in 1933 was 3,000 residents, with more than 2,000 obtaining welfare relief from the township.

The South Dearborn Township Improvement Association discussed in August 1944 the possibility of annexing the south township with Dearborn because of the changes created in that area by the merging of school districts in Dearborn, leaving the south township without any school buildings.

Inkster tried to become a city in 1949, when a referendum on the issue was voted on June 21, 1949. This went down, 1954-848, thus preserving the possibility for Dearborn Heights to eventually become the city it is.

In 1950, the population had increased to 20,235 and in 1956, 35,000. The census last year (1960) showed the population to be 62,802 with a potential of about 98,000 when all vacant property is built up.

The township board, with foresight, purchased a parcel of property Oct. 22, 1957, on Fenton and George avenues, for the future site of a new township hall and public center. Jahr-Anderson-Machida Associates Inc., architects, were engaged to draw up plans Dec. 22, 1959.

The first step toward incorporation occurred Friday, March 4, 1960, when township officials showed up at the County Claims office with a petition with 1,100 signatures on it for a vote on the issue of incorporation. Village of Inkster officials showed the next business day, Monday, March 7, 1960, at the County Claims office with a petition with nearly 300 signatures to incorporate the village into a city.

June 20, 1960, the next step was taken for incorporation to become the city of Dearborn Heights at which election this was approved by a vote of 6,208 to 3,979 on the city propositions about 2 to 1 in favor.

Nine charter commissioners were elected: Joseph D. McCarthy, Clarence Constan, George F. Wicklund, Robert McLachlan, Robert Bullinger, Raymond Heinrich, Walter Williams, Anna C. Hendrickson and Ronald Prebenda.

The architects plans for the new administration building were given final approval May 23, 1960. Contracts were awarded to Mercer-Dawly for architectural trades for \$121,877; Commercial Heating and Cooling for mechanical trades for \$28,415; Hiller-Thomas for electrical trades for \$18,740.

The building permit was issued July 25 by John Canfield. July 27, the ground-breaking ceremonies took place. July 29, the foundation work began. Sept. 15, the iron beam work was started. Oct. 20, the walls were up and the roof being installed. The finishing details to the interior being accomplished the week of Dec. 8. Final building inspections Dec. 14, and the certificate of occupancy was given.

On Dec. 16, the Township Hall offices were moved and installed to the new administration building, 6045 Fenton, in the north part of the township, at a cost of approximately \$196,000, and opened for business Monday, Dec. 19.

The new building is 93.4 feet wide, 120 feet long and 12 feet high. It is built of steel and masonry and has a parking lot for 64 cars. Formal dedication ceremonies were held Jan. 27 and 28, 1961.

Interestingly, while plans were being made to build a new township hall on George, two annexation elections were held, one in 1958, the other in 1959, to annex portions of the township to Dearborn.

The first was to annex 3.5 square miles of south Dearborn Township, bounded by Van Born, Outer Drive/Southfield Gulley and Dartmouth (Dearborn). The area had about 5,000 homes. This was first proposed in November-December 1957 with the vote in 1958. Original plans called for an advisory vote in just the affected area and, if favorable, then a complete vote of the township and city of Dearborn. This eventually turned just into a vote of the entire township and city, which was held April 22, 1958.

Supposedly, the annexation vote began with officials from the south Township and Orville Hubbard, who supported annexation. Hubbard said the annexation would make for a more natural boundary with Inkster. Also, it would make a good site for the proposed and never-built southwest high school. Most homes in this section were built in the 1950s.

The annexation left out the section of south Dearborn Township west of Gulley Road, which included the home of township clerk William Throne.

The vote went down to defeat in Dearborn and the township by a 3 to 1 margin. South-end voters blamed the loss on lack of support by north township voters. Meanwhile, many Dearborn voters were under the misconception that annexation automatically meant the Dearborn Public Schools would take in District 7, which was not the case. It was also pointed out that no annexation had ever proved to be a financial benefit for the larger community, including all of the annexations enacted by Detroit and the merger of Dearborn and Fordson three decades earlier. Supposedly, the greatest supporters of the annexation were builders who wanted to benefit from the higher property values in the area was Dearborn rather than township. Nearly half of the

lots in the affected area had yet to be developed.

A second vote was held in 1959 to annex most of northern Dearborn Township to Dearborn. The area to be annexed was bounded by Ford Road, Joy Road, Gulley and Inkster Road, again leaving out parts of the township. This vote, too, went down to defeat.

History of Area - II

(From July 31, 1928, P. 1, Dearborn News/Fdn Ind)

Receives Copy of Old Records Telling of Early Days Along the River Rouge

Commissioner Joseph M. Karmann read a history of the name Dearborn to the charter commission at its regular meeting a week ago which contained a wealth of valuable information to persons interested in the name of the Greater City.

The accounts which Mr. Karmann read were compiled by and sent to him by John S. Haggerty, secretary of state, and by Geo. S. Catlin, librarian of the Detroit News.

Mr. Haggerty's report was brief and to the point on the history of Dearborn. It follows:

The History of the City of Dearborn.

Bucklin Township was organized by proclamation of Governor Cass Oct. 23, 1824. It derives its name from Wm. Bucklin, a justice of the peace and the first white settler in the township.

Pekin Township was organized by the Legislative Council Oct. 29, 1829, of territory from Bucklin Township.

Dearborn Township was organized March 9, 1833, by the Legislative Council to consist of territory from Pekin Township. It was again organized by the Legislature on March 26, 1836, to consist of territory from Pekin Township. The township was named in honor of Gen. Henry Dearborn of the U.S. Army.

Dearborn village was incorporated by the Legislature on April 5, 1838. This incorporation was repealed by an act approved May 11, 1846.

Dearborn village was incorporated by the Legislature on March 24, 1893, and was incorporated as a city at an election held Feb. 15, 1927.

Mr. Catlin's story went into more detail, telling considerable about the early life of the settlers and of the life of the American hero, Gen. Dearborn, after whom the city was named.

His report follows:

One of the many curious circumstances regarding the settlement of Michigan Territory is the fact that for 117 years after the founding of Detroit, there was no attempt to found an interior settlement remote from the river front. Until 1817, only a few venturesome fur traders had any knowledge of the territory more than 10 or 20 miles back from the river but in that year began the first systematic explorations of enterprising citizens seeking possible town and settlement sites and soon after began the organization of counties and their subsequent divisions into townships.

Spectators who were seeking locations for land purchases and town sites looked for navigable streams where canoes and barges could be operated because there was no such thing as an interior road and not until after the Plank Road act of 1848 was there any road which would be regarded as passable for wagons.

The first highways were mere trails through the forest with the trees removed from the center but many of the stumps still standing. There were many marshes and sloughs due to the level lay of the land and consequent slow drainage.

The worst of such sections along the trails were made passable by laying logs side by side crosswise of the road and covering the logs with the fine brush and earth, which

soon washed or wore away. The most prized locations sought by land speculators were on running streams having enough fill to make possible a dam and mill pond for the operation of a saw mill or grist mill.

According to the commonly accepted records of the first white settler to erect a log cabin in Dearborn township settled on a tract of land fronting on the River Rouge long before there was a township division. His name was A.J. Bucklin, and the date of his settlement was in the summer of 1818. He was mentioned in the memoirs of some of the early settlers who passed his cabin on their way over the old Indian trail across the southern tier of Michigan counties.

Government roads were begun between Detroit and the Maumee River and out Woodward Avenue in the direction of Pontiac and Saginaw in 1818, but it was not until 1835 that the United States government began the survey for the Chicago Turnpike which is now known as Michigan Avenue.

As soon as the line of this road was determined, settlers began streaming into Michigan for the Erie Canal was now in operation and it became the grand highway from the east to the west.

The original intention of the surveyors was to lay out the Chicago Road so nearly as possible along the township lines, but soon, they discovered that the natural instinct of the Indians for traveling along the line of least labor and greatest convenience had already established a foot trail over the most practical route. From Ypsilanti westward, the Chicago Road followed the old Indian trail by close approximation. Settlers no longer felt that they must locate on a navigable stream or near a fall of water for they had faith to believe that the Chicago Road would soon become an important highway of travel and commerce.

In 1828, the township was laid out and named as Pekin, but later the name was changed to Dearborn. The first settlers found a fertile soil in which they grew wonderful crops of potatoes, corn, onions, melons and all manner of garden vegetables.

Soon, there was a hamlet at what is now the village of Dearborn.

William Nowlin, who wrote "The Bark-Covered House" and who died in Jackson County in 1884, tells in his story of his early home in Dearborn in 1833 and the hauling of a load of huge watermelons to Detroit with his father's ox team. The melons sold readily for a shilling apiece.

Conrad Ten Eyck was one of the notable early settlers of the village, born in Albany N.Y. in 1782, of an old Dutch family. He came to Detroit in 1801 and opened a little store on the south side of Ann Street, now Jeffersou Avenue, near the corner of Woodward.

The fire of 1805 destroyed his store and left him very poor, but he soon began to recuperate his fortune. In 1812, after the surrender to the British, he was one of the 40-odd men who were banished because of their pronounced American sentiments, but he returned in fall 1813. From 1817 to 1825, he was treasurer of Wayne County, and in 1818, he was one of the governing board of trustees who ruled Detroit. Later in life, he served as sheriff of the county as member of the legislature and as United States marshal. He was also a member of the local militia.

In 1825, he began buying land along the Chicago Road

and gradually acquired about 1,500 acres. His home farm at the Rouge River contained 700 acres. In 1826, he built Ten Eyck's Tavern, located on the old trail and the new Chicago Road immediately south of the Henry Ford Estate. Ten Eyck Tavern soon became famous, for the state of the roads in early days made it a fair day's journey by ox team from Detroit.

Fort Shelby was abandoned by the government as a military post in 1825. The military reserve and all of its buildings were donated to the city. There was an arsenal on the north side of Jefferson Avenue between Cass and Wayne streets. This was utilized for several years as a hotel. Detroit became a mere stopping place for troops and military stores en route for more western military posts. For temporary accommodation of troops a plat of land was purchased by the government south of Gratiot Avenue and east of Russell Street, where extensive barracks were built for the privates and subalterns, while the ... that name had now been abbreviated to Dearborn.

Following the Black Hawk War of 1832, the government decided that the conditions called for a larger storage of arms in the vicinity of Detroit and of shops where arms could be repaired or manufactured in case of necessity. Dearbornville, as the village was then called, was selected for the location and immediately settlement increased in that quarter.

Titus Dort, who came to Detroit driving a herd of cattle from Ohio, settled there and worked in a brick yard on the Beaubien farm for a time. In 1829, he moved to Dearborn and began the making of brick for Detroit buildings. The brick was loaded upon flat-bottomed scows and poled and rowed down to the Detroit River and from the mouth of the Rouge they were towed up to the town.

The Pardee, Ruddiman, Purdy, Nowlin, Howard, Van Alstyne, Daly, Gulley, Vrooman, Ladd, Maxwell, Wallace, Horhouse, Trowbridge, Clay and many other families came as settlers and about 1846, William and Henry Ford, father of uncle of automaker Henry Ford.

Many settlers found profitable employment on the new government road. Others worked at the building of the arsenal, which was a rather imposing series of buildings enclosed in a massive wall.

As soon as it was ready for occupancy and operation, a company of soldiers was quartered there. The construction was under the general charge of Lt. Joshua Howard, who enlisted in the army in 1813 and after serving his term settled in Detroit, where he had been stationed in 1815. He had been employed in the U.S. Revenue office and also at the arsenal on Jefferson Avenue. In alter years, he served in the legislature, was sheriff of the county and his last service was as an army paymaster in the Civil War. His Detroit home was in what was known as the Clitz house at the northwest corner of Fort and Cass streets. This house afterward became the home of Gen. Lewis Cass, who rebuilt and greatly enlarged it. Howard Street was named in honor of Col. Joshua Howard.

Work on the arsenal at Dearborn, the grading of the ground and the digging of cellars and foundation had proceeded rapidly and on July 30, 1833, the cornerstone of the main building was laid, with Major Henry Whiting as orator of the day. Like all other arsenals, it took the name of the town in which it was located and officers lived, as a rule, on or near Jefferson Avenue immediately south of the barracks.

Many stories attach to the old arsenal which are yet to be written in detail. In 1838, during the last year of the

Canadian Rebellion, the people of Michigan, including the few troops at the arsenal, were ardent sympathizers with the Canadians, who were trying to rid themselves of a machine provincial government in the hands of a small clique of master politicians. The government at Washington of course was in honor bound to preserve a strict neutrality, but this being opposed by popular sentiment was as hard to enforce as in prohibition in these modern days. There was much bootlegging of arms and ammunition in and about Detroit and considerable recruiting of volunteers all along the border to help the Canadian patriots to their liberty. The government forces at Detroit were unable to cope with the situation so a big militia company, known as the Brady Guards, was organized and placed in command of Gen. Hugh Brady, who tried conscientiously to maintain neutrality.

Conrad Ten Eyck, sheriff of Wayne County, was an ardent friend of the rebels, but took no part in their operations. He was, however, a close friend of Horace Heath, who ran the United States hotel on Woodbridge Street was the patriot or rebel house in Detroit. The rebels were eager to secure arms and ammunition, but sale to them was forbidden. One day, Ten Eyck sat in the second story of a store talking with a group of men on the sidewalk. He said, "I expect any night that the jail may be readied. We have 150 or 200 muskets in the basement and the lock on the door is so poor that anybody could break in and seize the arms." This was sufficient advertisement of the facts and that night, a mob did break in to the basement of the a jail and carried off all of the guns.

A few days later, another mob went into Dearborn with two wagons. During the night, they seized and carried off 500 muskets and considerable ammunition. But Gen. Brady was on the alert. He knew where to look for the arms and ordered a search which disclosed them hidden in the hay of Horace Heath's barn. In spite of all precautions, three notable raids were made from Detroit into Canadian territory and all undisciplined and impulsive mobs, these committed outrageous offenses which brought punishment upon many of them.

Early Settlers of Dearborn

The first land surveys were made by chain and compass and the descriptions of boundaries was by metes and bounds. The descriptions would begin at a certain tree, stake or large boulder at the corner of some other surveyed plat and proceed in a certain direction, given by compass degrees to another similar landmark. Each angle and corner would be similarly described until the description would make the circuit of the plat and return to the starting point. Soon, the trees would be cut down, the stones removed or buried and the stakes would disappear. When all landmarks would be lost, the settlers would build their fences largely by guesswork. Frequent disputes would arise as to the exact location of farm lines, and now and then, the rival claimants would indulge in long and costly litigation over a foot or two of boundary which would cost both of them their entire farms.

Another of the early taverns which was built in rivalry with that of Conrad Ten Eyck was built and kept by a settler named Thompson, who ran it until 1836 and then it was operated by his son-in-law, John Cochran. In 1837, Capt. Stephen A. Webb, a brother of Gen. James Watson Webb, was placed in charge of the Dearborn Arsenal. President Tyler, for purely political reasons, removed Col. Joshua Howard and appointed Webb in his place. Capt. Webb was something of a martinet; wanted to be sure that

the government land of the arsenal reservation was free from encroachment and had a resurvey made. The new survey, which may have been as faulty as the original showed that the Thompson tavern stood on government land. Capt. Webb ordered it removed. Cochran ignored the order, so one morning, Capt. Webb ordered his company of soldiers to go to the house with ropes and tackles and they tore it down and piled the timbers outside the government land.

At that time, Col. Howard was serving as United States marshal. The people of the village were partisans of Cochran and held that the government had no right to take summary measures for the removal of the Thompson tavern until a hearing had been given in court. To prevent hostilities, Col. Howard went to Dearborn with a number of special deputies to prevent any possible clash between the embattled farmers and villagers on one side and the soldiers on the other. But in spite of this precaution, some of the hot-headed civilians grappled with the soldiers and tried to keep their hands off the tavern. A pretty lively melce followed, during which a villager named Potter was felled senseless with a club. When Mr. Potter died soon afterward, the villagers attributed his death to the blow he had received at the hands of one of the soldiers. This is one of the stories told in Win. Nowlin's story of the "Bark-Covered House."

Capt. Stephen A. Webb's brother, Gen. James Watson Webb, was a lieutenant in Detroit in 1818 and 1819 and performed notable military service on the Mississippi frontier. Later, he became owner of the New York Courier, which he combined with the Enquirer, and thus became one of the most influential editors of the country. He was appointed minister to Austria, but Henry Clay opposed his appointment and prevented its confirmation. Appointed minister to Turkey, he declined, but accepted an appointment to Brazil and changed the attitude of Brazil from one of hostility to one of friendliness toward the United States. In 1867, he was a special envoy and succeeded in bringing about a peaceful withdrawal of French troops from Mexico and the Maximilian Empire which had been supported by French troops immediately fell.

Titus Dort

Born, Bridgport, Vt., June 17, 1806, family moved to Franklin County, Ohio, in 1811. In 1824 drove a herd of cattle to Detroit, began making brick on the Dequindre farm in 1826. Began making brick on River Rouge at Dearborn 1829. Married Deidama Thomas, daughter of Alanson Thomas of Dearborn, Nov. 30, 1829. Mr. Thomas was one of Gov. Hull's guides who led his troops through the Black Swamp in Ohio in 1812. In 1833, Titus Dort contracted to furnish brick for the new arsenal - all but about 100,000 used in the foundation. In 1835, Gov. Mason appointed Dort justice of the peace and a member of the legislative council of Michigan Territory. In 1836, was a delegate to the Ann Arbor "frost-bitten" convention.

The summer of 1836 was so rainy that the Rouge overflowed and all roads were for a time impassable. Immigrants seeking new homes in the west were stalled at various places until the water drained away.

Served eight years as justice of the peace. Representative in the legislature in 1836, 1841 and 1864 and a state senator in 1848 and in 1850. Was one of the legislative promoters of the founding of the agricultural college, the first of its type. Also, the State Agricultural Society. Had a son, Andrew J. Dort, who lived on the homestead farm.

E.C. Howard

A brother of Col. Joshua Howard and a resident of Dearborn. Died Jan. 9, 1880, age 84. As a boy, served in the U.S. Navy and was a powder monkey on board the Chesapeake during her battle with the British frigate Shannon. Taken prisoner and sent to Bermuda. After his release, served under Gen. Dearborn on land.

Gen. Henry Dearborn

Gen. Henry Dearborn, for whom Fort Dearborn, the first military foundation of Chicago was named and for whom the village of Dearborn was also named, was a native of North Hampton, N.H., where he was born Feb. 23, 1751. He was a descendent of Godfrey Der Dearborn of Exeter, England, who was one of the original settlers at Exeter, N.H., in 1639, but he afterward moved to Hampton. Gen. Henry Dearborn studied medicine under Dr. Hall Jackson of Portsmouth, N.H., and began practicing with his office in Nottingham Square in 1771.

When news of the battle of Lexington came to Portsmouth, Dr. Dearborn gathered a group of 60 volunteers and marched 65 miles to Cambridge. He was soon made a captain in Col. John Stark's regiment and on June 17, 1775, was engaged in the battle of Bunker Hill. He afterward accompanied Arnold's expedition to Quebec, where he was taken prisoner, sent to Halifax and was not exchanged until 1777. On his return to the army, he was made a major and soon after won commendation for bravery at Fort Ticonderoga. In 1778, he won further distinction in the battle of Monmouth, where the treachery of Gen. Charles Lee came near involving the American forces in disastrous defeat. Dearborn also accompanied Sullivan's expedition against the Iroquois Indians in 1779 and he was at Yorktown when Cornwallis surrendered.

At the close of the revolution, Dearborn settled on a farm on the Kennebec River in Maine, and in 1878, President Washington appointed him U.S. marshal for the state of Maine. He served two successive terms in Congress and Pres. Thomas Jefferson in 1801 appointed him Secretary of War, an office which he held for eight years during which he did much toward strengthening the position of the government in the northwest territory beside ordering the building of Fort Dearborn at the mouth of the Chicago River.

When the war of 1812 began, Dearborn was commissioned as a major general. He participated in the capture of York - Toronto - and Fort George and the campaign in northern New York. Following the war, he was placed in command of the military district of New York. In July 1822, he was appointed by Pres. James Monroe as minister plenipotentiary to Portugal and lived for two years in Lisbon. He resigned the office and returned home. He died at Roxbury, Mass., June 6, 1829.

History of Area - III

(From Nov. 2, 1928, P. 1, Dearborn News/Fdn Ind)

Henry Ford's Birthplace Was In Two Townships

To most people of the Greater City, little is known of the early days of the community, but now and then we meet some of the old pioneers — men and women who lived here when this was all farms — and on these occasions we sit awe-struck when we listen to the interesting stories of the early life of the pioneers.

The first name brought up in connection with the early days is that of Henry Ford, for everyone has seen the old homestead and birthplace of the great inventor who is responsible for the phenomenal growth of this territory.

The story of the grand old homestead is a very interesting one, especially because the structure has been preserved through the years and is one of the few remaining markers to remind us of the great farms which have only recently been subdivided to make the village of Springwells and later the city of Fordson. The building stands today as it did in the old days, painted a snowy white with green blinds.

Originally, the Ford home stood where Division road now is; part of the building was in Springwells township and part in Dearborn township. It is said that Henry Ford went to bed in Dearborn and ate his breakfast in Springwells because the township line was in the exact center of the building. The building was later moved to its present location to allow the building of what was then known as the Town Line Road.

The old Ford farm was a beautiful place, with peacocks, raised by Henry Ford's father, William Ford Sr., strutting around in almost as great numbers as chickens on the ordinary farm. A great orchard along the south line of the farm presented a great difficulty when the Town Line Road was planned; because of a law which was in force at that time prohibiting the destruction of fruit trees.

Only a few people remain to tell about the building of the road, which occurred about 35 years ago. George Hummert, road commissioner, and Peter Wynn, road boss, were in charge of the work and were assisted by Joseph Schaefer, a brother of John H. Schaefer, and Dick Burgeson, former chief of police of Springwells.

The work of building the road was watched by Alfred Woodworth, who was ill and unable to walk, but was placed in chair in a stoneboat and dragged to the scene with horses. The new Woodworth school in Fordson is named for Alfred Woodworth, who is considered one of the pioneers of the community, and it is said that Woodworth shed tears when some of the great trees were felled.

Michigan road at that time was little more than an Indian trail, according to John W. Theisen, who was a young man doing business on Warren Avenue. Theisen was the proprietor of a hardware store and sold farm implements. He states that Michigan Avenue from the center of Detroit to Livernois Avenue was paved with cedar blocks, and from Livernois through the country it was a planked road.

Theisen attended school with Henry Ford, and he asserts that at an early age, an unusual understanding of mechanics became apparent in the lad who was destined to become the world's greatest automobile manufacturer.

"All watches were turned over to Henry Ford to be fixed," said Mr. Theisen. "And if the wheels were all there, the watch would be soon repaired and running."

"One day, the boys thought they would play a trick on young Henry Ford," said Mr. Theisen, "and they took a watch all apart — every wheel and screw was removed from the case, and then Henry Ford was asked to fix it. The boys had thought that he would never be able to find the correct places for the parts, but in a half-hour the watch was running perfectly.

"The first car that Henry Ford built was tested more than 40 years ago on Ford Road and caused a large crowd to gather when the gasoline buggy became stuck in the mud. Ford was an engineer at the Detroit Edison company at that time and although the automobile he constructed was in a crude affair, it ran, and was considered a wonderful machine in those days.

"At the place where the present entrance to the Ford Estate opens on Michigan Avenue a toll gate was situated in the old days. A toll of three cents was demanded when a wagon or buggy passed that point going in either direction. Another of these toll gates was encountered at the point where Lonyo boulevard crosses Michigan Avenue.

"A few houses, a couple of stores, the old arsenal, a livery stable owned by Tom Reynolds and an old fashioned inn, furnishing a stopping place for the stage coach lines, was then the village of Dearborn. Just outside the village was a water-driven flour mill, known as Coon's mill. Below the dam at the mill was one of the finest places for the farmers to fish and many a fishing party spent the day at that point, the men bringing lunches and many times in the shade along the banks could be found a half-barrel of beer on tap."

NORTH TOWNSHIP

(From Dearborn Press, April 1, 1959, P18)

By EUNICE BERGIN

A section of 90 percent new homes, where a school election is apt to bring out more voters than a presidential election.

A five-square-mile area in which the population has increased four times in less than 10 years.

A community the size of Wyandotte run by governmental machinery designed for a sparsely-settled rural area.

These are some of the aspects of north Dearborn Township, where the 34,000 residents almost unanimously favor annexation to Dearborn in the April 6 election.

No one will say so positively, but it's likely no more annexation proposals will be made if this one is defeated. Consolidation with some other neighboring area is spoken of, or more probably, incorporation as an independent city.

Many township residents and some in Dearborn feel this would be a great disadvantage to the hometown of Henry Ford, which would then be completely surrounded by independent communities, permanently losing all chance to expand.

North township, lying mainly west of Evergreen and north of Ford Road, is expected to reach 41,000 population by 1980. The north boundary is Redford Township, Joy Road and the west is Garden City at Inkster.

About 90 percent of its 10,000 homes are covered by active civic associations. Fourteen of these groups have banded together to form the North Dearborn Township Federated Associations. Several others are preparing to join.

The federation's major purpose is slated in its constitution: "preserving the highest standards in housing, taxation, building restrictions, schools and parks and promoting annexation or consolidation or incorporation of this territory."

The federation had its beginning in January 1958, when officers of neighboring associations accepted an invitation to discuss the idea at a meeting of the Hawthorne Hills group. Dr. William Barone was then president in Hawthorne Hills.

Joseph D. McCarthy of the Valley Park association was appointed chairman and is now serving as president. Other officers are Walter J. Williams, vice president; Anna C. Hendrickson, secretary; and Richard A. Young, newly-elected township treasurer; Thaddeus S. Felker, general counsel, and William Schimmel handles public relations.

School District 2 Civic Association, founded in 1944, was the township's first neighborhood group. Raymond Sampson heads it. All the other groups in the federation were formed within the last five years. Their presidents are: Dearborn Valley, Barbara Placid; Crescent Park Manor, Barry Brown; Ford Gardens, Richard Chappell; Hawthorne Hills, Anna C. Hendrickson; Marjorie Ann, Jack McKernan; Sylvia Lanes, Robert C. Sims; Valley Park, Joseph A. Kordick; Valley View, Robert S. Worsnop; Warren Valley, Joseph Magda; and Tele-Ford, William Schimmel.

Community projects are strongly supported in every corner of the township. Residents explain that with the limited powers of the township form of government, citizens' groups carry a larger share of the load.

Among the projects are dances, picnics, skating rinks, teen clubs, Little Leagues, cooperative spraying to control flies and mosquitoes, spring cleanup and get-out-the-vote campaigns. One association has its own printed quarterly newspaper with a circulation of 600.

Biggest project of the federation associations has been arranging for a Wayne State University professor to make a comprehensive study of annexation effects. The 18-page report was prepared by Dr. Louis L. Friedland, professor of public administration at Wayne who has made similar studies for the cities of Southgate, Harper Woods and Redford, Clinton and Waterford townships.

Dr. Friedland's conclusion, summarized briefly, is that Dearborn would gain (from city taxes, state sales and gas tax returns, justice court fees, etc.) a yearly net profit of about a million dollars over the cost of supplying services to the township area. This amount, he thinks, would come pretty close to bringing township schools in line with Dearborn's in salaries and special services.

Bonded indebtedness of each school district is an obligation which the taxpayers of each district must liquidate as voted.

Dr. Friedland adds: "It appears that although a decrease in valuation per school child will take place from \$31,000 to \$27,200 upon merger, no actual increases in taxes will result. \$15,000 is considered adequate by school authorities."

North township includes three school districts and part of another. Two high schools are under construction and several elementary schools will soon be added to the present total of 11.

Riverside High, now being built at Warren and Beech-Daly at a cost of nearly \$2 million, will serve District 3, the north part of the township. It will open this fall for grades 7-10, adding 11th and 12th grades the two following years.

Superintendent Hugo Perri, recently named Outstanding Young Man of the Year by township Jaycees, says Riverside should take care of all District 3's expected increase in high school enrollment when the unfinished third story is completed in a few years. John Noell will be principal at Riverside and Mark Stroebel is president of the board of education.

District 3 also has six elementary schools - Wallaceville, Hawthorne, Parkway, Warren Valley, Fairview and Hillcrest. The last two were built in 1958.

Hawthorne is in the historic Little Red Schoolhouse built in 1849. Its interior has been completely remodeled with modern lighting and heating installed.

District 3 in 1956 and 1957 was the fastest growing school district in Wayne County.

In District 2, covering the east part of the township, Clara B. Ford school has more than 1,000 students in grades K-9. A \$700,000 bond issue was approved by the voters last December to build a new elementary school near the River Oaks subdivision.

Harry Johnson is District 2 superintendent and Charles Heidel is president of the board of education. High school students from the area go to Lowrey in Dearborn on a tuition basis.

District 4, covering the west area of the township, recently approved a \$965,000 bond issue for a new elementary school and additions to Haston Junior High and the new Berwyn School. Brainard, at Ford and Gulley, is also in District 4. Howard E. Parr is superintendent and William Rushing is president of the board of education. District 4 students attend Lowrey for the high school grades.

The township's southwest corner, from Cherry Hill to Ford Road, is in the Cherry Hill School District. Only one of the district's five elementary schools is in the township — the new Fischer School on John Daly. The other four are in Inkster.

Cherry Hill Junior-Senior High, which will eventually cost more than \$3 million and accommodate 1,500 students, is now under construction on Avondale. The first unit was occupied about a year ago and the new gymnasium has just been opened. Students in grades 7-9 are now attending Cherry Hill. The higher grades will be added as construction progresses.

C.P. Titus is superintendent. Mrs. Nelson Roberts, now in her seventh year as president of the school board, is the only woman president of a board of education in Wayne County.

About 30 percent of the township children will be attending Catholic schools by next year. St. Anselm's and Our Lady of Grace parishes already have grade schools. Fr. Timothy Mock, C.M.M. is pastor of Our Lady of Grace, which was founded in 1945. The parish now has 1,500 families and 983 children attend the school.

At St. Anselm, where Fr. Arthur Reckinger is pastor, more than 300 children are in school and more classrooms are being built.

St. Linus Parish, founded in 1956, will open its school this September with the first four grades and add a grade each year. Fr. Maurice Verysse says the enrollment this fall will be about 300.

Fr. John F. Furlong at St. Mel and Fr. Joseph Howard at St. Sabina expect to have their grade schools ready by fall 1960.

The north township lists four Baptist churches: Warren Valley American, New Hope, Bethel and Silvery Lane. Other churches are St. Paul United Church of Christ, Warren Valley Methodist, Plymouth Assemblies of God and Dearborn Valley Church of Christ.

Rev. Philip J. Anstedt is minister of St. Paul, which is the relocation of a church founded in 1872 in Detroit. The congregation began meeting in 1952 at Haigh School and the new church was completed four years later.

Warren Valley Baptist met at Wallaceville School until its contemporary style church was finished in 1957. Rev. George A. Haddad is minister.

Lay preachers August Parker and Arnold Brown alternate at Sunday services of the Church of Christ, Outer Drive near Ann Arbor Trail. The congregation began in 1955 at Clara B. Ford School and the modern ranch-style church, which eventually will seat 700, was completed in 1958.

A township landmark is St. Bernard Seminary, Ann Arbor Trail east of Telegraph, where the beautiful bell tower atop the building holds three bronze bells cast in Holland. Their combined weight is 4,400 pounds.

At St. Bernard, young men are trained to become missionary priests in South Africa work of the Congregation of Mariannahill Missioners. This society received its name from a famous monastery founded in 1882 at Natal. It now

has hundreds of mission stations in South Africa, as well as four houses in the American-Canadian province and others in Holland, Germany, Switzerland, Poland and England.

The seminary building was opened in 1949 and has boarding students in high school and college studies. The order also is in charge Our Lady of Grace parish.

Some sections of north township are old and lack sidewalks and paving. When these improvements are made the major cost will be paid by the property owners benefiting. In the newer areas, the developer is now required to provide streets and sidewalks.

About 90 percent of the homes are new, many valued at \$20,000 or more. Between 25 and 50 homes are worth over \$100,000. In the newest subdivisions, like River Oaks and University Village, some \$100,000 homes will soon be built.

The township is currently engaged in a \$1,300,000 addition to its water main system. Any extension necessary to serve new water users are accessed to the property. Sanitary sewers for the built-up areas are virtually completed. A recent bond issue approved for an expansion of the storm sewer system will bring this coverage will above 75 percent.

A full-equipped fire station at Drexel and George serves the north township. Lt. Jewett Parks lives on the premises and Harry Martin is fire chief. Land has been bought for another station to be built in the near future at Ann Arbor Trail and Fenton.

The township now has two police patrol cars of its own, operating out of the Wayne County Sheriff's office, with 15 men. The area is also patrolled by the Sheriff's department and Michigan State Police.

A branch library has been approved for Dearborn township by the Wayne County library commission and the money approved by the township. It will be built as soon as a suitable location is found near Beech Daly and Warren, close to the new Riverside High School.

Warren Valley Golf Club, on middle Rouge, is the only golf course operated by the Wayne County Road Commission. It serves a two-way purpose — a 36-hole public golf course at moderate rates and a part of the county flood-control system.

The course was laid out by private owners in 1923 and was originally called Hawthorne Valley. Wayne County bought it in 1944 and keeps it open year round with skating ponds and tobogganing in the winter. 87,000 people golfed at Warren Valley during 1958. As usual, the course was flooded several times during the year for a few days at a time. Then the park is closed until the water goes down.

The township recently elected new officials. Robert J. Bullinger, supervisor since 1955, lost in his bid for reelection to John L. Canfield. Richard A. Young replaced Walter L. Warner as treasurer, and Clarence R. Constan defeated George E. Wicklund, Justice of the Peace since 1947. Nomination was equivalent to election, since no Republicans were on the ballot. The changes, called upsets by some, were attributed to general voter dissatisfaction with the unwieldy township form of government.

William E. Thorne was re-elected township clerk and two new trustees were chosen. Raymond A. Heinrich and John M. Harris. The other trustees are M.B. Gordon and James N. Greenlaw.

Should annexation pass, it would become effective immediately. These officers would then administer only south

township affairs. Several of them ran on a platform to work for annexation to Dearborn.

Township people point out the close ties that already exist between the two places. A large proportion of township residents work in Dearborn and half of the population are children or other relatives of Dearborn families. These ties, they say, will grow even closer as Dearborn children grow up, marry and hunt new homes, since little building space is left in Dearborn.

Historically, all of Dearborn was a part of the township for its first 100 years.

The first land was settled along the Rouge in 1792 and Wayne County, which then included all of Michigan and parts of Wisconsin, Illinois, Indiana and Ohio, was established by Congress in 1796.

Dearborn Township was laid out in 1824 and was called Bucklin Township in honor of William Bucklin, a land owner, justice of the peace and tavern-keeper. The first township meeting was in 1827 and the election returns shows a total of 72 votes.

When the federal arsenal began building on the banks of the Rouge in 1833, the township fathers decided a military name would be more appropriate. They picked Major General Henry Dearborn, who was an officer at Bunker Hill and later Secretary of War under Andrew Jackson.

So the Township of Dearborn was formed April 1, 1833 with the original boundaries Joy Road, Greenfield and the Rouge River, Van Born and Inkster Road.

The little village of Dearbornville existed from 1838 to 1846, but then was repealed and returned to township status. Dearborn village incorporated a second time in 1893 and merged with Fordson and the center portion of Dearborn township in 1929.

SOUTHWEST TWP.

(From Dearborn Press, Jan. 28, 1959, P15)

By EUNICE BERGIN

In the part of South Dearborn Township lying west of Telegraph, population has increased almost four times since the 1950 census. Residents say the unusual spirit of neighborliness has kept pace.

Two civic groups represent this booming area. The Southwest Dearborn Township Association covers the square bounded by Dartmouth, Gulley, Van Born and Telegraph. An amazing 96 percent of its eligible voters favored annexation to Dearborn in last spring's election. Had Dearborn voters agreed, the city's west boundary would have become Gulley Road from Ford to Van Born.

The West Dearborn Township Association represents the area bounded by Annapolis, Gulley, Van Born and Inkster Road. This section was not included in the annexation proposal.

Both neighborhoods are in School District 8, which also covers part of Inkster. This school district is busy with an ambitious building program.

A new \$3 million Franklin D. Roosevelt High School is under construction at Carlisle and Gulley. When completed about a year from now, the present Franklin D. Roosevelt High School on the same site will become a junior high.

Two new elementary schools are also building. William H. Thorne at Pennie and Gulley, and John L. Mokersky on Annapolis west of Beech-Daily. Each will accommodate 600 students in grades K-6.

Two prominent residents of the section are proud to be giving their names to these schools. William H. Thorne, present township clerk, was a member of the District 8 board of education for 19 years, four years as secretary and 15 as president. He has lately begun commuting to Lansing to serve as representative for his district in the state Legislature.

John L. Mokersky, whose father Matthew once owned farmland covering a large part of the south township, has been justice of the peace in Dearborn Township for more than 30 years. He has also served in just about every civic job —

for example, as chairman of the draft board since Selective Service was enacted.

Judge Mokersky remembers boyhood on the farm when his neighbors in the South Township were Dearborn pioneers like the Fellraths, Dalys, Crowleys, Pennies and Trowbridges.

With the completion of Thorne and Mokersky schools, District 8 will have seven elementary schools. Edsel B. Ford is also in Dearborn Township at Pennie and Gulley. Daly, McNair, Tomlinson and Westwood are in Inkster. Hamilton Robichaud is school superintendent for District 8 with Gilbert Rushlau as president of the board of education. Julius Kulas is secretary, and William Helm is treasurer. Ben Karwoski is principal at Roosevelt High, and Charles Pregiter at Edsel Ford.

St. John the Baptist School, opened in 1948, has 458 children in grades 1-8. Organized in 1929, this parish now numbers over 1,100 families. The new church was completed in 1954. Fr. Mitchell Witkowski is pastor.

Also in south township is the Church of Christ at Beech Daly and Currier. This congregation, numbering about 100, began its meetings 10 years ago in a converted store building on Van Born. The new church was completed in 1957. Richard Wininger is deacon. Carlos Webb and Adair Langston are elders.

The South Township section is the equivalent of a good-sized fully-built-up city. Some residents say many of their problems lie in running this wholly urban area with a township form of government. Township taxing powers are very limited. State aid is proportioned by law to population as of the last census (1950). It will take no account of the tremendous population increase until the 1960 census is finished.

Township board meetings, the second and fourth Tuesday of every month, are open to the public. Special meetings are held as needed. A supervisor, secretary and treasurer, plus four trustees elected to four-year terms, are on the board. Hot contests for some of these posts are expected in this February's election.

An overworked volunteer fire department, water shortages and inadequate street lighting, paving and police protection are some of the township's problems.

Support for annexation to Dearborn was strong because it would help solve many of these problems. Township residents are fully aware that their own taxes would rise.

As far as Dearborn is concerned, the annexation committee's figures claim city taxes would go down because the added tax money collected if the township were annexed would more than cover the cost of necessary services.

Southwest township is only about 10 years removed from its days as farmland. Before that, it changed very slowly through more than a hundred years.

William Nowlin in his book on Dearborn pioneering, "The Bark-Covered House," speaks of the land "west of the old Telegraph Road" as prime hunting country. It was crisscrossed by paths made by wild French ponies running in the woods.

Deer were numerous, bears and wolves not uncommon. Coonskins were valuable. One day with the help of his dog, Nowlin treed four coons in a single tree. He rode the new railroad cars into Detroit with the four coonskins and sold them for a dollar apiece. Deer brought \$2.50 to \$5 each in Detroit.

For two or three weeks every spring, pickerel came up the Ecorse in great numbers. Nowlin says they were easily "netted, speared or shot." The Ecorse was a surface stream, periodically subject to violent overflow, which renewed the farmland. This accounted for the rich crops grown near it, like rye seven feet tall.

Nowadays, most southwest township streets are lined with modern brick homes in the middle-price class. Some sections are older, with smaller homes of frame or siding.

The spirit of neighborliness is mentioned by person after person. Mutual interest in annexation united the section recently. But even before that, such things as 70 people from a single street attending a block picnic, young married men playing basketball and softball on neighborhood teams, and residents working together to sponsor Little Leagues for the youngsters were the order of the day.

Almost 3,000 children attended the Kid's Day sponsored last summer at Daly park by the Southwest Township Civic group. They had free pony rides, fire engines rides, races and refreshments. Area merchants donated all of the food and prizes.

Another project of this group, of which Robert McLachlan is president, is the placing of mock traffic tickets on residents' cars parked in the street. The ticket reads: "You are in VIOLATION of the Child Safety Program in process in the township. NATURE OF VIOLATION: Your care is parked on the street instead of in your side drive. As a good citizen ... you are respectfully asked to get in the habit of parking your drive, thus eliminating one of the components of a fatal or serious injury accident. The three parts of most residential accidents are (1) Park Car, (2) A Child, (3) Moving Vehicle. PENALTY for non-compliance - Some day your child may dart from behind your car to death. Thank you in advance for your cooperation in making our neighborhood a safer place to live for all our children."

This project has been lauded by the AAA and the ticket was reproduced in the National Safety Council's magazine which is distributed internationally. McLachlan says thankfully that not a single child fatality has occurred in the area from running between parked cars, since the program began.

The association, which has a guest speaker and refreshments at each regular meeting, has sponsored several successful dances to raise funds for Little Leagues. There are 400 paid-up members.

Al A. Dickinson is vice president; Mrs. Raymond Stover, secretary, and Mrs. Don Riggins, treasurer. Edwin A. Freeh Jr. is a director and program chairman. The other directors are Donald Baker, Gerald Bufalini and Fred Carleton.

The Association was founded in 1954 with Allen Thayer as the first president. Mrs. Evelyn Wheaton and William Soellner are other past officers.

Henry Dorman, a member of the township zoning board, has been president of the West Dearborn Township Association for the entire 10 years of its existence. Mrs. Clarence Slotka has been the only secretary.

In this area, a U-M professor was invited to one brand-new subdivision to give the new residents professional advice on planting and landscaping suitable for their particular land.

Flower shows were then held annually to give homeowners a chance to show off their finest products.

DEARBORN COLONY

(from Sept. 9, 1932, Dbn. Ind. P.1)

8 families to acquire 1,200 acres north

Homestead land made available at 10 cents per acre

Plan presented to relieve welfare

Mayor Ford Hits at R.F.C.; direction is wrong

Interesting news about a Dearborn colony starting up was uncovered yesterday that if enlarged will lead to big things to help solve Dearborn's welfare problem.

A small delegation of citizens, who are receiving or about to receive welfare aid from the city appeared before the common council yesterday and submitted a plan for relief and asked the cooperation of the city fathers to further the plan.

The following information worked into a concrete program was presented: the state of Michigan has hundreds of acres of homestead land that can be had in the northern part of the state for the asking, almost.

The spokesman of the delegation announced that eight families of Dearborn were desirous of obtaining some of the land available. He said there were over 1,200 acres of choice farming land which they had inspected in the northern part of the state and can be had for 10 cents per acre or just enough to pay the cost of surveying.

Each family plans to homestead 160 acres, which can be obtained for \$16, which goes to state surveyors. In order to acquire title to the land and live on it for five years, after which the state will give a clear title to the homesteader.

The spokesman put the plan up to the council. It will work out something like this: the eight families are now receiving aid from the welfare. If this land is obtained they will move immediately. The welfare here will continue to support the families, at least for one year. By this time, the homesteaders will have their land in condition to be self-supporting and will forever be off the Dearborn welfare rolls.

The councilmen were enthusiastic about the plan and promised to aid the movement at once. Mayor Clyde M. Ford commended the plan highly and said this movement was in the right direction and should have been included in the Reconstruction Finance Corporation plans.

The mayor, commenting further, said, "I do not think the R.F.C. has been aimed in the right direction. This plan of building post offices and constructing high buildings to create jobs has failed. A movement back to the land is what is needed.

"Just think," continued the mayor, "the city of Dearborn has expended some \$400,000 for welfare purposes the past couple of years. Now, how far would this money go in providing homesteads for these people? Plenty far, and the people would be glad of the opportunity, too. With these people on the land, there would not be the heat, light and rent bills the welfare department is now paying welfare people to the tune of \$400,000."

Corporation counsel James E. Greene and welfare director Clark M. Greene have been delegated to confer with state officials to obtain concessions for Dearborn people for homestead sites. A report is to be rendered next week.

NEIGHBORHOODS

CROWLEY PARK

(From Dearborn Press July 15, 1959, P3)

By EUNICE BERGIN

Jerry Crowley Park is the only park in Dearborn named for the man who once farmed the property.

The area surrounding Crowley Park, on the city's southwest edge, is a close-knit neighborhood of 1,600 homes. It is called Dearborn Heights. The boundaries are Telegraph, Dartmouth, Gully Road and the Michigan Central Railroad.

The 6,000 citizens are very interested in their community. One of their deepest concerns is what will happen to the more than 100 acres of undeveloped land in Crowley Park.

Heavily wooded, criss-crossed with almost impassable dirt roads, this park land has been fought over almost since it was first acquired by the city at tax sales in the 1930s.

Mayor Orville Hubbard has argued that it should be kept as a racial buffer zone. The Dearborn School Board brought suit last fall to compel the city to sell a large piece of the land for a southwest high school.

Their suit was dropped, and plans for a new high school shelved, when Dearborn citizens supported the mayor's view in an advisory vote Nov. 4.

Currently, plans for the 110 undeveloped acres are described as nebulous.

Rumors are plentiful. Some say the land will be sold for private building.

A city development for housing the aged will be built there. The Dearborn municipal golf course will be located there. The course will be occupied by a city tree nursery.

No confirmation is available for any of these suggestions.

About 10 acres of Crowley Park have been developed in the years since 1946. A lighted ball diamond, brick comfort station, artificial ice rink, playgrounds, picnic areas and four junior ball diamonds are in use.

The Dearborn Heights Civic Association was founded in 1945, has worked constantly to improve Crowley park, along with sponsoring an impressive list of projects to better the entire neighborhood.

The late Paul Shepherd was a founder and first president of the association. Other founders were Clyde Hale, Stewart Huson, Harold Bliss and Carl White.

Clyde Hall is a past president of Dearborn Heights and also of the Dearborn Federation of Civic Associations. Walter Morton, Wil McCoy, Henry Shank, Michael Caffery, Noel Kilmer and E.L. Aspinall also have headed the Dearborn Heights association.

Lloyd Parker is the current president with Joseph Rankel as vice president, William Hopkinson and Noel Kilmer are trustees. Robert Shoemaker, Tom Sullivan and the late Earl Hole were also very active during the early days of the association.

Project sponsored by the group fill several thick volumes. Paving, traffic safety, street lights, bus routes, weed cutting, tree plating, dust problems, mail delivery and acquiring a community recreation center all claimed attention. The association sponsored Boy and Girl Scout troops and a Cub pack, held picnics, card parties, dances and Christmas parties. About 3,500 people attended its Halloween party and parade one year.

Residents fought for a Southwest library, fire station and neighborhood swimming pool, and for the elimination of an unsightly dump along the railroad. They helped promote the Boys club, the building of a hospital and the acquisition of the Dearborn Historical Museum.

Dearborn Heights' two schools built three blocks apart on the east edge of Crowley Park are named for Dearborn pioneers, Samuel D. Long and David P. Lapham.

Dr. Rita Emlaw has been principal of both schools. Residents are proud of Dr. Emlaw's work for them, and have made her an honorary member of the civic association. Dr. Emlaw holds a doctorate from Harvard, the only Dearborn elementary principal to hold a doctor's degree. She has been principal at Long since it opened in 1949 and resigned this month.

The building has had three additions since 1949 and now houses 557 pupils in grades K-6.

Lapham School was built in 1952 and has 298 pupils in K-3. Dr. Emlaw says the schools' woody settings are much appreciated by the students and almost give the advantage of an outdoor laboratory.

Grandsons of Long and Lapham were pupils of Dr. Emlaw during her early years as a teacher. Samuel D. Long was for years a member of the School Board and held many other civic posts.

David Pardee Lapham had a general store in the Lapham Block at Mason and Mechanic. At the rear of the store he later operated Dearborn's first telephone exchange. After many years of extending credit, he decided to go into the business and in 1898, opened Dearborn's first bank, the D.P. Lapham Bank. It became the Dearborn State Bank in 1912 and was taken over by Henry Ford. Lapham was on the School Board when the old Dearborn High was built.

From Long and Lapham, Dearborn Heights children go to Edison Junior High and Dearborn or Edsel Ford High. A number attend Sacred Heart grade and high school.

There are three churches in the Dearborn Heights area. Our Redeemer Lutheran started in 1945 at Notre Dame and Telegraph. The new building in contemporary architecture was completed in 1953 at Union and Westwood. The Rev. Arthur H. Strickert has been pastor since 1956. The only other pastor has been the Rev. Robert Bannon, who was active in the organization of the Dearborn Heights Civic Association.

The church now has 1,200 members with more than 500 children attending the Sunday School at Lapham.

Wesley Hurd is superintendent. Planned for the near future is a Christian education wing to accommodate these classes and Vacation Bible School.

Occupying Redeemer Lutheran's former quarters at Notre Dame and Telegraph is the Wesleyan Community Church, an affiliate of the Metropolitan Church Assembly International. The Rev. James R. McLeod is minister of the church, which was founded in 1922 near 17th and Michigan in Detroit. The church has an active young people's group and Sunday School attendance is 85.

The Dearborn Calvary Assembly of God was founded in 1942 at Chicago and Banner. The Rev. A.L. Kent and the 100 members have as their project to finish the building with an eventual seating capacity of 350.

Among the prominent residents of Dearborn Heights are Safety Director Keith Archer, Don Calkins, civic instructor at Fordson High; Noel Kilmer, state president of Big Brothers; chief city librarian Ed Daniels and real estate man Michael Caffer; women's club leader Maude Mills, Wilma Clizbe, recreation leader and deputy William Godette.

Dearborn Heights residents suggested the name of Jerry Crowley for their park and have firmly resisted all suggestions to rename it for a war hero.

Jerry Crowley's farm ran west from Telegraph and south from Michigan almost to Carlisle. He did general farming and the land was very productive. It was sold to subdividers in the early 1920s. Some of their improvements, like sidewalks and fireplugs still exist in the park, but little building was ever done.

-30-

DEARBORN HIGHLANDS

(From Dearborn Press, Aug. 12, 1959, P3)

When Chief Pontiac, with his long line of braves and squaws on Indian ponies, traveled from his winter home at Orchard Lake to his summer home on Bob-Lo Island, he always broke his journey at the mid-point, the future site of Dearborn, and stopped overnight on the high ground to the west of the Rouge.

Undoubtedly his camp ground was the present area of Dearborn Highlands.

The Highlands nowadays is a pleasant, well-kept neighborhood of 2,000 homes, bounded by Ford Road, Outer Drive, Cherry Hill and Telegraph.

Allied with it in the same civic association is the section directly south, called North Dearborn Park. Here, there are 209 homes with 700 residents in an attractive neighborhood bounded by Cherry Hill, Outer Drive, Fordson Drive and Elmwood.

Dearborn Highlands was one of the earlier areas to be developed northwest of downtown. Dearborn, a village until 1929, had been less than 10 years a city when the first homes were built in the Highlands.

Once numbering almost 1,000 members, the Dearborn Highlands Civic Association was formed in 1939 to cover the entire area between Ford Road and Cherry Hill, west to Gulley Road.

While this large area was being developed, the association worked to maintain high standards in a total of 26

subdivisions, covering 3,500 lots. Plans for all the homes were submitted to the building committee for approval.

The late Norris Porter was the first president of the association. Other past presidents are Fred Jolly, Thomas Edwards, William Rudd, the late Frank Gray, J. Alfred Bagnall, Cameron Tideswell, L.Z. Levitte, Eric Hageltorn and William Pessefall.

The first meetings were held on the upper floor of a restaurant at Cherry Hill and Telegraph. Meetings were later shifted to Lindbergh School. For many years, the association was represented at almost every meeting of the City Council. Building standards, street lights, parks, schools and stop streets were among the projects worked on. The association had a monthly bulletin which was delivered by Boy Scouts to every home.

The group also sponsored annual Christmas parties for neighborhood children. About 1,200 usually took part in the annual Halloween parade and party, with prizes for costumes, outdoor movies and a huge bonfire.

Now that building is practically complete, the association is much less active. William Rudd is again serving as president with school board member James Ford as secretary and Jeff Brescoe treasurer.

Rudd has long been active in civic affairs. He was chairman one year of the Dearborn Community Fund Drive, is a past president of the Exchange Club, was first president of the Dearborn Hospital Commission and is now serving on the War Memorial Commission.

Lindbergh was the first school built in the area northwest of Downtown. Completed in 1927, the year Charles A. Lindbergh flew the Atlantic, it was named in his honor. Lindbergh's mother was a guest at the dedication ceremony.

Principal Harold Myler remembers that many people opposed the site because it was too far out in the sticks. There was only one kindergarten child registered in 1928. The school has since had three additions, the last in 1954, and now houses 660 children in grades K-6.

Beginning in 1945, the Lindbergh principal was also principal for a time of the new Coburn and York schools. Both have now been considerably enlarged and renamed in honor of Henry Haigh and Joshua Howard.

Jack Stallard, now principal at Howard, is also a proud resident of Dearborn Highlands. Mrs. Stallard is principal of Daly School in Dearborn Township District 8.

Both Myler and Stallard speak highly of the uncommon degree of parent teamwork with the two Dearborn Highlands schools. More than half of the 7,000 residents are college people, they say, and interest in education is high among all of the residents.

Howard School now has 680 students in grades K-6. It is named for a man long and closely associated with Dearborn history.

Joshua Howard joined the Army Engineers when he was 21 and as a young lieutenant was assigned in 1833 to direct the building of the great arsenal at Dearborn. With its 13 buildings, enclosed in a high brick wall, the arsenal was the most imposing structure in all of Michigan.

Howard was made a captain and then a colonel and remained in command of the arsenal for a number of

years. He wrote in 1834 to Gen. Henry Dearborn, trying to persuade the general to settle here, in the town named for his father. Howard concluded the letter, "I have determined to cast my anchor here. I have acquired a little property and think I can get a living here which will be much more congenial to my feelings than in the Army."

On his little property, Joshua Howard built a beautiful colonial mansion of brick from the local brickyards. There, he raised his 11 children. The house, at Michigan and Haigh, was bought by the Haigh family and remained their home for almost a century until it was torn down two years ago.

Joshua Howard was appointed U.S. Marshal of Michigan in 1841. He insisted on returning to Army duty during the Civil War, and at the age of 65, was made paymaster at the arsenal.

From Lindbergh and Howard Schools, Highlands children go to Clara Bryant, Ray Adams and Dearborn High.

For recreation, the area has a large playground and park adjoining Howard School and a tot lot at Myrtle and Martha.

There are no churches within the Highlands boundaries, but several Dearborn congregations have met in the two schools until their permanent churches were built. Among these were Evangelical Covenant and Cherry Hill Presbyterian.

Catholics of the area attend one of three churches - St. Anselm's, Sacred Heart or Divine Child. Many Highlands children attend these parish schools.

Dearborn Highlands homes valued at between \$17,000 and \$35,000, house mostly white-collar families. Lawns and landscaping show evidence of much care and are also a tribute to the high, fertile ground.

This fine farmland was slow in being settled in the early days, because it comprised Dearborn Township Section 16. In every Michigan township, Section 16 was the "school section." The superintendent of public instruction was to sell this land and use the money for schools.

A statute of 1837, the year Michigan became a state, said the school sections are to be sold for not less than \$8 an acre. Lands near Dearborn were being sold for much lower prices. William Daly, in his own story of his life, records that he paid \$4 an acre in 1843 for his fine land at Cherry Hill and Gulley.

In 1846, a revised Michigan law stated "The minimum price of unsold and unimproved school land shall be \$4 per acre."

At the new price, the Dearborn Highlands section was quickly bought up. Most of the earliest families were of German descent, which is why Telegraph between Ford and Cherry Hill was then called Dutch-town Road. Some of the families were the Helms, Heberstreits, Hopps, Shoemakers, Sylvesters, Kaschafskys and Bertrams.

Charles Brainard bought 40 acres at Ford and Telegraph and as his farm prospered, built a large brick home at Ford and Rosevere. Elizabeth, the youngest of his nine children, lived in that home until she died in 1956, after which the fine old house was torn down. Neighborhood

children were fond of the place and were sorry to see it go.

One of the interesting spots of the Dearborn Highlands neighborhood is the picturesque small cemetery on Cherry Hill west of Outer Drive. Everyone calls it Mount Kelly, but actually only the north was originally Mount Kelly, and the south half Mount Daly.

William and Mary Daly gave the land to Sacred Heart parish in 1858, when Fr. Patrick O'Kelly, the first resident pastor died. Fr. O'Kelly is buried, with his relatives, the Magoonaghs, in the little red brick chapel at the top of the hill.

For many years, the cemetery was operated by a committee of William Daly, William Kelly and the Sacred Heart pastor. There were 201 lots in all, those in Mount Daly costing \$10 and in Mount Kelly, \$8. A potter's field was provided at the northeast corner.

The cemetery is still being operated by Sacred Heart parish and an occasional burial is made there. Last year, on the 100th anniversary of Fr. O'Kelly's death, the Fr. Patrick O'Kelly Council, Knights of Columbus, restored and reroofed the little chapel where their patron is buried.

As you stroll through the quiet walks of the cemetery you can read many of the names prominent in the proud history of Dearborn. They are about equally divided between Irish and German: Daly, O'Flynn, Halpin, Quirk, Connolly, Dunn, Powers, Guinan, Kelly, O'Brien, McMahon, Lynch, Carey and Ryan, intermingled with Wagner, Assenmacher, Fellrath, Knodt, Gebauer, Flaischan, Wilhelmi, Zimmerman, Snyder, Wiethoff, Waldecker, Reckinger, Kaiser and Goebel.

Dearborn Highlands people are very interested in community and civic affairs. Among the prominent residents, to name just a few, are city engineer Howard Lilley, school board member Royal Targan, builder Freeman Flecker, insurance man Thomas Joynt, and Dearborn F. Marshall, mathematics instructor at Dearborn High.

Others are Mrs. Edward V. Radke, second vice president of the League of Women Voters of Michigan; Dr. Eugene Quigley, Dr. Francis A. Lutone, Dr. Donald Bryan, Marshall Raglund, J.W. Weeks and Jim Bunning of the Detroit Tigers.

THE WAR OF 1812

(from June 1950 Dearborn ?????, P-1)

(This is the second of several articles dealing with the early history of Dearborn. The information for this article was supplied by the Dearborn Public Library.)

Death and destruction, fight or be killed, was the byword of the early American settler who settled along the banks of the Rouge River in a wilderness that was later to become known as the city of Dearborn.

Keystone of those early days sounded and resounded by the volley of gunfire, the sound of hoofbeats, the war cry of the painted savages and the shrill command of the army generals of the day to their troops to "charge" or "retreat."

All of these and many other happenings spelled the early history of Dearborn and marked the War of 1812 in which the Americans engaged the British, Canadians and the uncivilized American Indians.

Two of these battles of the War of 1812 were fought near Dearborn, and although they were not great battles, they were important and certainly had an effect on the history of the nation.

These two battles, the Battle of Brownstown and Monguagon, have lived down through the annals of history, and it was in these two battles that Tecumseh, the ablest Indian warrior of his time, who fought along side of the British, met his death.

Tecumseh was known as a relentless fighter, one who was dangerous and clever, a foe whose battle cry was "kill or be killed." He was an Indian chieftain who was still smarting from a defeat of his assembled tribes at the memorable battle of Tippecanoe by Gen. Harrison. He would go to any length to wipe out this blot against his war record.

Gen. William Hull was in command of the important military post of Detroit at this time, and he had sent to army headquarters in Ohio for additional supplies.

Word had been received by Gen. Hull that supplies and cattle were on their way under the able direction of Capt. Henry Brush and a company of volunteers.

Capt. Brush had requested of Gen. Hull that his entourage be met at the River Raisin and escorted the remainder of the way in face of the danger of Tecumseh and his Indian warriors.

So it was that Major Van Horne and his detachment of 300 men set out to meet Capt. Brush and the supply train to escort them to Detroit.

It was on the fateful morning of Aug. 4, 1812, that Major Van Horn and his troops reached the Ecorse River and at this point near the little hamlet of Brownstown, they encountered a company of British regulars and Canadian volunteers and Indians under the command of Tecumseh.

Van Horne quickly realized his cause was a hopeless one, so he rallied the remainder of his forces and beat a hasty retreat to the Ecorse, marking the end to the brief battle of Brownstown but making possible the ancient adage: "He who fights and runs away may live to fight another day."

Couriers were sent back to Detroit for reinforcements, and it was not long before Col. Miller and Major Morrison with 600 men strong joined Van Horn in the hope of beating back the threat of British regulars, the Canadians and the Indians in order that Capt. Brush and his supplies might get through to Detroit.

'Twas on Aug. 8 that Col. Miller led a detachment of

men around to Monguagon, which was 15 miles below Detroit and four to five miles to Brownstown. He engaged the enemy in a densely wooded district. After nearly an hour battle, he forced the enemy to retreat, a badly beaten army.

In the wake of this battlefield victory, 40 Americans lay dead and 60 were wounded. The British and Canadian losses and that of the Indians were probably even greater.

Tecumseh had been wounded, but he escaped with the fleeing enemy, only to be killed in the Battle of the Thames near Chatham.

This victory spelled in the bloodshed of American lives was of no real sufficient, however, as it was but a week later that Gen. Hull surrendered Detroit to the English.

Capt. Brush and his supplies never reached their destination, and according to legend, they are believed to have been massacred by Tecumseh and his tribe.

Area Land Information

Henry Ford Estate

After Clara Ford died in 1950, the Ford estate became available. The family put the land up for sale in February 1951. Cost for the 1,369-acre parcel was \$2.6 million.

The Detroit Common Council indicated it was interested in buying the land. Among the ideas it offered was for use as a county airport.

Hubbard scoffed at the idea, saying the city (meaning he) had its own ideas for the land. Ford Motor Co. bought the land in March.

Hubbard then had the City Council begin condemnation proceedings on 100 acres on the northwest corner of Michigan Avenue and Southfield for his long-desired civic center complex. Hubbard also sought 40 acres on the northeast corner of Ford Road and Greenfield for a park and land north of Cherry Hill north of Ford Field for parking. Before condemning, the council decided to see if Ford Motor Co. would make the land a gift to the city.

Within a few months, Ford Motor gave the city the land on the northeast corner of Ford Road and Greenfield, but did not say anything about the other parcels.

Henry Ford II did say the homestead and its immediate surrounding land should be preserved as a tribute to Henry and Clara. Hubbard said this was a great idea.

In November 1951, Ford Motor announced plans for a major development involving all 4,500 acres of Henry Ford's land. This was the beginning of Ford Land Development Corp.

Fairlane Woods

The groundbreaking for the Fairlane Woods residential community was held Dec. 1, 1980.

Condemned land

The city condemned four lots at Littlefield-Tireman-Esper July 19, 1948, at a cost of \$68,240.93, for land at that intersection to improve the neighborhood.

The lots were changed into small parks and neighborhood beautification for the area.

The city also planned to close Esper and Manor streets at five points to eliminate the heavy traffic coming from the Henry Ford plants going through the all-residential area.

Schaefer Grove

The old Schaefer Grove was at Michigan and Calhoun circa 1924.

Telegraph Road

Telegraph Road from the Rouge River to Cherry Hill was originally zoned for residential use.

In 1969, the city rezoned the land on the east side of Telegraph from Cherry Hill to Marshall for business office use. Neighbors fought this. Finally, in July 1976, the city rezoned the land back to residential use.

Detroit Zoo in Dearborn

The Detroit Zoological Society bought the land bordered by Greenfield, Rotunda Drive, the Rouge River (Springwells Park/Ford Foundation) and the railroad track in 1914 for the

new Detroit Zoological Park.

Work never began. Henry and Clara Ford bought the parcel in 1927.

City vacated land

In July 1959, Dearborn vacated a triangular piece of land on the northeast corner of Holly and Welch in the Fairfield Subdivision. The land originally had been part of the William Heutter farm in old Springwells Township.

Private patrols

A group of Dearborn Hills residents in 1938 engaged the services of Wayne Patrol, a private police organization, to serve as a supplement to Dearborn police.

Stinson Woods

This wooded area was just west of Military Avenue in west Dearborn at least through 1931.

Superblock

The superblock project in west Dearborn officially began May 15, 1986, when the Dearborn City Council OK'd the initiation of negotiations for land purposes of property on the south side of Michigan Avenue between Howard and Mason. It wanted to buy 350-foot frontage for \$1.5 million. Its goal was to purchase the land and demolish the structures.

Railroad Yards

In 1935 and 1936, Michigan Central Railroad maintained a freight yard in east Dearborn. Also here were many brickyards and Daniels Dump.

Scavenger Lands

During the late 1930s and into the 1940s, the state held several scavenger land sales selling off parcels of land acquired through tax-reverted land (land where unpaid taxes resulted in forfeiture of the property). The property could not be resold.

In 1940, the city withheld 75 acres for the state scavenger sale. The state's dictum was that any land held back by a municipality had to be used for civil purposes within a year.

The first site the city started making plans for was 19 acres between Hemlock and Donald. The second was five lots adjoining Ford Field west of Brady. The third was 30 acres near Whitmore-Bolles School.

Other parcels included 3.75 acres at Freda and Blesser, a 100-foot strip one block long at Firestone at Jerome, and 150 by 240 feet at Tuxedo and Tractor.

Lovers Lane

In 1940, people used an area near the intersection of Southfield Road and Airport Drive as a Lovers Lane.

City Dumps

In 1935 and 1936, Daniels Dump was maintained in east Dearborn.

A city dump was maintained in the 1930s at Michigan Avenue and Bailey. In 1937, a dump was on Michigan Avenue west of Porath.

In 1938, a dump was at Eagle and Marie streets.

Aug. 2, 1949, the city council ordered the DPW director to discontinue use of the city dump south of Michigan (and the MCRR) west of Telegraph. A similar nuisance was at Michigan Avenue and Wyoming.

In fall 1949, the city dump was at Greenfield and the Rouge River. Complaints were common in that area of the odor.

To compensate for the closing of all of these dumps, the City Council contemplated building a city incinerator.

Outer Drive-Monroe

Outer Drive from Monroe to Alice was rezoned from business to residential May 28, 1942.

Former DPW yards

The former Dearborn DPW yard at Reuter and Hemlock was razed in spring 1973. The city then built a 58-home subdivision on the site.

The former public works yard bounded by Paul, Hartwell, Reuter and Hemlock, including the railroad right-of-way, was turned into a subdivision in 1978.

It took the city 26 years to resolve the problems with the railroad spur owned by the Penn-Central Railroad. The city finally bought this right-of-way in June 1976.

Rotunda-Snow Land

The City Council OK'd the plat for building a subdivision in the land bounded by Pelham, Snow, Detroit and Rotunda Drive March 20, 1951. It also OK's the platting of the land bounded by Culver from Snow Road to Oakwood.

Ford donates land

In early July 1932, Ford Motor Co. donated 196 acres to Wayne County in the area north of Northville and Plymouth in the Rouge Valley for use as a park. This was to be combined with adjacent parks to create one large park of more than 700 acres.

Powers Hill

Powers Hill, McKinley at Powers, was built in 1965 with leftover dirt from nearby road construction projects.

The hill was torn down in August 1980 after complaints of too many accidents with children and residents deemed it dangerous. It is now the site of Swapka Park in south Dearborn Heights.

Ten Eyck Estate

The Ten Eyck estate was sold in 1913 to Henry Ford. It was at this time he started plans to build Fair Lane.

Henry and Clara Ford used the Ten Eyck home to live in until Fair Lane was completed in 1915. The Fords then moved into their new home. The Ten Eyck house was then razed.

Dearborn Urban Renewal

Dearborn's first Urban Renewal Project began discussion in 1959. Hubbard asked in July 1959 for urban renewal for the South End to help residents there harassed by dust, smoke, noise and flooded basements caused by nearby industries. His goal was to relocate 115 families. Homes on Eagle and Roulo would be bulldozed. To do this, Hubbard would need federal funding.

The city got the federal OK Aug. 1, 1962, to start the project acquire a 15-acre site along north Roulo.

The plan was to clear 14.8 acres, rezone the land and then make it available for industrial development. The entire site was all north of Eagle Street. At the time, it had 72 buildings, including 67 residences.

The estimated cost for this part of the project was \$474,464.

Residents in the Eugene-Porath neighborhood in the city's South End took the city to court in late 1970(?) charging that the city was trying to destroy their end of town. This was part of the city's urban redevelopment project of the late 1960s.

The case went to federal court in February 1973.

DH Urban Renewal

A \$1 million urban renewal grant for the area bounded by Cherry Hill, John Daly and Beech Daly was OK'd by the state in May 1967.

This included a \$178,236 grant from the state. The rest would be in the form of a loan. The plan was to put up apartment buildings and individual residences.

Hubbard's New City

Orville Hubbard unveiled a plan Feb. 20, 1957, to consolidate Dearborn and 15 townships in Wayne County to create a more efficient government.

The new area would have about 500,000 people and 400 square miles of land, second only to Los Angeles' 451 square miles. The new city would be three times larger than Detroit.

According to Hubbard, Melvindale, Taylor Township, Dearborn Township and Allen Park were most enthusiastic about the idea. Hubbard referred to Grosse Ile as the Belle Isle of the new Dearborn.

Hubbard omitted most villages and all other cities from the plan as they would likely not be interested and because of likely expected opposition to the plan.

Townships involved were Brownstown, Canton, Dearborn, Ecorse, Grosse Ile, Huron, Monguagon, Nankin, Northville, Plymouth, Redford, Romulus, Sumpter, Taylor and Van Buren.

Hubbard called for an April 1 vote. A couple of days after the plan was revealed, Allen Park officials said no to the idea, in effect stopping any further action on it.

Planned businesses

A beer garden was proposed in 1941 for the corner of Grindley Park and Carlisle. The City Council did not grant the license.

ImOberstag estate

Dearborn City Councilman Irving ImOberstag subdivided his estate east of Brady Aug. 18, 1959, into 24 large lots for quality homes.

The plan was to extend Cherry Hill eastward into the subdivision (road now called West Lane) and was to have two street courts.

Original Platting

A 1931 zoning map of Dearborn showed several plats that were originally zoned for commercial use like neighborhood stores.

These included the northwest corner of Cherry Hill and Gulley, all four corners of Grindley Park and Carlisle, both sides of Madison from Parker to Notre Dame and up Grindley Park to Yale, the north side of Carlisle from Pardee to Vassar, and both sides of Monroe from Penn to Dartmouth.

Sunken Heights

The subdivision built in the late-1940s west of Monroe and north of Dartmouth was termed "Sunken Heights" and its residents the Sunken Heights Suckers' Club because of numerous defects in the workmanship of the homes.

Livernois Building Company built the subdivision. Some 160 homes were said to have faulty building construction. After this incident, Livernois renamed itself Azure Construction Co.

They were all pre-fab homes built along Katherine and Dudley around Penn and Carlisle. Suits started to be filed in 1948 and 1949 by residents and the city.

Ford's Birthsite

The county dug up the original site of Henry Ford's old birthsite for the construction of the Ford Road-Greenfield viaduct project.

The house originally straddled the township line between Greenfield and Dearborn Townships. The house was later moved 200 feet east when Greenfield was extended south of Ford Road.

Henry Ford moved his old homestead to Greenfield Village in January 1944.

MILITARY IN TOWN

Army anti-aircraft installation

(from Dearborn Guide P1, 3-24-53)

The vast Ford Rouge plant will not be defenseless in the event of an enemy air attack.

The army has taken precautions to safeguard the sprawling plant from a "sneak" attack by enemy aircraft.

If a Red plane should succeed in getting within 30 miles of Dearborn, powerful anti-aircraft guns would spring into action at once and have the invader within its range in a matter of minutes.

The army has set up an anti-aircraft installation a short distance from the Rouge plant. It is situated on Ford property just southwest of the intersection of Rotunda Drive and Greenfield.

The military encampment has all the earmarks of an ordinary army camp, but on a smaller scale.

The installation is manned by two batteries of the 504th AAA Gun Battalion, commanded by Lt. Col. Stephen T. Kosiorek, a West Point product.

The personnel of these units consists of a number of officers and enlisted men. They are housed in temporary Jamesway huts, similar to the type of used in Alaska and other cold regions.

The Jamesway hut resembles the Quonset in outward appearance but is insulated well enough to withstand temperatures of 45 degrees below zero.

Major John A. Elledge, the battalion public relations officer, disclosed that these huts will soon be replaced by permanent pre-fabricated barracks.

In short, the Rotunda-Greenfield installation is intended as a permanent army camp until the present emergency is over.

The camp has already been equipped with a permanent mess hall and toilet facilities. It has a small chapel, a day room which includes a television set, a small PX, a supply room, officers' quarters and other facilities that are part of an army post.

Most of the equipment at the camp has been transferred from other military installations.

The camp includes several radar units and heavy anti-aircraft guns.

The radar units can pick up an enemy plane within a 30-mile radius, and by the time it reaches anywhere near the Ford plant, the giant ack-ack guns can be ready for action.

The soldiers have been spending considerable time making their quarters livable. They have built boardwalks around the grounds to escape the

mud.

Mud has been the biggest enemy the troops have encountered at the installation. Until they completed their boardwalks, the soldiers were up to the knees in mud.

The Edward C. Levy Co. recently donated 70 tons of crushed slag to build the main road into the camp. The city of Dearborn aided the cause by providing a grader to level the road.

The road has been a great morale builder, confides Major Elledge.

The officers of the two batteries at the camp are appalled at the indifference of the Dearborn residents toward the troops. They hope to establish better relations between the citizenry and the soldiers in the months ahead.

The installation was gone by 1954. Fire destroyed the former recreation building Feb. 13, 1954.

Marine Corps League HQ

Dearborn was one of the five final choices for the new world headquarters in 1949 for the Marine Corps League headquarters.

The league, founded in 1922, finally chose Baton Rouge, La., for its new home.

Naval armory

A naval armory was built in summer 1947 at 13021 Osborn at Lois, Dearborn. The city leased the land to the military for this use.

The original plans had to be increased in size with the Marine Corps wanted to be included in the project.

It was dedicated Dec. 12, 1949, as the U.S. Naval and Marine Corps Reserve Training Center.

After the center closed, it was used by Dearborn Recreation Department until it was torn down in mid-1980s.

Military Installation

An army outpost supposedly was maintained in the 1830s at what is today Telegraph and Warren.

Military Street, which originally started on the south at the railroad tracks south of Michigan Avenue, went through the old Detroit Arsenal grounds and ended on the north right by Telegraph and Warren. It is not known if the street's name is connected to this outpost.

Miscellaneous

(From Dearborn Press, Memorial Day 1970)

By JUDY HUMITZ

With thousands gathering on Greenfield early on Memorial Day to march in tribute to those men and boys who have given their lives that democracy might be saved, how many will know just how long ago it was that the first Dearborn boy lost his life in combat?

The Civil War is history ... remote and far away, and yet the very ground on which the Memorial Day marchers tread will be the same ground that felt the retreating feet of the 24th Regiment of the Michigan Volunteers as they set off for war under the leadership of Capt. Richard Haigh.

It was different in those days. Boys didn't waken in the night with streams of sweat pouring down their forehead, tormented with the fear of war or if they did they hid it even from themselves. War was heroic then. Mothers probably were the same ... but somehow a boy became a man and proved it by joining up.

The community was different, too. The records of Springwells Township indicate that funds were raised by volunteer subscription to pay the customary bounty (a bribe, actually, although it was dubbed a bonus) of \$100 to each man who voluntarily responded to the call for army recruits. The citizens responded with gusto, for at the end of 1862, the records show that the bounty fund of this township totaled more than \$8,000.

By Dec. 27, 1862, 46 area men had volunteered for army service but apparently more were needed for on Aug. 15, 1864, the township clerk posted a notice asking for subscriptions to a Bounty Fund which would bear interest at the rate of 5 percent per year. Subscriptions would be repaid within five years.

No record was available showing how many youngsters responded to this enticement.

When the Civil War ended, the boys came home with very little fanfare except within their own family circle. Some 40 years later, a group of Dearborn ministers rebelled at this horrendous oversight and pledged themselves to stir up a little remembrance. And so Memorial Day took on a religious significance which prevailed until 1915. Even today, within some groups, the religious overtone is stressed.

In 1915, the Dearborn Memorial Day Parade was initiated. A group of school children, along with the Ladies Garden Club float, a group of Camp Fire girls, and Boy Scouts, gathered on Mason Street and marched up Michigan Avenue to

Haigh and ended on Monroe at Salisbury School, where the ceremonies were brought to a conclusion. Jogging along with the paraders were all the automobiles in Dearborn.

Dearborn had several armed forces units in or near the city. These included the 504th anti-aircraft battalion, the 9632nd Volunteer Air Reserve Squadron at the Osborn Center, the 15th Special Infantry Co., the U.S. Marine Corps Reserves, and the Surface Battalion 9-61.

MISC. ORGANIZATIONS

Chamber of Commerce

(from July 29, 1932 Dearborn Independent Page 2)

New Local Business Organization Formed Here

The Dearborn Merchants and Citizens Association, an organization which plans to promote and protect welfare of local merchants, was formed Wednesday evening with the election of James Thompson as president, James Dasko, vice president, W.D. Kerr, secretary, and E.G. Hamer, treasurer.

The new organization will outline further plans at a meeting to be held next Wednesday evening at 13922 Michigan Ave.

Dearborn Eagles

The first local chapter of the Eagles was formed July 29, 1934, when the Dearborn Aerie of the Fraternal Order of Eagles instituted the chapter.

The Dearborn Eagles No. 2482 held a grand opening of its new home at 26031 Warren Ave. Dec. 18, 1948. Its former home was at Telegraph and Oxford.

The Fraternal Order of Eagles, Dearborn Aerie, was formed in March 1957. Its first meetings were held at 14249 Michigan Ave.

The organization was founded in 1898 in Seattle as a non-sectarian organization. Its major project was to support and promote social and economic benefits to its members and families.

Dearborn Elks Lodge

Dearborn Elks Lodge No. 1945 was founded Jan. 30, 1955. It was sponsored by the Plymouth Lodge No. 1780.

Its first meetings were held in temporary quarters at the VFW Hall, 7258 Chase Road.

(from P23, Dearborn Heights Leader, Nov. 14, 1968)

By BERNADETTE PLUNKETT

Over a century old, the building which now houses the Dearborn Elks at 25000 Michigan Ave. near Gulley Road represents some 50 years of service to humanity. It is now being completely renovated by the Lodge.

It was once one of the little known philanthropic projects of the late Henry Ford and his wife, Clara Bryant Ford. From 1911 to 1916, it came to be called Valley Farm, being first a summer camp and then a home for orphaned and disadvantaged boys. Ford's experience in this venture culminated in the establishment of the Henry Ford Trade School.

From 1918 until the death of Clara B. Ford, Valley Farm served the community as a home for wayward and unfortunate girls under the guidance of Women's Hospital of Detroit.

Early in 1955, negotiations were begun for the purchase of Valley Farm as a home for the Dearborn Lodge No. 1945 of the Benevolent and Protective Order of Elks of the United States of America, and the purchase was completed in May of that year. Total membership at the time was less than 100.

The local Elks Lodge now boasts a membership of 1,000, and is writing history with its program of American patriotism, good fellowship, philanthropy, health and educational

services, welfare and youth work (among these, a special program for cerebral palsy victims and other handicapped children).

For the past several years, Dearborn Elks Lodge 1945 has been judged the most outstanding lodge in the state of Michigan.

The property which came to be known as Valley Farm was part of the original tract of 160 acres secured by patent from the United States by Richard McCurdy July 2, 1824. Alfred B. Gulley purchased 158 acres of this property March 26, 1855.

Orrin P. Gulley and Sophia Ida Gulley, his wife, inherited the property in 1880. It was from them that Mr. and Mrs. Henry Ford purchased 80 acres in 1908. (According to heirs of the original owners, the farm house was built in 1859.)

During their third summer at this farmhouse, Mr. and Mrs. Ford offered the use of their property for a summer camp for the Protestant Orphan Home in Detroit. The home had previously used the J.L. Hudson property west of the Grosse Point Yacht Club on Lake St. Clair for camping, but the property had been sold in 1911.

When the camping season closed and the Fords learned that the orphan home was unable to provide for all the boys who had spent their summer at the farm, they offered to take some of the boys for a beginning of a new home. Then boys, all around 11 or 12 years of age, were selected as the first residents. Soon five more were added.

On Dec. 15, 1911, it was incorporated for the purpose of providing a home for boys 12 years and over, not to exceed 18 years, who had lost one or both parents, had been abandoned or whose parents were unable to provide for them.

"It was the boys themselves who gave it the name of Valley Farm," George E. Brady, one of the original 10 residents, told us. "Our ball park was right in the valley, and we thought Valley Farm was a far more appropriate name than Gulley Farm," he explained.

Brady attended public schools with the other Valley Farm boys and went to the Presbyterian Church on Sundays. "Mr. Ford wanted Valley Farm to be a real American home for us," he explained, "but he also wanted us to get out and mingle with other people.

"It was the custom of the Ford Family to have Christmas dinner with us," Brady recalls with nostalgic pleasure. "They came in their Model T Ford, and we all thought that was so unusual, for in those early days of the automobile, most people put up their cars (on blocks) for the winter."

In addition to their education and recreation, the boys at Valley Farm had daily tasks to perform before and after school with the idea that they would have become skilled in the many types of farm work.

But as Henry Ford watched his boys grow and develop, he felt that they should be given an opportunity to learn a trade or profession if they so desired. Ford felt that in the rapidly growing Ford Motor Company, there should be somewhat of providing training for these boys, and others like them, who could not afford to pay for a formal education.

Six Valley Farm boys were the first students of the Henry Ford Trade School, which opened its doors Oct. 25, 1916, in one room of the Highland Park plant.

With the opening of the Henry Ford Trade School, Valley Farm was abandoned as a school for the boys. Several of the boys were placed in the Ford offices, while others continued their formal education.

For the next two years, Valley Farm was operated as a farm by the Ford Family. In 1918, Women's Hospital of Detroit was given permission to use the buildings and a home was established there for wayward and unfortunate girls. The home was deeded to Women's Hospital in 1948.

At Ford's request, a survey of the status of former Valley Farm boys was made in 1943. Three could not be tracked. Leslie Harris had been killed while fighting in France during World War I. Two had become lawyers, two business men, one a police lieutenant, four tool-makers another a traveling salesman and George E. Brady, a Dearborn official.

"But my brother, Lewis F. Brady (also one of the original Valley Farm boys), was really the brains of the family," George Brady tells us. "He went on to become a very successful lawyer in Detroit."

But George Brady is recognized as quite a brain himself. When he had completed a pamphlet for the Dearborn Historical Society recalling his days at Valley Farm, Jesse Bollinger, another Valley Farm boy, was amazed at all Brady remembered.

Dean of Dearborn attorneys, Bollinger is chairman of the board of the Bank of Dearborn. He earned both his bachelor and law degrees from the University of Michigan.

Brady worked in the advertising department of the Ford Motor Co. for several years, then went to work for the city of Dearborn in the service department and also as comptroller and housing director. A member of the Fordson board of education for 20 years, he was the last president of the Fordson board and the first president of the united Dearborn board of education (upon consolidation).

"I saw Duane Dunick, your city attorney, grow up in my neighborhood," Brady told us. "Quite a guy," he added.

"You know," we pointed out, "That Dunick is now chairman of the board of trustees of the Dearborn Elks ... the lodge which was once Valley Farm?"

"Oh, yes," Brady said. "I get over there once in a while ... know quite a few of the men there."

Dunick was exalted ruler of Dearborn Elks 1945 when the Lodge commemorated the dedication of their new facilities in 1945. The program books credit him with not only contributing to the overall planning of the new lodge facilities, but also for the Lodge's great strides in growth and prominence.

Under the present exalted ruler, Jerome T. Oss, Sr., Dearborn Elks 1945 continues in service and prestige.

A farm house over a century old, a material thing they refuse to tear down, but Valley Farm, now Dearborn Elks Lodge No. 1945, is a landmark, the home of great men whose services to mankind have extended beyond this community, perhaps to the four corners of the world.

Garden Club of Dearborn

On Aug. 15, 1915, the Garden Club of Dearborn was organized by a group of Dearborn women, among them Mrs. Henry Ford, Mrs. E.R. Bryant, Mrs. Louis Ives, Mrs. Henry Haigh, Mrs. Henry Knodt and others.

The first meeting was held at the Ives home. Mrs. Henry Ford was the first president and served for five years. The meetings were eventually moved to the First Presbyterian

Church on Mason and moved to Brady when the new and larger church was built.

The membership grew and in 1931, the Garden Club joined the Federated Garden Clubs of Michigan when falls under the umbrella of the National Council of State Garden Clubs Inc. headquartered in St. Louis, Mo.

During the war years, the Garden Club gave aid and information to the community on the management of Victory gardens. Flowers were provided for the Sunday services to Dearborn's Veteran Hospital.

The Garden Club has participated in landscaping projects in the city since their inception. They currently tend the flowers at the Centennial Library and the Peony Garden at the Henry Ford Estate.

Kiwanis Clubs

(from DH Leader 1971)

The Kiwanis Club of Dearborn Heights was chartered Nov. 10, 1958, as a club for men only and not only a club but a service club.

Kiwanis requires that the men render their voluntary service to youth, community and nation. The members are men of professional, non-professional, technical, non-technical, businessmen, employees, managers or men who care and are interested in their community.

The Kiwanis Club is dedicated to a broad spectrum of community service activities in support of young people and senior citizen alike.

Dearborn Outer Drive Kiwanis was organized in 1956 after it branched out from its parent club, the Dearborn Kiwanis.

In the mid-1960s (at least), a Warren Valley Kiwanis branch operated in north Dearborn Heights

Masonic Lodges

Dearborn Lodge No. 172 F&AM, chartered Jan. 11, 1866. Masonic Temple at Monroe and Garrison, dedicated Feb. 15, 1928, was formerly site of the armory building in the Detroit Arsenal. Painted lines in the parking lot showed where the original building was. Membership in 1948: 1,700 names.

Dearborn Chapter No. 421 OES (Order of the Eastern Star), women's auxiliary. It was organized May 15, 1914. It consisted of wives, daughters, mothers, sisters and widows of master masons.

Architect Lodge No. 569 F&AM.

Royal Arch Masons, Dearborn Chapter No. 172.

Olive Branch Lodge, owns hall on Mason south of railroad track.

The Dearborn Masonic Temple Association formed in February 1945. It took control of the lodge building and the property.

The Masonic Temple was sold to John Hancock Insurance Co. in 1940. This forced the Players Guild of Dearborn, which had been using the building for plays, to move to Eloise.

The Ionic Commandery No. 55 Knights Templar moved its headquarters to Dearborn's Masonic Temple from Detroit July 13, 1934.

Rotary Club of Dearborn

(from Dbn. Guide March 22, 1973, p12)

Friday, March 30, 1973, the Rotary Club of Dearborn celebrates its golden anniversary, marking 50 years of public service to the community. Under the sponsorship of the Wayne Rotary Club, Dearborn was chartered on Good Friday in 1923 as club number 1396 among the international Rotary clubs.

Clyde M. Ford was elected president of the 19-man group, which had been organized the previous November. He was assisted by vice president Alonzo R. Little; secretary-treasurer Arthur W. Webber; and Hoyt Travers, sergeant-at-arms.

In 1923, the international Rotary organization was just 18 years old. The infant Dearborn club was in the 23rd district of this growing worldwide organization, and its district governor was John P. Olds of Sault Ste. Marie

Transportation being considerably chancier then than now, Mr. Olds delegated Ypsilanti Rotarian H.E. Van de Walker his special representative at the charter presentation. Apparently the official send-off was all that it should have been for the club immediately began to make its contribution to the community.

Ray H. Adams, a Dearborn school man of distinction, was elected president in 1925. He is the surviving member of the original club founders.

In 1927, the Fordson Rotary Club was formed, and Walter J. Rachow was elected president. A year later, the cities of Fordson and Dearborn were consolidated and the city name Dearborn was retained. Keeping in step with the times, the Fordson club changed its name to East Dearborn Rotary.

In 1940, the original Dearborn club merged with the East Dearborn unit. The combined club then totaled 54 members. World War II had a considerable effect on the fledgling new organization, but with the return to normalcy in 1945, a program of service to youth was initiated and it is still pursued, even more aggressively today.

While a good many undertakings of Dearborn Rotary have in themselves constituted news over the past half-century, here are a few of the highlights of each decade.

THE TWENTIES

In 1925, the club played a role in the first air mail flight out of the Ford Airport. Later in the year, an airport hangar served as the backdrop to a Rotary-sponsored appearance of the United States Marine Band, an event thoroughly enjoyed by city residents.

Active participation in working with crippled children was undertaken in 1926, and a clinic for treatment was set up set the Dearborn Public Library.

Young people unable to meet the financial burden of college were assisted in their continuing education in 1926 through the establishment of a Student Loan Fund.

A highlight of 1929 was participation in the observance of Light's Golden Jubilee. The event brought many notables to Dearborn, among them, Pres. Herbert Hoover, Madame Currie and Thomas Edison. Edison, with Henry Ford reenacted the invention of the incandescent lamp, and its lighting signaled the dedication of Greenfield Village and Henry Ford Museum.

THE THIRTIES

Early in the Depression years, 1931, a Rotary Foundation Fund was established and a new Rotary Club was sponsored in River Rouge.

In 1937, a Boys Club was founded in the South End with the support and guidance of Dearborn Rotarians.

THE FORTIES

An organization of Rotary wives was encouraged in 1942, and a great many war service projects were undertaken by these dedicated women. The organization is still active, one of the few in Rotary International blessed with such success.

In 1945, a Thanksgiving dinner party raised \$1,200, which was given to the Campfire Girls for the erection of a building on Schaefer Road at Hemlock. Manual labor for building the structure was given in 1946.

THE FIFTIES

Dearborn Rotary hosted 73 German young people as a part of the Youth for Understanding project in 1952. This work with youth carried forward into 1953 and 1954 with the sponsorship of a bike derby and the contribution in 1954 and 1955 of \$1,300 for the expenses for two American Field Service exchange students.

Some \$12,000 was contributed to the Western Wayne County Crippled Children's building project in 1955, the bulk of the funds raised by a billionaires party. Additional and substantial contributions were made to the American Field Service program in 1956, '57, '58 and '59.

THE SIXTIES

Still emphasizing financial contributions for youth work, trade fairs were promoted in the Youth Center in 1960 and 1961. This event evolved into the annual Rotary Antiques Show initiated at the Fair Lane Mansion in 1963 and continuing there and later in the Youth Center regularly to date.

In 1964, two Dearborn Rotarians visited the "matched club" assigned by Rotary International in La Victoria, Peru. Their visit prompted the give of \$1,000 by Dearborn for the construction of a much-needed school in La Victoria.

Recognizing the need for continuing, well-organized philanthropic work in this section of Michigan, the club established the Dearborn Rotary Foundation in 1966.

Several thousand dollars were presented as outright gifts to such typical organizations as the Civil Air Patrol, Oakwood Hospital, Retarded Children, Synanon, Shar House and various education and religious organizations.

THE SEVENTIES

Early in 1973, a specially equipped bus to accommodate crippled children and adults was presented to the Wayne County Society as a gift of the foundation and individuals within the Dearborn Rotary Club.

And on the lighter side, Dearborn Rotary has sought to make its mark on the cultural scene for the past several years through the staging of annual musical events and concerts open to the public at a nominal admission charge.

At its 50th milestone year, the club is still growing. Recognized as a force for good in its own community both nationally and internationally, Dearborn Rotary each year increases its program and extends its outreach.

The Fordson Rotary Club, formed in 1926, renamed itself the East Dearborn Rotary Club July 6, 1934, at the start of its eighth year.

Jaycees

The United States Jaycees were chartered Oct. 13, 1915. The movement started as the Herculaneum Dance Club members in St. Louis, who founded that club to prevent dances it felt were contrary to public good.

The Jaycees were originally called the Young Men's

Progressive Civic Association (1915). The name was then changed to the Junior Citizens. In 1918, it became affiliated with the St. Louis Chamber of Commerce. Shortly thereafter, the group renamed itself the Junior Chamber of Commerce.

The national organization of the Jaycees were formed during a national conference Jan. 21 and 22, 1920.

The Dearborn Jaycees were formed in October 1938, but did not formally receive its charter until spring 1939. Its first president was George Labadie. Those on the charter commission were James Daly of Daly Bros. Furniture, Frank Padziewski, Harry Miller, James Edwards and Fred La-Rouche.

The Dearborn Heights Jaycees were founded as the Dearborn Township Junior Chamber of Commerce in 1956. The first meeting was held Jan. 26, 1956. The unit was sponsored by the Livonia Jaycees.

Knights of Columbus

Bishop Foley Knights of Columbus council was founded in 1928.

Its hall at 15800 Michigan Ave. had ground-breaking Oct. 10, 1948.

Fr. Patrick O'Kelley Knights of Columbus moved into its home at 23615 Michigan Ave. in October 1958.

The organization broke ground for its current home on Park Street April 24, 1966.

The council was organized in 1954. It was named for the founding priest of Sacred Heart Parish.

The Dearborn Council of the Knights of Columbus acquired the northwest corner of Michigan Avenue and Oakwood (?) in 1925 with plans to erect a building on that site at a later time. Construction was announced in 1928.

Knights of Columbus Council No. 3860 was formed in June 1954.

Daughters of the American Revolution

The Joshua Howard Chapter of the Daughters of the American Revolution was founded in 1926.

The Elizabeth Cass Chapter of the Daughters of the American Revolution was founded in 1942.

The John Sackett DAR organized Nov. 11, 1941, after an organizational meeting was held that day. It had 18 founding members, 10 of whom were descendants of Sackett.

The Aquila Sturgis DAR, then referred to as the Dearborn Chapter, was organized in July 1926.

The Pottawatomie Society, Children of the American Revolution, operated in at least September 1942.

Miscellaneous organizations

The Dearborn Pleasant Hours Club was known only by numbers until 1958 when the units started choosing names.

The names chosen by the first units are as follows:

- | | |
|-------------------|-------------------|
| I - Pioneer | V - International |
| II - Sunshine | VI - Friendly |
| III - Cherry Hill | VII - Ross Museum |
| IV - Harmony | VIII - Colonial |

The Dearborn Heights Civic Association, the first known

use of the name Dearborn Heights, was formed in May 1945. The association boundaries were Telegraph, Gulley, MCRR and Dartmouth.

In existed in 1941 was the Dearborn Pup Tent No. 9, Military Order of the Cootie of the United States. Members of this fraternity were referred to as cooties, graybacks, nits and atoms.

The Dearborn Republican Club held its first meeting Dec. 14, 1933.

The Pennsylvania Club was organized in Dearborn Sept. 13, 1940. The short-lived club was for Dearborn residents who originally came from the Quaker state.

The Salina Girls Club organized in the mid-1930s as a counterpart to the Boys Club that met at the school.

This group chose to become under the auspices of the YWCA in late 1940, thereby eliminating the group's ability to use Salina School. The school board did not allow groups that were already publicly funded to use school facilities for free.

The Dearborn Moose Lodge was founded Oct. 1, 1916, as the Springwells Moose. It was rechartered and reorganized Feb. 17, 1930, as Dearborn Moose Lodge No. 1620.

The Moose dedicated its hall, referred to at the time as the Moose Temple, on Schaefer south of Michigan in fall 1939.

The Pulaski Civic Center, also called Club Pulaski, was organized in 1938 for Americans of Polish descent. In 1952, it has temporary quarters at 7651 Schaefer.

It owned considerable land around that hall. Plans called for the club to someday erect a magnificent civic center on that site.

The Rouge Valley Branch of the Women's International League for Peace and Freedom organized December 1961.

(from July 29, 1932 Dearborn Independent Page 2)

The Dearborn Merchants and Citizens Association, an organization which plans to promote and protect welfare of local merchants, was formed Wednesday evening with the election of James Thompson as president, James Dasko, vice president, W.D. Kerr, secretary, and E.G. Hamer, treasurer.

The new organization will outline further plans at a meeting to be held next Wednesday evening at 13922 Michigan Ave.

Dearborn Arts & Crafts was founded in 1948 as the Art Institute of Dearborn. The name was changed in summer 1960. It again renamed itself in 1998 to the Artisan Guild of Dearborn.

The Dearborn Shrine Club was formed Feb. 9, 1945. Its meetings at the time were held at the Dearborn Inn.

The Dearborn Women's Club was founded by Mrs. Harvey Lowrey in 1927 as the Fordson Women's Club. It was renamed in 1930.

In 1957, its membership was closed since it had reached the capacity of 151 members set forth by its bylaws. New members could not join unless an existing member died,

was ill or moved out of the area.

The club in 1960 was affiliated with the Detroit Federation, the Southeastern District Federation, the State Federation and the General Federation of Women's Clubs in Washington, D.C.

The Dearborn branch of the Woman's National Farm and Garden Club was organized April 18, 1931.

In November 1927, the Fordson Board of Commerce announced plans to drive Fordson to be a city of 100,000 by 1930.

The Dearborn Ski Club, sponsored by the Dearborn Recreation Department, held a ski-jumping show in 1931-32 at Ford Field's north hill on a specially constructed hill for the event.

The Daughters of Union Veterans of the Civil War, similar to the DAR, was founded nationally in 1925. The local tent, the Elizabeth Custer Tent No. 43, was organized in 1938 by Mrs. Mabel Bantle. The name honors the wife of Gen. George Custer.

Tents were named for army nurses who served in the Civil War or some other loyal woman from that period in history. Tents needed at least 10 members to operate.

The local tent had 19 members in 1948.

To be eligible to join, a woman must be the daughter or direct descendent of an honorably discharged soldier, sailor or marine from the Civil War, be at least 15 years old and be able to document the lineage.

The Dearborn Historical Commission was created by the Dearborn City Committee July 5, 1928, as a five-member unit

The League of Women Voters of Dearborn was founded in 1951.

The Exchange Club of Dearborn eventually became the Dearborn Pioneers Club. It was founded in 1925.

The Dearborn Zephyr Club was created in 1938 when Dearborn Youth Inc. reorganized. Its first night of activities under the new name was Feb. 4, 1938.

The Kestral Club of Dearborn was organized Feb. 6, 1938, as a branch of the Detroit Kestral Club.

The Finnish Progressive Club of Dearborn and Wayne County disbanded in February 1938.

The Dearborn Good Cheer Club, incorporated in 1938, renamed itself the Dearborn Goodfellows in 1963.

The Dearborn Civitan Club received its charter Oct. 6, 1960. C. King Boring was its first president.

Groups existing in Dearborn in 1939:

Lady MacRae Lodge No. 218, Daughters of Scotia
Charles A. Bartlett W.R.C. (Women's Relief Corps)
No. 9

George W. Haigh W.R.C. No. 13

Nellie Murray Camp No. 10409 of Royal Neighbors of America.

The Dearborn White Shrine of Jerusalem No. 47 was founded in 1930.

Nine Southeast Dearborn organizations banded together to create the South Dearborn Social Combine in spring 1938.

Member organizations were the Italian-American Beneficial Society, Yugoslav-American Citizens Club, Croatian Citizens Club, Hungarian Citizens Club, Roumanian Democratic Club, Greek Citizens Club, Arabian Citizens Club, Armenian Citizens Club and the Turkish Citizens Club.

The Dearborn Scandia Lodge No. 271 had its hall in 1931 at 11 N. Monroe.

The Opti-Mrs. Club of Dearborn was organized in late summer 1948.

Al Matta Grotto was instituted Feb. 23, 1946. It was part of the National Grotto.

The local club had more than 100 men inducted at first. Its charter was subsequently received.

The Dearborn Lions Club was organized Jan. 16, 1946, when it received its charter. Arthur Reckinger was first president.

It was sponsored by the Northwest Lions Club of Detroit.

The Odd Fellows was founded in 1905 near Jackson.

The Dearborn chapter of the IOOF (Independent Order of Odd Fellows) Lodge No. 318 was founded in 1915 by nine prominent Dearborn men. It was organized Oct. 9, 1915. Overseeing that was the Odd Fellows Nankin Lodge of Wayne. The Fordson Lodge No. 560 was founded March 24, 1928. Dearborn Encampment No. 22 of the Independent Order of Oddfellows had its hall at Mason and Mechanic (Newman) in 1931.

Fordson Rebekah Lodge No. 515 was founded Nov. 20, 1928, by the Dearborn Lodge.

The Dearborn Lodge No. 318 of the International Order of Odd Fellows and the Fordson Lodge No. 560 merged Sept. 24, 1936, creating a new Dearborn Lodge No. 318.

The Rebekah Lodges (the women's corps) also merged. They became known as Dearborn Lodge No. 337.

Dearborn Lodge No. 318 and Dearborn Rebekah Lodge No. 337 dedicated their new temple at 1170 Mason in April 1962.

THE DETROIT ARSENAL

About the Arsenal

Boundaries of Grounds: Elmdale extension from Rouge River southwest along Elmdale to Columbia northwest to Michigan/Telegraph intersection, turning northeast along extension of Golfview along Golfview to Rouge River. In consisted of 230 acres.

Entrance to Arsenal: Monroe north of Michigan Avenue.

Opened: 1833

Closed: 1875

First Commandant: Joshua Howard

Tunnel: A tunnel connected the arsenal with the powder magazine, now the McFadden-Ross House.

In 1818, the Americans signed a treaty with the British stating that the arsenal at Detroit had to be moved 10 miles away from the center of the channel of the Detroit River.

The site on the Rouge River in Dearborn was subsequently secured for that facility.

When it was completed, the arsenal had a wall 12 feet high and 30 inches thick. The bricks were made from clay from the Dort farm.

Its main purpose originally was to repair artillery and rifles used by the military.

Saddler's Shop

The Saddler's Shop later served as the Township Hall 1877-1928, when it was purchased by Kresge and razed for space for its new store. The carpenter shop and blacksmith shop were razed in 1949 for additional parking for Kresge.

The Saddler Shop of the Detroit Arsenal was razed in summer 1946 for a 40-car parking lot. The old shop was at the rear of the post office building on Monroe.

The city said the land was valuable and the building was an eyesore and a fire hazard and that it was of no use whatsoever.

This demolition came after the Dearborn Historical Commission's recommendation that any plans to restore the building, estimated to be \$15,000-\$30,000, be abandoned.

Commandant's Quarters

The Commandant's Quarters was village and city hall for old Dearborn in 1920s.

In 1924, the Commandant's Quarters basement was extensively altered to provide a new jail and a comfort station.

In 1925, the first and second floors were remodeled. New council/commission chambers were put on the east side of the first floor. The new clerk's office was on the west side of the first floor. The Engineering Department was on the west side of the second floor.

In 1925, the commission chambers were moved to the second floor to provide space for the new full-time treasurer and assessor and for the building department.

The open space between the city hall and the police/fire department were built in.

In 1927, the third floor was repainted and heat and electric light added. The Engineering Department was then

moved to the floor.

When new city of Dearborn was created in 1929, the building was turned into Precinct No. 2 police station for the city. The mayor's and city manager's office was turned into the office for Inspector Faustman. The basement had already been turned into a prisoner holding area. The section used previously by the police department was turned into a west-end fire station.

Talk of building a new fire station in the city's west end went on during the 1940s, including a proposal for a new station in 1945 for Military and Morley.

When talk of building a new fire station No. 2 resumed in late 1950s, Dearborn Historical Commission asked for use of the old station building as historic site if and when new station is built.

The fire station attached to the Commandant's Quarters was finally razed in 1974. This is now the parking lot between the historic building and the Masonic Temple.

Miscellaneous

In 1890, an act of Congress turned over the land formerly used by the Arsenal to Dearborn Township.

For many years, rumors of a tunnel running underneath the old Detroit Arsenal have been heard. No formal evidence that any tunnel ever existed.

However, many long-time residents recall playing in some sort of tunnels in that area while growing up.

The most likely places for tunnels, it is believed, are from the old Sutler's Shop (northeast corner of Monroe and Garrison), running along Garrison to Brady; from the Commandant's Quarters to the powder magazine (now McFadden-Ross House); and from the Gun Carriage Shed (now classical music section of Dearborn Music) to the cistern a few feet behind the Commandant's Quarters.

All efforts in recent years to confirm the existence of a tunnel have failed.

The old Carpenter Shop and Forge Shop were moved next to the Military Inn at Warren and Telegraph in 1946. The owner, Andy Palmer, planned on using these buildings to house his immense collection of more than 3,000 guns.

The Military Inn was so named because it was built with bricks from other buildings in the arsenal previously razed. It opened in 1930.

Elizabeth Ross donated the former arsenal land on the northeast corner of Michigan Avenue and Brady in her will after she died in 1949 to the Dearborn Historical Commission. This included the McFadden-Ross House and surrounding acreage.

All businesses on that land pay their rent to the Dearborn Historical Commission, which supplies its operating budget.

(from March 25, 1948 Dearborn Press, P1.)

The Detroit Arsenal was built in compliance with the famous treaty providing no fortifications within 10 miles of the U.S.-Canadian border.

The Detroit Arsenal was built during the Black Hawk

War.

("Michigan: A Guide to the Wolverine State" P. 214)

The Congress of 1832 authorized the removal of the Detroit arsenal to Dearborn as a munitions depot for the militia and military posts of the Territory. At its completion in 1837, it consisted of 11 brick buildings, arranged around a 360-foot square. The arsenal served as an army base until it was abolished in 1875.

Bricks for the arsenal were made by Titus and Josiah Dort in "the Mud Hole," a short distance from the Ten Eyck place. Josiah opened a general store in Inkster and later was Dearborn's first postmaster and first agent of the Michigan Central Railroad. His son, Josiah Dalles Dort, while clerking in a hardware store, met William Crapo Durant, who was building houses in Flint. Durant was interested in a patent road cart, and the two began manufacturing them. Soon, they were making a variety of vehicles. When the automobile came into use, the Durant-Dort Carriage Company's 14 plants in the United States and Canada were producing 75,000 vehicles annually.

("Michigan: A Guide to the Wolverine State" P. 227)

The site of the Detroit Arsenal is bounded by Morley Avenue on the north, Mason Street on the west, Michigan Avenue on the south and Oakwood Avenue on the east.

The arsenal, which originally consisted of 11 buildings (five of which are still standing), was used as a munitions depot from 1833 to 1875.

The Officers' Headquarters, Michigan Avenue and Monroe Boulevard, of unpretentious Georgian-Colonial design, have been thoroughly remodeled within, to house the headquarters of Precinct No. 2 of the Dearborn Police Station. Farther west on Michigan Avenue, the Cannon Storehouse, Monroe Boulevard and Michigan Avenue, where cannon and larger ordnance were once stored, is now a flower store. The Smithy and Paint Shop, Garrison Avenue between Mason Street and Monroe Boulevard, are temporary warehouses at the rear of the West Dearborn Branch Post Office. The Government Wine Cellar, northeast corner of Monroe Boulevard and Garrison Avenue, is a private residence. At the east end of Garrison Avenue on Brady Street is the Powder Magazine, now a private dwelling.

The area had about 200 settlers when the arsenal was built.

For many years, the parking lot outside the Masonic Temple on the southeast corner of Monroe and Garrison had double yellow lines painted on it.

These lines marked the exact site of the old Armory Building of the Detroit Arsenal, which originally occupied that spot.

The Armory eventually was turned into a factory for Arma Mills glove factory. That building burned down in 1910.

(from Dbn. Ind. 1930 Progress Edition, Part IV, page 8)

Dearborn first found its place on the map of Michigan when the United States government established the arsenal here. The site of the arsenal was selected while it was still government land in July 1832 by a board of army officers appointed for that purpose.

The cornerstone of the main building was laid July 30, 1833, and the buildings were completed some four years

later.

The entire arsenal consisted of 11 brick buildings, erected about a central square, having 360 feet on each side. The principal building occupied the center of the eastern side of the square, and was 120 feet long by 130 feet in depth and three stories high, exclusive of the basement. It was intended for the principal armory.

The buildings were connected by a continuous wall of heavy masonry 12 feet high and were calculated to accommodate two officers and 50 artificers and workmen, and in case of emergency, could easily accommodate double that number.

It was not the object of the War Department to use the fort as a military station for soldiers, but for the mounting and equipping of artillery, repairing small firearms and the preparation of all other munitions of war. It was intended as a particular supply for Michigan and Wisconsin in time of war and to issue to both states in time of peace such arms and equipment as each state, by act of Congress and thereunto entitled.

During the Patriot War of 1838, the government sent 1,000 muskets to Dearborn. The arsenal was used as a training and recruiting station during the Civil War. By act of Feb. 13, 1849, the state military stores, field artillery and equipage were ordered stored in Dearborn, and the arsenal was occupied by the government until Aug. 15, 1875. At that time, the arsenal was discontinued. The grounds, containing about 235 acres, were subdivided into lots and sold at public auction.

According to Blois' Gazetteer of 1839, Dearborn then had a sawmill, flour mill, seven stores, two blacksmith shops and an iron foundry. The population numbered 60 families.

No history of the consolidated city of Dearborn would be complete without taking into consideration the early struggles of the village of Springwells, later the city of Springwells, then the city of Fordson and now a part of the combined city of Dearborn.

Springwells was established in 1827, among the original townships of Wayne county. The name has reference to the numerous springs which abound in its vicinity. Its area was first diminished in 1833, when the township of Greenfield was established.

It was again reduced by an addition to the same township in 1850, and enlarged in 1873, when a part of Greenfield Township was added to it.

Successive annexations to the city of Detroit occurred in the years 1849, 1857, 1875, 1885, 1906 and 1916. At one time, Springwells Township extended to the present Third Street in Detroit. Since the incorporation of the city of Springwells in 1924, the township of Springwells has ceased to exist.

Where the new Schaefer building is now being erected once stood the old Six Mile House operated by the Schaefer family for years. The beautiful clump of trees that was cut down to make way for the new commercial building once was a true old time "Beer Garden" with tables, benches where the tired rested and quenched their thirst with a glass of amber ale.

The history of this part of the city is closely tied up with such familiar names as the Schaefer, Kortz, Theisens, MacDonalds, Boehmers, Neckels, Espers, Fords, Horgers, Maples and hundreds of others who settled here nearly a century ago to farm the land that was to see such a tremendous change in a very few years.

That part of Dearborn today, which was Fordson, is physically only nine years old, built in the shadow of the Rouge plant of the Ford Motor Co. In 1920, when the Ford Motor Co. Decided to locate in Fordson on the River Rouge, this part of Dearborn was a sparsely settled farming district of about 2,466 population, and the principal industry was clay products.

The brick and tile manufacturing plants of Fordson were the most modern and the largest in the state of Michigan, producing most of the clay brick used in Detroit.

(from Dbn. Ind. 1934 page 1)

War Department records at Washington show that the Federal Government selected the site for the arsenal at Dearbornville approximately 10 miles from Detroit in the Northwest Territory in 1832.

Construction was started on the buildings in spring 1833 under the direction of Col. Joshua Howard. Some of the buildings were completed that year, but the entire arsenal was not completed until 1837. It was permanently occupied with a force of two officers and 50 artisans and soldiers the following year.

The arsenal was occupied continuously from 1838 to 1875, at which time it was abandoned as a War Department project and was transferred from the custody of the War Department to the Department of the Interior.

The sale of this property into private hands was undertaken by the Department of the Interior a few years later and disposed of piecemeal by various methods, including that of auctioning by the Federal Government.

The United States Detroit Arsenal, as this place was known, was intended and used not as a fort, which would be a point of defense in the event of war but rather a supply depot in which war materials could be manufactured, stored and issued to the military forces of the Northwest Territory and the states of Wisconsin and Michigan.

The arsenal grounds stretched along the north side of Michigan Avenue, then simply a winding trail from the River Rouge west to a point somewhere beyond what is now Military Avenue.

The arsenal proper consisted of a square 360 feet to a side, completely surrounded with brick buildings along the sides. A brick wall 12 feet high and 2 1/2 feet thick connected all of the buildings of the rectangle.

The grounds had two points of entrance through the wall. These were two sets of iron gates located in the centers of the walls on the north and south sides of the arsenal at opposite ends of what was known as the center drive, later called Monroe Boulevard, running through the middle of the grounds.

The old iron gates that hung in the south wall facing Michigan Avenue are still in existence, stored in the barn of Lytel Ross (son of Nathaniel Ross), who purchased them at an auction sale when the fort was being dismantled.

The group of buildings which made up the arsenal, included 11 structures. Among the first buildings to be constructed in the group were the soldiers' and officers' quarters. This later building which still stands, is city property and now serves as the West End police station.

For many years preceding the consolidation, this building served the city and the village of Dearborn as a City/Village Hall. Other buildings of the original group that are still standing include the building now known as Scandia Hall on Monroe Boulevard. This building served in the arsenal as the gun carriage shed and paint shop. It was one

story high.

This structure, after the property was sold by the government, served many purposes. It was at one time a saloon; it served as a Masonic Hall, during which time the roof was raised high enough to permit the inclusion of a second floor in the structure. It now houses a flower store, besides the Scandia Lodge headquarters.

Two, now abandoned, buildings that still stand along the alley in back of the post office on the west side of Monroe, originally served in the arsenal as the carpenter's shop and the smith's shop. These buildings have been occupied by various business establishments at different times since they came into possession of Mrs. Humbert, who purchased them from the Federal Government about 1885.

One other building of the original group within the arsenal walls still stands. This building, which is now the home of Mr. and Mrs. August H. Klibbe, located on the northeast corner of Monroe and Garrison avenues, was the sutler's shop in the old arsenal.

It is in an excellent state of preservation. This building was originally sold by the government to Mrs. Ottiliege Prowell in 1892. The transfer was recorded by a patent signed by M. McKean as secretary to President Benjamin Harrison.

The property was described in the patent as lot No. 73 of the Detroit Arsenal Grounds. Mr. Klibbe came into possession of the property in 1910, when he purchased it from Mrs. Prowell. The walls of this house are of the solid brick construction that marked the type of building used throughout the entire arsenal. The attic of this structure is made of a frame work of heavy black walnut timbers fastened together with wooden pegs in a dove-tail construction.

The magazine building of the fort, which was located some distance to the east of the arsenal grounds on a knoll, still stands. This building has been considerable remodeled and now serves as the home of Lytel Ross and his sister, Elizabeth.

The Ross family have been in possession of this section of the original arsenal grounds for many years, securing it from the government about 1882. The original magazine building was a one-story brick structure with walls nearly three feet thick. It had no windows and only two very heavy doors at either end. This building served as the storage space for powder and shells. It had no basement, but had a floor and wall siding inside constructed of heavy white pine.

Rumors that have been current for many years to the effect that there was an underground tunnel connecting the arsenal with the magazine are not based on facts. The fact that in the basement of the arsenal building an archway was constructed in the east wall which looked as if it might have been the entrance to such an underground tunnel and the fact that children had gained access to an underground tunnel which had served as a sewer, running from the arsenal to an open ditch, leading to the river, gave rise to these rumors.

This version of the story is substantiated by the fact that the city in building sewers has never unearthed anything in the neighborhood of where this underground passage is supposed to have been.

When the magazine building came into the hands of the Ross family, there still remained in it several shells. One of these shells was discovered by Nathaniel Ross, father of Lytel Ross, he immediately communicated with government officials asking them how to dispose of these egg-

shaped plaster of paris, copper-bound missiles of destruction, and was advised to move them gently and dispose of them in the river. This was done.

Three wagon loads of these shells were transported on a straw-cushioned wagon bottom and thrown into the Rouge River. A few years ago, some boys swimming in the River Rouge, near this point, brought out of the water what they thought was a huge egg-shaped stone. Surprised at the copper band around it, they inquired of Mr. Ross if it could possibly be one of the original bullets. He examined it, said that it was, and the boys promptly threw it back into the river.

A row of huge maple trees extended between the arsenal grounds and the magazine along what probably was a drive between these buildings. Some of these trees still stand.

The largest building of the arsenal group was located on the east side of the rectangle. Its architectural design was similar to that of the Kennedee Arsenal and had a balustrade similar to the one in the Florida Arsenal, previously constructed by the War Department.

This building served for many years as a robe factory, known as the Arna Mills, where imitation buffalo robes were manufactured by a company owned very largely by Herman Kalmbach and the Clippert family. This structure was destroyed by fire in 1910. Many houses built in the neighborhood of Monroe and Garrison avenue were constructed with brick reclaimed from time to time as the arsenal buildings and walls were dismantled.

The southwest corner building of the original arsenal served for many years as the Township Hall, prior to its razing to make way for the construction of new business buildings on Michigan Avenue in 1929. The buildings which served as the soldiers' barracks and the officers' quarters, located on the north side of the rectangle, were dismantled to make way for school buildings at Monroe and Garrison avenues.

A huge cistern was located in the immediate center of the arsenal square which served as a water supply station for the arsenal and gave ample protection against fire within the grounds. Connecting drains and sewers from this cistern are probably also responsible for the rumors concerning the underground tunnels that have been current for several years.

The huge cistern that provided the water supply for the arsenal was located directly under what is now Monroe Boulevard. It was filled several years ago when the pavement on this street was laid. The tunnel through which boys had "crawled halfway to the river," it is entirely reasonable to presume, was the brick sewer through which the overflow from the cistern and sewage was carried from the arsenal grounds in a northeasterly direction to an open ditch in the neighborhood of Morley Avenue that led directly to the River Rouge. This ditch and sewer was covered over when building construction in this neighborhood began to develop several years ago.

The drinking water supply for the arsenal was furnished principally from a well which was located between the north gate of the grounds and the soldiers' barracks.

♦

ELOISE

(from 1951 Dearborn Independent)

The official name of the group of buildings on Michigan Avenue a few miles west of Dearborn, now known as Wayne County General Hospital, has had almost as discursive a history as the origin and growth of the institution itself.

In 1832, the date of its organization, it was known simply as Wayne County Poor House, until 40 years later, when the term was superseded by Wayne County Alms House, which in turn became Wayne County House in 1886.

It was in 1911 the poetic appellation "Eloise" became official; its virtues lay in the fact that it was short and unique; it was not until recently the name was replaced with the one it now bears.

From its small and unpretentious beginnings more than 100 years ago, Wayne County General Hospital has increased to accommodate the growth of the county by adding new buildings, tearing down old ones and increasing its facilities, until at the present time it is coordinated into the comprehensive institution that it became under the supervision of Dr. T.K. Gruber, superintendent from May 1, 1929, until his death Aug. 7, 1949, and continues to be under the direction of Dr. R.M. Athay, superintendent since August 1949.

As for a parallel growth in purpose, we will merely quote one of the early acts for the erection of a County Poor House (1828) and leave you to decide:

"... shall erect suitable buildings for the reception, use and accommodation of the poor of the county, and also for the reception of vagrants, vagabonds, lewd, idle or disorderly persons, stubborn servants, common drunkards, common nightwalkers, pilferers, persons wanton and lascivious in speech, conduct or behavior, common railers or brawlers, such as neglect their calling and employment, misspend what they earn, and do not provide for themselves and their families ..."

The principle factor in the location of the County House was Ammon Brown, a directing force of the Board of County Commissioners. The property, consisting of 160 acres in Nankin, was bought from a farmer named Torbert for \$800 cash. This remarkably low price included the Black Horse Tavern, a log cabin structure that represented one of the ventures of farmer Torbert.

Another building was erected and 35 people were transferred there in 1839, the former tavern being reserved as office and living quarters for the "keeper," and general dining room. One of the old attendants at the tavern stayed on and spent his last 10 years at the institution. The cabin was later sold, considerably depreciated in value, it seems, for the sum of \$2. The new building erected on its site was built of hand-fashioned lumber and nails, with dug-out cellar for two cells supplied with chains for the then-termed crazies.

Baths were given on doctor's orders only, otherwise inmates used the river. Two of the physicians attending in the early days, Dr. Hume and Dr. Carroll, received \$1 a visit.

Ten years later, in 1854, expansion was necessary, and the next new building had a board fence around it, kept locked to prevent the inmates from sampling forbidden fruits in the neighboring orchard. The first orchard of 100 trees survived until 1912, when the last of the trees were cut down. Reputedly, board meetings were occasionally held in their shade.

Another acquisition was the Catholic Cemetery purchased from a bishop in 1892 and now covered by an artificial lake. Prior to legislation, this was a fruitful ground for the medical students in Ann Arbor, who are remembered for incredible exploits of body-snatching.

Constant improvements were being made during this time, and in 1885, a new appropriation permitted the addition of five fire escapes, steam heating and gas lighting. Two new wings were also added.

The first distinction between the rational and the insane was made in the institution in 1841. The first insane inmates were designated on the register as "crazy," a term applied for several years. In the early 1840s, a "crazy house" was erected for the violently insane.

Reputable persons had described the house as having chains fastened to the wall on the upper floor for securing inmates, and the lower floor as being at one time used to house swine, so that the discordant cries of pigs and men might have echoed to someone's literate ears the transformations of Circe described in Homeric legend.

Although subject to journalistic criticism at that time, the crude tactics were apparently necessary due to the limited funds available for during this period, babies, children, the old, the blind, the idiotic, the rational, the crazy, were all housed together with the keeper and his wife, and it was necessary that the dangerously insane be kept apart. The asylum was forced to take on the surplus from the lack of ample quarters at the Michigan Asylum for the Insane.

It is a fact that the history of the pioneers of this institution is a struggle for appropriation and legislation, and a constant effort to maintain that the institution was legitimate and necessary.

Were it not for these efforts, Wayne County General Hospital might never have been able to grow to the inclusive institution that it is at the present, with a program designed to meet the increasing needs of an expanding community.

Friends of Eloise

by Daryl A. Bailey,

member of Westland Historical Commission.

At one time, Eloise was a self-contained village in Nankin Township. Behind its gates lived thousands of Wayne County's mentally ill, tubercular and indigent residents.

It was a great humanitarian effort to serve those in need. Sadly, most of its buildings have been demolished. While much is gone, Eloise still lives in the minds of those who lived or worked there. A group called the Friends of Eloise is now forming to preserve these memories for future generations.

FORD MOTOR CO.

Ford Water Tower

Ford Motor Co. built a water tower in 1914 to serve the village of Dearborn at Michigan Avenue near Brady. The water tower then went into disuse in 1920 when Dearborn became part of the Detroit water system.

The tower was razed Nov. 20, 1946, when it was pulled to the ground.

The 150,000-gallon tank drew water from the Rouge River, then filtered the water through a purification plant next to the water tower. After the tower was no longer used, Henry Ford converted the purification plant into a memorial to George Washington Carver.

Ford HQ on Schaefer

(from Fordson Independent Dec. 17, 1926, P1)

The giant Ford organization will move their entire administrative force to the city of Fordson within a few months.

Ground was recently broken on Schaefer Road, a few blocks south of Michigan Avenue where one of the largest office buildings in the country will be erected.

The contract, which was awarded to the F.R. Patterson Construction Company of Detroit, calls for the entire completion within one year at a cost of about \$1.5 million.

The same construction company is building the \$2.5 million high school on Ford Road.

Albert Kahn is the architect.

The Ford company issued today the following statement:

"Selection of Fordson as the site for the administrative offices was made because of its central location to other Detroit plants of the company which include Highland Park and Dearborn, and the Lincoln division. The building will have space for more than 200 office rooms and will house offices of several departments at present located from Highland park will in no way affect activities at that plant, it is said, as the space vacated there will at once be utilized for other purposes.

"The building will be of steel reinforced concrete construction with stone facing and fluted columns at the entrance. It will be four stories high.

"The main section of the building will be 220 feet in length with 68-foot wings at either end, making an overall length of 356 feet.

"Aside from the main entrance in the main section of the building there will be a special entrance lobby for the convenience of salesmen and others having business with the purchasing department of the company at the north wing of the building.

"In the basement, there will be locker rooms for office employees and storage rooms. The first three floors will be devoted entirely to office rooms. A partial mezzanine floor between the third and fourth floors will be used for the telephone exchange.

"The stairways and corridors will be in Italian marble of dull finish, and flooring in all of the offices will be of rubber tile.

"A feature of the building will be the cafeteria for employees, which will be on the fourth floor.

"A garage 223 by 97 feet, for use of officials will be

erected directly adjoining the rear of the office building. Behind this there will be an extensive parking ground for employees and separate parking space for the use of visitors will be laid out just north of the building."

The original Dearborn headquarters for the Ford Motor Co. was at 3000 Schaefer.

Ford World Headquarters

The original plans for the Ford World Headquarters called for an adjacent six-story building in the rear, which would be a smaller version of the blue glass house. This would house the offices of the Lincoln-Mercury Division. (Sept. 1950).

In January 1951, Ford postponed indefinitely because of the war its plans for the new 11-story headquarters and six-story division headquarters for its Lincoln-Mercury division.

When the Ford Motor Co. started looking for a site for a new world headquarters, one of the places it considered was on the south side of Airport Drive opposite the Ford Foundation in Ecorse Township.

Its final choice, 175 acres on the northeast corner of Michigan Avenue and Southfield, was zoned residential in 1950.

The new 12-story headquarters was dedicated Sept. 26, 1956.

When Ford Motor Co. moved into its new headquarters at Michigan Avenue and Southfield, it refurbished the former headquarters on Schaefer Road at I-94 and moved the headquarters for its Mercury Division into it in November 1956.

Mercury Division was headquartered previously at the old Lincoln plant at Warren and Livernois.

Ford Motor had occupied the Schaefer Road building since 1932.

The Ford World Headquarters was commonly referred to for many years as the "Glass House."

Ford Rotunda

Henry Ford announced his plan to relocate the Rotunda building at the Century of Progress Exposition in Chicago, held in 1934, to Dearborn Nov. 22, 1934. It was moved in 1936. It officially opened here May 15, 1936.

"During World War II, Ford Motor Co. maintained military barracks in the rear of the facility.

The building was closed at the start of World War II. It was reopened June 16, 1953, with a new exhibit after the building was remodeled.

In February 1957, the Ford archives were moved out of the Henry Ford Estate into the Ford Rotunda.

The facility burned down Nov. 9, 1962. The fire caused \$15 million worth of damage. Fortunately, firefighters were able to save the Ford archives, which were stored at the facility.

Ford Camp Legion

Henry Ford announced April 4, 1944, that he converted his 300-acre Camp Legion into a rehabilitation center to

help disabled World War II veterans get back to civilian life. It also served as a vocational guidance center.

The site was first established in 1938 as a summer farm project for the sons of World War I veterans, hence its name of Camp Legion. The workers stayed in tents pitched on the grounds. The site was on the square mile bounded by Ford Road, Michigan Avenue, Southfield and what is today Mercury Drive. The Ford World Headquarters now occupies that site.

In 1943 and 1944, Ford built barracks and created a year-round traded school and farm project for high-school-age boys. The camp now was under the direction of the Henry Ford Trade School.

The third term of classes of the rehabilitation center began Sept. 4, 1945. The school provided veterans the opportunities for conversion to peacetime work through study and guidance. The sessions lasted three months each. The school had research facilities. About 20 percent of the students were amputees.

Ford Rouge Plant

An unnamed Ford Motor Co. Official announced in 1925 that after the city of Springwells changed its name to the city of Fordson, the Ford Rouge Plant would be renamed to reflect that change, becoming the Fordson Plant. This latter change never took place.

Ground was broken for the Ford Rouge Plant in 1919. The plant started operation in 1920.

Gate 4

Harry Bennett's Ford "service" men beat UAW official Richard Frankenstein in the Battle of the Overpass May 26, 1937.

The overpass, at Gate 4 of the Ford Rouge Plant, was razed in September 1960. Its concrete base had weakened over the years, and another overpass nearby had already been strengthened, lessening the need for the Gate 4 overpass to be retained.

Ford Test Track

A man-made hill was built in summer 1949 at the Ford Test Track as part of the proving ground that also occupied that site.

Ford brought in 116,000 tons of steel slag from its steel mills to use as a base.

The hill had a 30 percent grade, approximately equal to that of San Francisco's Filbert Street, long a favorite of automotive testing engineers. This road is one of the steepest city streets in the United States.

An eight-foot-high brick wall, more than a mile long, was completed around the Ford Test Track along Village Road in September 1951.

The 7,100-foot-long wall used more than 400,000 yellowstone red bricks. It was patterned after the one built by Thomas Jefferson at the University of Virginia.

The wall is one brick thick. It was thought to be the longest Serpentine brick wall in the world.

The wall was built on a concrete footer that was 2 feet wide and 3 1/2 feet deep.

Ford Rouge Disasters

June 18, 1934: An explosion in the Ford Foundry at the

Rouge kills five and seriously injures 2.

July 6, 1951: Furnace explosion at Rouge Plant causes molten iron to severely burn three works and injure four others.

March 18, 1957: Blast at Ford Rouge kills two and hurts 24 in the Frame and Cold Header Building.

Significant Ford Dates

Oct. 1, 1908: Model T car introduced

Dec. 2, 1927: New Model A introduced.

April 14, 1931: The 20 millionth Model A car produced.

June 20, 1934: The 1 millionth Ford V-8 engine built.

Miscellaneous Ford items

Ground was broken June 24, 1965, for the Ford Motor Credit building. Built July 1965-June 1966. Building is 317,000 square feet. It had a tunnel connecting it to the nearby administration building.

The building opened September 1966.

Ford Motor Co. opened a new guest center on Village Road across the street from Henry Ford Museum in August 1974. This was the first such facility since the Ford Rotunda burned down in 1962.

The Ford test track hill along Oakwood Boulevard was built in summer 1949. It had a 30 percent grade. The hill was built with 116,000 tons of slag from the Ford steel mills.

(from Dearborn Independent New Ford edition 12-3-31)

The slogan of the Ford Motor Co. at least 1908-37+ was "Watch as the Fords go by."

This slogan supposedly came from a recreational Detroit baseball game of industrial employees. With the score close and the bases loaded, a thundershower struck. A Ford player hit a long fly ball for a home run. As the Ford players scored, the umpire is said to have said, "My, watch the Fords go by."

The slogan was then chosen as the caption to the huge electric sign atop the old Temple Theatre Downtown in 1908.

Ford Motor Co. remodeled the former Continental headquarters at Oakwood and I-94 and turned it into the headquarters for the newly established Edsel Division, the new Ford car line created in 1956.

More than 1,800 names for the new division were submitted.

The Lincoln-Mercury and Edsel divisions were merged Jan. 15, 1958.

Henry Ford II announced June 25, 1953, plans for a new five-division headquarters at Schaefer and the Rouge River.

It was to be an eight-story Z-shaped building covering 240,000 square feet. Plans called for it to be done by late 1955. It would house 2,300 employees. Work was to begin in fall 1953.

Building 13, the Tractor Building and part of the former Fordson Tractor plant, was razed in February 1931. For several years, it had only been used for storage.

The building was a frame structure with a swath roof.

Ford Motor Co. started an arboretum north and east of its

World Headquarters in 1960.

It formally opened to the public Sept. 22, 1966. In that six years, it became the largest arboretum in the country devoted to a single state's native trees and shrubs.

In 1960, 230 trees and 135 shrubs were planted. In 1964, 780 trees and 400 shrubs were added. By 1966, it had 91 species of trees and shrubs.

When it opened to the public, it had 357 trees and 530 shrubs.

Michigan has more native trees and shrubs than the entire continent of Europe. Michigan has 97, Europe has 85.

In one corner of the 1,200-acre Ford Rouge Plant in 1942 was Ford Motor Co.'s central salvage yard. It supposedly at the time was the largest salvage yard in the world.

The Ford Motor Co. organized the Ford Foundation in 1936 as a non-profit corporation for scientific, educational and charitable purposes.

Henry Ford set a new world's speed record Jan. 12, 1904, on a frozen-over Lake St. Clair. On a one-mile course set up, he completed the course in 39.4 seconds for a speed of 91.4 miles per hour, beating the former record by nearly six seconds. The test was done in a rebuilt racecar, sister to his Old 999. The course was set up on the frozen lake because of the smooth surface.

During the years 1903 to 1906, Ford Motor Co. introduced lettered cars A, B, C, F, H, N, R, S and T. Some 12,000 cars of these letters were made during those years. The Model T was finally introduced Oct. 1, 1908.

Hospitals/Medical Centers

Dearborn Diagnostic Hospital (Keyes Hospital)

Dearborn Diagnostic Hospital (also called Keyes Hospital) was built in 1932 at 4840 Maple, on the northwest corner of Michigan Avenue and Maple. It opened in 1933.

When the hospital was under construction, Dr. Keyes told the zoning board that he was simply building a house with different specifications than those allowed for that subdivision. The neighborhood was restricted to two-story single residences. Keyes claimed he was building a single residence with the variance of abutting the alley line.

As the building was nearing completion in May 1932, people began to suspect Keyes was building more than a home. In late September 1932, the Circuit Court said Dr. Keyes could not use the building for any community purpose, including a hospital. Dr. Keyes eventually allowed to open the building as a hospital.

The facility had eight rooms, two wards, 30 beds and an operating room.

Keyes later became a member of the Dearborn City Council and state lieutenant governor.

In the 1950s, Hubbard suggested the city taking over the hospital to turn it into a municipal health facility and home to the city's health department. The city council never acted on this recommendation.

Dr. Keyes died at his clinic in 1963. The hospital was subsequently closed.

The hospital remained vacant for nearly two years. The city finally bought the building in April 1965 for \$75,000. It was razed in August 1965 to widen the alley along Michigan Avenue and to create addition street parking in the area.

Dearborn General and Industrial Hospital

This hospital at 10149 Michigan Ave. served east Dearborn for many years.

The first section was opened in 1939 by Dr. Clarence A. Christiansen as the Dearborn Medical Center. In 1941, the facility was expanded to become the Dearborn General and Industrial Hospital. The 25-bed hospital opened to patients April 7, 1941.

It had no connection with the other Dearborn General Hospital.

Dearborn General Hospital

Dearborn General Hospital was established on Snow Road at Monroe in 1925. It was a three-story brick former mansion.

After a fire destroyed it Feb. 21, 1932, a temporary facility was created in a dwelling on the southwest corner of Morley and Oakwood.

Plans were immediately begun to build a new hospital, but these never went any where.

After several years, the hospital remained at this supposedly temporary site. Administrators sought an expansion of the hospital to more properly serve its patients, but neigh-

bors objected, saying it would lower property values and that the location was only supposed to be temporary.

Dearborn Municipal Hospital

In 1945, Hubbard wanted the city to have its own hospital. A city charter amendment that year formed the Hospital Board of Managers, a city commission to which several people were added at subsequent times.

A city charter amendment formally created the Hospital Board of Managers, later called the City Hospital Commission, July 1, 1946.

Dr. Basil C. MacLean, president of the Dearborn Medical Society, recommended to the commission that a 200-bed hospital in the Michigan-Southfield area. The building was to be constructed so an additional 100-bed wing could be added at a later date.

The City Council turned down a request July 2, 1946, for \$160,000 to work toward obtaining such a hospital: \$100,000 architectural services, \$40,000 for obtaining an unannounced site and \$20,000 for the consultation fee.

In 1946-47, Hubbard wanted Ford Motor Co. to donate the land bounded by Greenfield, Southfield, Ford Road and Michigan Avenue for a major city complex. This would include the hospital, a civic center, pool and park land.

In February 1947, Hubbard asked the city to begin condemnation proceedings to begin. The land was owned by the Henry Ford Trade School at the time. This plot of land in late World War II and the years immediately following housed the Ford Camp Legion. The camp fronted Michigan Avenue.

Henry Ford II announced plans Oct. 21, 1947, to donate 40 acres bounded by Donaldson, Rotunda Drive and Pelham for use as a city hospital. The two dictums of the donation were that the land could only be used for that use and the hospital had to be built within 10 years. He presented the deed to the city Jan. 30, 1948. The city formally accepted the deed March 16, 1948.

In July 1948, the city awarded contracts to an architectural firm to design the proposed hospital.

Plans for the Dearborn Municipal Hospital were scrapped Feb. 7, 1950, in favor of the 213-bed Oakwood Hospital which was starting to be built.

Garden City Hospital

Work began on Garden City Hospital in March 1959. The first section was completed in summer 1960. It was dedicated July 17, 1960.

Cost was \$2 million. At first, the hospital was designed to serve 104 patients. The building was designed to allow for expansion to accommodate 278 beds.

Henry Ford Hospital-Fairlane

Henry Ford Hospital opened its Fairlane site Oct. 27, 1975.

Oakwood Hospital

Oakwood Hospital has its genesis in late spring 1948 when the Greater Detroit Hospital Fund was created June 1,

1948. The group's goal was designed to enlarge existing voluntary hospitals and to build new ones where needed in the Detroit area. They were to be an alternative to municipal hospitals.

Three groups were pushing for a privately owned hospital for Dearborn.

The efforts of Dr. C.A. Christensen and a committee of Chamber of Commerce members were said to assure a 200-bed hospital for Dearborn. By this time, Mayor Hubbard said he was no longer in favor of a city-owned hospital, despite his continued actions to the contrary.

Henry Ford II donated 35 acres at Oakwood and Southfield for a 200-bed hospital to be built by the Greater Detroit Hospital Association. This was the second donation by Henry Ford II of land for hospital use within a year.

Also donated to the project was \$900,000 by Ford Motor Co. and \$680,000 by the GM Corporation. These three donations were announced Dec. 10, 1948.

The proposed doctor's hospital, called Oakwood Hospital Corp., was originally to be a 213-bed facility by the time plans were drawn up.

The city then abandoned plans for a city hospital, since it made no sense to have two large hospitals so close to each other. The hospital was said to be at Oakwood and Southfield.

Clearing of the land began in October 1949. Ground-breaking was held Aug. 14, 1950. By this time, the size was said to be a 232-bed hospital. Its cost was \$5.5 million.

The hospital was dedicated Dec. 9, 1952. It officially opened to patients Jan. 5, 1953. It was six stories and set up for 215 beds. Early on, the hospital had problems finding sufficient staffing. It had to start turning away city emergency cases brought in by police or firefighters.

Veteran's Hospital

The hospital is on a triangular site of 37 acres donated by Henry Ford between Snow Road, Outer Drive and Southfield Road. The land was donated by Henry and Clara Ford in 1936.

Dedicated June 1937. Two 10-story wings, Georgian in design, were added in 1947.

The hospital's original intention was to serve veterans from Michigan and northern Indiana and Ohio. After expansion, the hospital was to have space for 500 patients. The cost of the expansion was set at \$1.5 million.

The hospital was closed in 1996 when a new facility was built near Downtown Detroit.

Miscellaneous

The Peoples Community Hospital board of directors decided in January 1957 to name the two hospitals under construction in western Wayne County after the streets they were on: Annapolis in Wayne and Outer Drive in Lincoln Park.

both streets would become one-way avenues.

The plan was finally turned down by the City Council by a 4-2 vote March 12, 1957.

Schaefer Building

Dedicated June 1933.

(from the Dearborn Press, Thursday, Oct. 3, 1929, 1-A.)

Work will begin immediately on Dearborn's largest and most pretentious business building, the John H. Schaefer Block which will occupy the entire Michigan Avenue frontage between Schaefer Road and Calhoun Avenue, it was announced yesterday.

The building, which will be erected at a cost of approximately \$300,000, will contain space for 17 stores on Michigan Avenue at Schaefer Road, and 42 office suites. The largest store, having floor space of more than 11,000 square feet, will be occupied by a Kresge department store. In all, the building will contain 32,000 feet of floor space.

The structure will be two store is in height and of steel and concrete construction throughout. Schaefer, Gleason & Schaefer are the promoters and owners, and Louis Kamper is the architect.

A part of the space to be occupied by the block is the former site of the famous "Six Mile House, the first tavern stopping place out of Detroit on the old Chicago Turnpike."

Proposed retirement area

(From Oct. 31, 1957, Dearborn Press)

After Hubbard struck out with his proposed Florida retirement community, he requested the City Council negotiate with Ford Motor Company for 100 acres of land west of Greenfield near Ford Road for a senior living community.

Brick smoke stack

(from Dearborn Independent Feb. 7, 1941)

A landmark of old Springwells Township disappeared in a cloud of dust shortly after 2 p.m. last Saturday as a blast of dynamite brought an immense brick smokestack crashing to the earth adjacent to Miller Road, south of Michigan Avenue.

The big stack, 150 feet high and containing 100,000 bricks, was the last remaining structure on the former site of the Bercier, Bryan and Larkins brick factory building and drying sheds have been dismantled and carted away during recent weeks by a Detroit wrecking company.

The blast was supplied by 50 pounds of dynamite, sticks of the explosive having been planted in holes near the base; these openings, in turn, having been made with air-powered drills.

Dearborn Water Tower

(from Thursday, Aug. 11, 1927 Press FP)

The elevated water reservoir now in the progress of construction on Telegraph road south of the Michigan Central Railroad tracks is almost an exact duplicate of the one shown above. The tank pictured is located on the northwest corner of Plymouth and Lamphere roads in the River Rouge Park and has just been placed into operation by the Detroit Water Board.

The capacity of 1,500,000 gallons is exceeded by only one other tank of its kind in the country, that situated at Charleston S.C., having a capacity of 2,000,000 gallons.

The River Rouge Park reservoir water level is 95 feet

from the concrete base whereas the Dearborn tank water level will be 120 feet above the base.

With this tank filled, it would supply an ordinary family with water for over 12 years. A single individual could be supplied for at least 50 years. The two modern Dearborn fire engines would have to pump at full capacity for over 17 hours to drain the reservoir.

The Dearborn tank is being erected by the Detroit Water Board under an agreement recently made by the Dearborn Commission. The Butts Construction Company, of which S.D. Butts of Dearborn is president is installing the foundation.

The reservoir roof will have a large white arrow painted on a red field to serve as a guide post for aviators. The arrow will point toward the Ford Airport.

The Dearborn Water Tower initially was kept filled by Henry Ford under an agreement with the city for \$30,000.

The contract expired July 1, 1931.

The Detroit Water Commission agreed to keep the tank filled after this in turn for Detroit being allowed to use the Dearborn water mains to serve outlying communities like Inkster.

The water tower then was the primary source of water for west Dearborn, even though the city was connected to the Detroit water system.

SME building

The headquarters for the American Society for Tool and Manufacturing Engineers (now Society of Manufacturing Engineers) opened in January 1965 on the southwest corner of Ford Road and Evergreen.

Ford Foundation

The land that became known as the Ford Foundation was donated by Henry and Edsel Ford to the Ford Foundation in late 1937.

The Ford Foundation/Springwells Park was platted in 1938.

The original Ford Foundation plans were presented publicly for the first time Jan. 10, 1939. It included a 13-acre site for a school, a four-acre playground and housing for 250 families. This housing consisted of 50 single-family homes, 80 terrace homes and 120 apartments.

All of the single-family homes were to be on cul-de-sacs to minimize motor traffic.

The original subdivision platted was east of Eastham and south of Middlebury.

Construction began in 1939 on the first 15 apartment buildings (203 units) and 53 individual homes. The second phase was to include 176 homes and apartment units to serve 158 families.

The first family to move into a home in the Springwells Park subdivision in the Ford Foundation was Mr. and Mrs. Ralph Taylor, who bought a house on Brookline Lane. They moved in April 17, 1940.

The 1,069 acres was slated to accommodate 16,000 people. Plans included land for a school and the business center on the northwest corner of Greenfield and Rotunda Drive. Supposedly, this is the first shopping center of its kind in the country.

Only 10 models of homes were completed by the time World War II began, which halted further development. The last stretch of houses built was on Andover Street shortly before the end of the war.

When completed, Springwells Park had 17 buildings consisting of 123 apartments, 80 townhouses and a shopping center.

The Ford Foundation sold 900 acres surrounding Springwells Park in fall 1948 to John Hancock Mutual Life Insurance Corp. The deal began in fall 1946 when the government ruled non-profit entities like the Ford Foundation could not be involved in real estate ventures.

Southfield, I-94, the MCRR and the Rouge River bound the area involved.

Hancock announced plans for a major housing development in that area, including many multi-family dwellings. Hubbard strenuously came out against this fearing an influx of black families.

In an advisory vote November 1948, voters said no, 15,948-10,562.

A 1948 map of the Hancock housing development showed space marked for the future St. Joseph Catholic Church and a school site where Martin School was eventually built.

A Congressional committee was sharply critical of tax-free foundations engaging in business, so the Ford Foundation decided to sell the land.

It had talked to John Hancock Insurance Co. Mayor Hubbard did not want any multiple housing built in Dearborn, fearing that would invite what he considered to be undesirable elements into the city.

The sale of the land was then put to the voters in November 1958. The day before the election, circulars saying the apartments would be "rented to colored." The result was

an overwhelming vote no. The sale was dropped and Ford continued to manage the property.

It then sold the undeveloped land between the subdivision and the Rouge River to Ford Motor Co. in the succeeding months.. This included the land east, south and south-east of Rotunda Drive and Greenfield.

Ford Motor Co. buildings

(from *Fordson Independent* Dec. 17, 1926, P1)

The giant Ford organization will move their entire administrative force to the city of Fordson within a few months.

Ground was recently broken on Schaefer Road, a few blocks south of Michigan Avenue where one of the largest office buildings in the country will be erected.

The contract which was awarded to the F.R. Patterson Construction Company of Detroit, calls for the entire completion within one year at a cost of about \$1.5 million.

The same construction company is building the \$2.5 million high school on Ford Road.

Albert Kahn is the architect.

The Ford company issued today the following statement:

"Selection of Fordson as the site for the administrative offices was made because of its central location to other Detroit plants of the company which include Highland Park and Dearborn, and the Lincoln division. The building will have space for more than 200 office rooms and will house offices of several departments at present located from Highland park will in no way affect activities at that plant, it is said, as the space vacated there will at once be utilized for other purposes."

"The building will be of steel re-inforced concrete construction with stone facing and fluted columns at the entrance. It will be four stories high.

"The main section of the building will be 220 feet in length with 68-foot wings at either end, making an overall length of 356 feet.

"Aside from the main entrance in the main section of the building there will be a special entrance lobby for the convenience of salesmen and others having business with the purchasing department of the company at the north wing of the building.

"In the basement, there will be locker rooms for office employees and storage rooms. The first three floors will be devoted entirely to office rooms. A partial mezzanine floor between the third and fourth floors will be used for the telephone exchange.

"The stairways and corridors will be in Italian marble of dull finish, and flooring in all of the offices will be of rubber tile.

"A feature of the building will be the cafeteria for employees, which will be on the fourth floor.

"A garage 223 by 97 feet, for use of officials will be erected directly adjoining the rear of the office building. Behind this there will be an extensive parking ground for employees and separate parking space for the use of visitors will be laid out just north of the building."

Ground broken June 24, 1965, for the Ford Motor Credit building. Built July 1965-June 1966. Building is 317,000 square feet. It had a tunnel connecting it to the nearby administration building.

The building opened September 1966.

The original plans for the Ford World Headquarters called for an adjacent six-story building in the rear which would be a smaller version of the blue glass house. This would house the offices of the Lincoln-Mercury Division.

(Sept. 1950).

In January 1951, Ford postponed indefinitely because of the war its plans for the new 11-story headquarters and six-story division headquarters for its Lincoln-Mercury division.

Ford Motor Co. opened a new guest center on Village Road across the street from Henry Ford Museum in August 1974. This was the first such facility since the Ford Rotunda burned down in 1962.

Ford Motor Co. remodeled the former Continental headquarters at Oakwood and I-94 and turned it into the headquarters for the newly established Edsel Division, the new Ford car line created in 1956.

More than 1,800 names for the new division were submitted.

The Lincoln-Mercury and Edsel divisions were merged Jan. 15, 1958.

When Ford Motor Co. moved into its new headquarters at Michigan Avenue and Southfield, it refurbished the former headquarters on Schaefer Road at I-94 and moved the headquarters for its Mercury Division into it in November 1956.

Mercury Division was headquartered previously at the old Lincoln plant at Warren and Livernois.

Ford Motor had occupied the Schaefer Road building since 1932.

The original Dearborn headquarters for the Ford Motor Co. was at 3000 Schaefer.

Henry Ford II announced June 25, 1953, plans for a new five division headquarters at Schaefer and the Rouge River.

It was to be an eight-story Z-shaped building covering 240,000 square feet. Plans called for it to be done by late 1955. It would house 2,300 employees. Work was to begin in fall 1953.

Building 13, the Tractor Building and part of the former Fordson Tractor plant, was razed in February 1931. For several years, it had only been used for storage.

The building was a frame structure with a swath roof.

Ford Motor Co. started an arboretum north and east of its World Headquarters in 1960.

It formally opened to the public Sept. 22, 1966. In that six years, it became the largest arboretum in the country devoted to a single state's native trees and shrubs.

In 1960, 230 trees and 135 shrubs were planted. In 1964, 780 trees and 400 shrubs were added. By 1966, it had 91 species of trees and shrubs.

When it opened to the public, it had 357 trees and 530 shrubs.

Michigan has more native trees and shrubs than the entire continent of Europe. Michigan has 97, Europe has 85.

Ford Motor Co. created the Ford Camp Legion, also known as its vocational guidance center, for returning veterans from the war. The school was on the land now occu-

ped by the Ford World Headquarters at Michigan Avenue and Southfield.

The third term of classes began Sept. 4, 1945. The school provided veterans the opportunities for conversion to peace-time work through study and guidance. The sessions lasted three months each. The school had research facilities. About 20 percent of the students were amputees.

Ford Rotunda

Ford Rotunda moved the building from the Chicago Century of Progress Exposition, held in 1934, to Dearborn in 1936. It officially opened here May 15, 1936.

The building was closed at the start of World War II. It was reopened June 16, 1953, with a new exhibit after the building was remodeled.

Facility burned down Nov. 9, 1962. The fire caused \$15 million worth of damage. Fortunately, firefighters were able to save the Ford archives, which were stored at the facility.

VETERAN ORGANIZATIONS

American Legion

LOCAL POSTS:

Ford Motor Co. Post No. 173
Stitt American Legion Post No. 232
Fort Dearborn Post No. 364
Jeep Gabry's Post No. 388 (in Jan. 1954)
South End Post No. 427 (in 1947)

Ford Motor Co. American Legion Post No. 173 received its charter Feb. 9, 1939. It was formed by a reorganization of the former Phelps-Collins American Legion Post. The name was changed in January 1939.

The post was named Phelps-Collins in 1931 after Capt. Phelps Collins of the 103rd Pursuit Squadron U.S. Air Service. He was killed March 12, 1918, after bringing down seven enemy planes over France during World War I.

Ford Motor Co. Post No. 173 American Legion Post moved to a new home at Barclay and Maple in 1945. Ground was broken in February 1945.

Fort Dearborn Post No. 364 acquired in late June 1946 a lot on the north side of Michigan Avenue between Oakwood and Brady. It had 100 feet footage and was 165 feet deep. It was on the former arsenal grounds.

The first floor of the proposed building was to be stores or business offices. A large recreation hall was to be on the second floor.

It is not known whether this building was ever erected.

Stitt American Legion Post No. 232 was founded Oct. 13, 1932. It received its permanent charter Feb. 20, 1933.

Its first meeting was held at 9256 Riviera in Detroit. Its first post was at Meyers at Lyndon. The post moved in 1948 to 13370 Grand River due to insufficient transportation along Meyers.

The post moved again, this time to Dearborn Heights, when the proposed Jeffries Freeway was going to potentially cut past the post hall. It began a two-year search for a site for its new building. It finally chose Waverly at Military in north Dearborn Heights and built a new post hall.

Groundbreaking for the new hall was July 13, 1969. The former hall site is now part of the Jeffries Freeway.

(from Dbn. Ind. P. 1, 6-12-31)

American Legion Post No. 173 has been named in honor of Capt. Phelps Collins of the 103rd Pursuit Squadron of the United States Air Service, who was killed March 12, 1918.

Capt. Collins was born at Alpena in 1894, was educated in the public schools and at Staunton Military Academy. He enlisted early in April 1917 in the Lafayette Escadrille, and was commissioned a Brevet July 28, 1917.

On Nov. 8, 1917, the Lafayette Escadrille became officially known as the 103rd Pursuit Squadron, U.S. Army. Collins was then commissioned a captain.

Capt. Collins was killed March 12, 1918, after having brought down seven enemy planes and had been decorated by the French government with three citations and the Croix de Guerre. Citations and medals are now on display in the Memorial Hall at Alpena.

Collins now lies in a memorial erected by popular sub-

scription to the Escadrille located at the Park of Villeneuve-Petang, about eight miles from the heart of Paris.

In this inspiring sanctuary, the fallen heroes will lie forever side by side in death as they fought in life.

The Capt. Phelps Collins Post was organized in this city to give all local ex-service men who are not eligible for other service organizations, a chance to meet on the common ground and perpetuate the things for which men of Collins' type died.

Applications for membership in this post can be obtained by calling or writing Wm. B. Godette, commander, at the City Hall, or Clarence Davey, adjutant, at the court building.

The next meeting will be held at the Veterans building on Wellesley Avenue, opposite the Court Building, on June 18.

Veterans of Foreign Wars

LOCAL POSTS:

Walter Blankertz (originally Fort Dearborn) Post No. 134
Sgt. S. Romanowski VFW Post 696
Archie Kelley (originally Fordson, then Ford Dearborn) Post No. 1494
West Dearborn Post No. 2107
Pvt. William P. Tutro VFW Post No. 4644
Esper-Blavat VFW Post No. 5112
Pvt. John Lyskawa VFW Post 7456
Dovonan VFW Post No. 7910
Roland C. Majeske Post No. 9715
Moroz and Pietrowski VFW Post 9973

West Dearborn VFW Post No. 2107 in 1933 was West Detroit VFW Post No. 2107.

Fordson VFW Post No. 2660 leased the second floor of the Donovan Building at Michigan Avenue and Horger. It began occupation of the facility Dec. 1, 1933. The post was organized Nov. 27, 1927. In 1933, this post was the only one in Dearborn.

The Fort Dearborn VFW Post 134 was founded in 1919. Its first commander was E.V. Cavell. It was eventually renamed Sgt. Walter Blankertz Post.

Blankertz VFW was named for Walter Blankertz. His father, Herman Blankertz, was the first and only town lamplighter and the first town marshal, a post he held for 12 years.

Walter Blankertz was said to be the only man from Dearborn killed in action during World War I. He was killed in the battle of Chateau-Thierry. His body was returned in 1921.

The first VFW Post 1494 was called the Fordson VFW Post. It was organized Jan. 14, 1926. It met at Schaefer Hall. The first installation of officers was Jan. 21, 1926.

In 1931, it was the fourth largest VFW post in the country and the largest in Michigan. It had 909 active members. A membership drive over the previous year and a half increased the number from just over 300.

The Ford Dearborn VFW Post 1494 hall was built in fall 1950 at 7258 Chase. It was dedicated Nov. 12, 1950.

The post was eventually called the Lt. Archie Kelly VFW Post. Its hall remains on Chase Road.

Dovonan VFW Post No. 7910, was organized in October 1952. This was the fifth VFW organized in Dearborn.

It was named for Pvt. James D. Donovan. He enlisted while still a sophomore at Fordson High School. He was in France only a month when he was killed at La Haye du Puits in 1944. When he was killed, he had already earned several decorations, including the Purple Heart and the Infantry Combat medal.

The post hall is at 25620 Van Born.

Pvt. John Lyskawa VFW Post 7456 at 6828 Waverly. Its original home was at 4508 32nd Street in Detroit. It was founded July 9, 1946.

The post was named for Pvt. John Lyskawa of 5133 30th Street. He attended Assumption parochial school. Lyskawa trained as an infantry man at Camp Calair Borne, La., in 1943. He embarked for the ETO June 15, 1944. He was assigned to Co. K 117th Infantry of the famed 30th Division. Lyskawa was killed in action at age 32 Aug. 8, 1944, at LaValee, France, northwest of Paris. The cemetery overlooks Omaha Beach.

The chapter was looking at building its current home in Dearborn Heights in 1966.

Other local VFW posts are:

Moroz and Pietrowski VFW Post 9973 at 4945 S. Beech Daly in Dearborn Heights; it began work on its current post home in 1966.

Pvt. William P. Tutro VFW Post 4644 on West Warren in Detroit;

Sgt. S. Romanowski VFW Post 696, 4300 Lonyo, Detroit;

West Dearborn Post 2107 at 1314 Monroe.

Roland C. Majeske Post No. 9715 met in summer 1952 at George's Inn, 10118 Eagle.

Esper-Blavat VFW Post No. 5112, organized December 1945. In 1953, met at 7258 Chase. Still active at least through 1981

Other military groups

The local branch of AMVETS (American Veterans of WWII) held its organizational meeting Jan. 15, 1946 at William Ford School. The state already had 17 posts by this time.

AMVETS Post No. 105 was organized June 1946 in Dearborn Township. It was open to all World War II veterans. Meetings were originally held at the Community Hall (former Harvard School) at Van Born and Pelham.

Haag-Kubinski AMVET Post No. 18 operated in Dearborn in 1948.

Capt. Bruce S. Gibson AMVET Post No. 77 operated in Dearborn circa 1978.

The Polish League of American Veterans (PLAV) was founded in 1920.

Post No. 75 was chartered Jan. 24, 1946. The Dearborn Heights post was chartered in 1971. It opened its Warren Avenue post hall in fall 1976.

The (Dearborn) Cpl. Ian M. Gray DAV Post No. 51 was formed in 1945. Its first meeting was April 6, 1945. Its auxiliary was formed in 1948.

Gray was killed in action Dec. 5, 1944, in Germany.

The group's auxiliary was formed in 1948.

AIRPORT HISTORY

(from Thursday, April 10, 1930, Press FP)

Coming by plane from his offices in Lansing, Gov. Fred. W. Green Tuesday morning dedicated the Flo Flying Service administrative offices at Haggerty airport, Ford road and Wyoming avenue, at the conclusion of ceremonies in which Mayor Clyde M. Ford and other notables took part.

The plane in which the governor made the trip was piloted by Leonard Flo, president of the service. Flo has leased the field from John S. Haggerty, secretary of state.

Following the dedication, those taking part flew to the Detroit municipal airport to visit the All-American aircraft show.

Among the local persons taking part in the ceremonies were Joseph Clennan, Mark B. Owen, Ernest G. Miller, Dr. E.E. Hubbard, Anthony M. Esper and Edwin Lawler.

(from Thursday, June 30, 1927, Press FP)

Dearborn which has become known as Detroit airport, due to the fact that the Ford airport located here is the most accessible and best port of its kind, will now be even better known in aeronautical field.

By a unanimous vote, the Board of Supervisors approved the recommendations of its ways and means and airport committee and directed the Board of County Auditors to proceed to lease the property bounded by Warren Road, Inkster Road, Ford Road and Gulley Road for an airport.

The mile square tract of land is just beyond the village limits of Dearborn and is all in Dearborn Township. The proposition will be put to the people at the next county election in November, 1928, for a \$2,000,000 bond issue. Work on the preparation of the site will be started at once, according to W.H. Maybury.

Clarence L. Parker, the only member representing the county on the committee is supervisor from Dearborn and he has started that the committee is looking over some 77 site decided upon the one near Dearborn as being the best. The land is high, has plenty of drainage and will be supplied by water in the near future.

Contracts were just recently arranged for the installation of water mains in that territory. The township board negotiating an agreement with the village to supply the water.

Just what the sit will mean for the Dearborn is hard to predict at the present time, but with Detroit endeavoring to bring this locality the airplane industry of the world it will centralize in and about Dearborn.

(from Thursday, Aug. 11, 1927, Press FP)

An increase in the price of land that was to be used for the new Wayne County airport may cause the defeat of the great proposition that was to be put before the people.

A short time ago, the board of county supervisors approved a plot of ground on Warren Avenue and Inkster Road, understanding that the property could be purchased at prices ranging from \$3,100 to \$3,500 an acre.

Tuesday, Supervisor Clarence L. Parker of Dearborn reported that the price of the property had been increased to \$5,000 an acre, except for a certain section.

It is expected that steps will be taken at once to select a new site. Issuance of bonds to pay for the site formerly chosen was to have been voted upon at the November election.

The committee of which Mr. Parker is a member has

asked the Board of Supervisors to submit at the time proposed a proposal for the issuance of \$2,000,000 worth of bonds for the purchase of an airport site, the site not to be designated.

Another recommendation made was that the people authorized the condemnation of property if it could not be purchased at satisfactory terms.

The committee will visit several other proposed sites today, but action is not expected at the present time.

The Detroit Metropolitan Aviation Planning Authority proposed in 1945 the major airport for the Detroit area be at Gulley and Ford Road (to Inkster to Warren).

The Dearborn City Council went on record opposing the new airport. The cost was slated at \$19 million as opposed to spending \$13 million on upgrading the existing Wayne County airport at Middlebelt and Wick/Goddard.

(from Dearborn News, June 29, 1928)

One of the two final sites considered for the new county airport was the land bounded by Ford Road, Inkster Road, Northview and Gulley. The other site was at Pennsylvania Road and Allen Road.

The year before, the area bounded by Ford Road, Warren Road, Inkster Road and Gulley was chosen, adjacent to the first mentioned site, but land prices sky-rocketed upon the announcement of the proposed airport, thus canceling the project.

An airport committee rated 15 suggested sites for the new county airport, 11 of which were in what was referred to as the Greater City, meaning metropolitan Detroit.

The local site was preferred because it was accessible and relatively cheap to develop into an airport. The negative attributes was the area was swampy and prone to fog.

Engineers were hired to examine the 15 proposed sites. The local site was ranked No. 7 with the complaints being it is smoky and a fog area.

The other preferred site was ranked as No. 2. The rankings of sites were No. 1: Eureka-Allen; No. 2: Pennsylvania-Allen; No. 3: Seven Mile-Coolidge; No. 4: West Chicago and PMRR; No. 5: Plymouth Road-Telegraph; No. 6: Warren-Inkster (north of Warren in Hawthorne Valley); No. 7: Warren-Inkster (south of Warren); No. 8: Ford-Inkster; No. 9: Middlebelt-Townline Road (Van Born).

The board of supervisors finally reached compromise and agreed on a new site, No. 16, at Middlebelt and Goddard.

A rush was made for sites No. 1 and 8. On the first vote Aug. 28, 1928, there were eight votes for No. 16, seven for No. 2, three for No. 1 and one for No. 8. Several of the people initially in favor of site No. 2 switched their votes for No. 1 just to secure the airport for their area.

(from Friday, Oct. 24, 1947, Dbn. Ind. P1)

Ford Airport, one of the world's most famous, no longer will be used by aircraft when the company moves its planes, operating personnel and maintenance facilities to the Wayne County Airport at Romulus, according to Ford Motor Co. announcement today.

Decision to close the airport later this week resulted from need for more space for company engineering operations,

E.R. Breech, executive vice president, said. A secondary reason was the desirability for basing company aircraft at a field equipped with radio range and airways traffic control facilities and possessing the longer runways and lighting needed for modern, high-performance aircraft.

Ford now has a Lockheed Lodestar and a Mallard amphibian. Other ships may be added, Breech said. During its 22-year history, the 260-acre airport played a stellar role in private and commercial aviation. At one time or another, virtually all aviation's "great" landed there to visit Henry and Edsel Ford.

Ford Airport was conceived and built by Henry Ford in 1924, after he and Edsel decided to help designer William B. Stout produce airplanes. The first Ford Tri-motor was completed there Nov. 1, 1925. An all-metal airplane of advanced type, it was adopted by commercial lines. Within a few years, the famed Tri-motor, dubbed the "Tin Goose" by pilots everywhere, was in great demand. Just as the Model T gave wheels to private transportation, the Ford Tri-motor gave wings to commercial aviation.

More than 200 airplanes were built in an assembly line then located in what is now the body engineering building. Approximately 500 skilled persons were employed in the plant.

The Tri-motor was discontinued June 8, 1933, as faster, heavier transports were produced. However, it is estimated that nearly half of those still are flying.

In fall 1924, Ford and Dr. Hugo Eckener, the German "lighter-than-air" enthusiast, were looking over the not-yet completed field. Dr. Eckener had just delivered the dirigible ZR-3 to the United States in conformance with the German reparations program and the two men were discussing the future of large airships.

"The next time you come to Detroit you should bring your airship with you," said Ford.

Dr. Eckener shook his head regretfully, "I'd like to," he replied, "but you have no mooring mast."

The following June, a \$500,000 mooring mast for dirigibles was completed.

A month later, it was fitted for the Shenandoah, the American-made dirigible which was to have been its first guest. En route to Detroit, the Shenandoah crashed in Ohio during a storm.

The ZR-3, however, did visit Ford Airport in October 1926. Renamed the Los Angeles by the U.S. Navy, the ship was moored to the mast for several days. The mast was razed last year.

Scheduled airline operations commenced in the Detroit area April 13, 1925. Henry and Edsel Ford and a few company officials were present when Eddie Hamilton climbed into a Stout monoplane at Ford Airport and took off for Maywood Field, Chicago.

In the cargo compartment of the aerial freighter, there was 1,000 pounds of company mail and a few automobile parts.

Flying daily schedules between Dearborn and Cleveland, Chicago and Buffalo, in the years that followed Ford Airplanes established a record for safety and efficiency which was unequalled until the expansion of the Army Air Transport Command.

Basic patents for radio airways range stations are held by the Ford Motor Co. These were obtained in 1927 after two Ford radio engineers, Charles W. Thomas and Eugene Donovan, built at Ford Airport the first radio range station ever utilized by a commercial airline. The station was

equipped with a 500-watt transmitter and was used by Ford Airlines.

The first demonstration of radio range flight took place Feb. 10, 1927, when a Ford Tri-motor piloted by the late Henry Brooks, flew from Dearborn to Wright Field at Dayton, guided solely by radio. Most of the trip was made in a heavy snowstorm, but pilot Brooks held to his course by keeping tuned to the on-course signal of the beam.

For many years, the Ford National Air Tours, sponsored by Henry and Edsel Ford, attracted top-flight aviators to Ford Airport annually. The tour was intended to demonstrate to the public the reliability of commercial aircraft and to stimulate the development of airports. The tours are generally credited with having played an important role in making the American public receptive to the idea of traveling by scheduled air transport.

The 225-foot dirigible mooring mast at Ford Airport was toppled the mornign of Oct. 26, 1946.

Built in 1924, for \$250,000 by Henry Ford, the mast ended used only once. The German-built ZR-3 visited Ford Airport in October 1926. This ended up being the only rigid-type airship to use the facility. This ship ended up later being renamed the Los Angeles by the U.S. Navy.

The American airship Shenandoah was en route to Ford Airport when it crashed over Ohio. All American airships except the Los Angeles met tragic ends.

Local airports

It is hard to imagine the metropolitan cities of Dearborn and Dearborn Heights as being home to their own airports, but in the early part of this century, the two communities boasted four landing fields with a fifth nearby. A few times, this area was seriously considered as for the site of Detroit's primary airport.

Burns Airport

This small landing strip was on Plymouth Road 1/4 mile west of Telegraph Road in the 1940s. It was used for private instruction and sight-seeing tours. It had no regular service.

Ford Airport

Ford Airport is probably the best-known airport in the Dearborn area. Bounded by Rotunda Drive, Oakwood Boulevard, Village Road and the Southfield Freeway, it is now the site of the Ford Test Track. This is where Rotunda Drive's original name - Airport Drive - got its name.

Ford Airport opened in November 1924 and had two runways. The first Ford airplane factory was also on this site. The heyday of the airport was in the late 1920s and first years of the 1930s. The Dearborn Inn opened as the Airport Inn July 1, 1931, and was one of the first hotels in the world built specifically to serve a nearby airport.

A dirigible mooring was constructed on the site to handle the floating airships.

Henry Ford's interest in aviation waned in the early 1930s. The last flight of the Ford Air Transport Service was in 1932. The field was used sporadically for local flights after this for the next decade and a half. The airport officially closed Oct. 21, 1947. The old passenger terminal was finally demolished Aug. 11, 1961.

(From "Michigan: A Guide to the Wolverine State" P.

225, 1947)

Ford Airport, almost in the center of Dearborn, bounded by Oakwood Blvd., Southfield Road and Airport Drive, is more a proving ground for automobiles than an airport.

Formerly a busy terminus when Ford was manufacturing aircraft, the tract is now an emergency landing field. The mooring mast for dirigibles, 210 feet high, its three legs anchored in concrete 71 feet apart, was the tallest in the world when it was completed in 1925.

A five-passenger elevator ran to a height of 176-feet; a covered stairway reached to the operating platform just below the mooring device. This elaborate structure was used only three times.

It was here on the morning of October 23, 1934, that Dr. Jean Piccard and his wife, Jeannette, after weeks of preparation, entered the Dow-metal gondola of their stratosphere balloon. They soared 10 miles up and after five hours, began their descent, which ended in the trees of a farm near Cadiz, Ohio. Dr. Piccard suffered a sprained ankle, and Mrs. Piccard was bruised. The bag of the balloon was badly torn, but the gondola and scientific instruments were not damaged. The flight was made to search for cosmic rays and to check the data obtained by Dr. Robert A. Millikan and Dr. William F.G. Swann at their camp in Mount Evans, Colorado.

Morrow Field

The Aviation Subdivision in northeast Dearborn is so named because old Morrow Field was previously there. Diagonal streets Esper and Littlefield are laid out along the former runways. This field was used during World War I. It was originally called the Detroit Aviation Acceptance Field.

Lt. Karl Clifford Morrow, an army air force pilot, was killed Nov. 11, 1918, near downtown Detroit when he was performing an aerial stunt during a celebration of the signing of the armistice. His plane struck a flag staff and crashed. Fortunately, he was able to turn his plane away from the crowd before crashing, thereby saving many lives. The Detroit City Council quickly asked the War Department to rename the field in honor of Morrow, which it did quickly.

After the war, use of the landing strip diminished to the point where the land was replatted for residential use.

Haggerty Field

An 80-acre airfield was built on the northwest corner of Ford Road and Wyoming in 1927. It was named for John S. Haggerty, Michigan secretary of state and owner of the land. Other sections of this land housed various facilities of the Haggerty Brick Company. The airfield is now part of the Ford-Wyoming Drive-in.

The field was used for the Leonard Flö Flying School and charter service, which had the main office of its administrative services there.

The field was formally dedicated as Haggerty Airport April 10, 1930.

The field was also referred to at one time as Detroit Aviation Testing Field.

National Flying Service

This field was at 29701 Plymouth road at Middlebelt for a flying school, hangar space and charter service. (From book "Michigan: A Guide to the Wolverine State")

Russell Municipal Aviation Field

Maps from the 1920s indicated the land bounded by Plymouth Road, Chicago Road, Southfield and Greenfield was used for an air field called Russell Municipal Aviation Field.

Unnamed field

Another local landing field used during World War I was located south of Warren Avenue near Garling Drive, although no specific information on this has been found.

Unnamed field

The southwest corner of Middlebelt and Plymouth Road, where Wonderland Mall is now, was previously a local landing field.

Proposed county airport

When the Henry Ford estate was put up for sale in February 1951, following the death of Clara Ford in 1950, the Detroit Common Council indicated it might be interested in buying the 1,369 acres for a possible county airport.

Hubbard scoffed at the idea, saying the city had other plans for the land. His plans, announced later, was to build his long-wanted civic center complex on the land on the northwest corner of Michigan Avenue and Southfield.

The Detroit Common Council also said it might use the former Ford land for other purposes, such as housing or business projects.

The Ford Motor Co. ended up buying the land in March. This eventually became part of the Ford Land Development project.

Proposed county airport

In 1927, the area bounded by Warren Avenue, Inkster Road, Ford Road and Gulley was recommended as the site of the new county airport. A \$2 million bond issue was to be put before the voters in November 1928.

The site was one of 77 considered for a possible airport location. The county Airport Committee and the county Ways and Means Committee found the Dearborn Heights spot as being the best.

What stopped this was greed. When the plot of ground was approved, the Board of County Supervisors understood that the property could be obtained for \$3,100 to \$3,500 per acre. When word got out about the airport plan, prices rose to \$5,000 per acre. County officials then began looking elsewhere for an airport site.

Masthead of Dearborn Independent

The Dearborn Independent during the 1930s used an airplane on its masthead because of the significance aviation had on the area at the time, particularly through Henry Ford and Ford Airport.

BANK BY BANK HISTORY

(FIRST BANK IN DEARBORN:) The first bank in Dearborn was opened by David P. Lapham in 1896. The bank was built on the Lapham Block on South Mason street where the Dearborn Press is now located. Here, he established Dearborn's first bank in 1896. It was sold to Henry Ford in 1916.

AMERICAN STATE BANK: Opened Sept. 8, 1919 (one source says Sept. 15) in temporary quarters on Michigan Avenue near Center Street (Monroe). Motto was "The Bank of Friendly Service." Northwest corner of Michigan Avenue and Monroe, site of current Dearborn Music. Assets transferred into Dearborn State Bank March 27, 1931. Building was razed in late 1938 for a new bank building for Manufacturers, which moved in Feb. 4 and 5, 1939.

BANK OF COMMERCE OF DEARBORN: The Bank of Dearborn joined the Guardian Group Inc. in August 1929 when Guardian joined the Highland Park Bank in the Highland Park Trust Company. It continued to be the Bank of Commerce of Dearborn locally until it was merged with the Bank of Dearborn and the Union State Bank in August 1931 to form the Guardian Bank of Dearborn.

BANK OF COMMERCE OF SPRINGWELLS: Original name of Fordson Bank of Commerce. See that bank for more information.

BANK OF DEARBORN: Merged with Union State Bank and the Bank of Commerce of Dearborn in August 1931 to become Guardian Bank of Dearborn.

BANK OF DEARBORN: Local bank started Aug. 26, 1953. First office was at Warren and Miller. Its second office opened March 15, 1954, in west Dearborn. This was a temporary site at 22293 Michigan Ave. while a permanent building was erected. It opened a temporary trailer bank at Van Born and Beech Daly in April 1962. The permanent branch building at this site opened in May 1962. In February 1963, it opened its first branch building on the north side of Joy Road west of Telegraph. In March 1963, the bank opened a temporary office on Michigan Avenue near Outer Drive. This was replaced in May 1963 by its branch in Westborn. In August 1963, it moved its main office from its Warren-Miller branch to its Westborn branch. The main office was then moved to Village Plaza when it opened its branch there Aug. 18, 1969. Decided in 1973 to change name to Dearborn Bank & Trust, officially changed March 19, 1974.

CITY BANK: City Bank, which had a branch in the River Oak shopping center, changed its status to City National Bank of Detroit Dec. 15, 1960. It changed its charter from a state bank to the National Banking Association.

COMERICA BANK: New name of Detroit Bank & Trust, changed 1982. Acquired Dearborn Bank & Trust in 1990?. Merged with Manufacturers National Bank in 1992.

COMMUNITY BANK OF DEARBORN: Opened in 1994 in former Francesco's restaurant on Michigan Avenue. Second branch opened in 1995 on Warren Avenue in former Manufacturer's Bank building in Dearborn Heights.

DEARBORN BANK & TRUST: New name of Bank of Dearborn, name changed March 19, 1974. Bought by Comerica Bank in 1990(?). The bank moved from its site at

Outer Drive and Pelham to a new branch at 3736 Pelham Dec. 9, 1974. It had been at its previous site since 1958. The formal dedication was Jan. 6, 1975.

DEARBORN FEDERAL SAVINGS BANK: Founded 1936 as Dearborn Federal Savings & Loan. Its first branch was at Michigan and Tenny. It opened its second branch, Outer Drive and Pelham, in late 1961. Its third branch, Telegraph at Colgate, opened in June 1963.

DEARBORN STATE BANK: Founded 1910 by Henry Ford. First building a modest frame dwelling at Mechanic (Newman) and Mason. Rebuilt to face Mason. New building erected on southwest corner of Michigan Avenue and Mason Street, site of previous bank location. Current building opened in 1930. Dearborn State Bank helped took over American State Bank of Dearborn, the Peoples State Bank of Inkster and Melvindale State Bank, which went insolvent in 1931. The acquisition of the Peoples State Bank of Inkster was effective Feb. 2, 1931. Dearborn State Bank, Guardian Bank of Dearborn, Highland Park State Bank and the Peoples Wayne County Bank of Highland Park merged in July 1933 to form Manufacturers National Bank. The chief underwriters of this were Henry Ford and Edsel Ford.

DETROIT BANK & TRUST: Detroit's oldest bank. Name changed to Comerica in 1982.

FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION OF DEARBORN: This bank opened a new office in October 1936 on Michigan Avenue between Maple and Horger.

FIRST NATIONAL BANK OF DEARBORN: Opened Sept. 11, 1926, in temporary quarters at 89 W. Michigan Ave., until new building opened on Michigan Avenue west of Mason, facing Howard. New four-story building, 100 x 100 feet, opened May 14, 1927. Bank closed June 25, 1931, with only 50 percent deposits remaining. Bank officials had hoped to protect depositors. Plan was to reorganize and reopen, but it never did as business conditions made this impractical. Depositors were paid back in multiple installments, the last being 5.3 cents per share (one share = \$1 deposit) in spring 1938. Depositors ended up getting 66.3 percent of their deposits back.

FIRST NATIONAL BANK OF INKSTER: This Inkster bank closed Sept. 4, 1931. It was the last local bank in that community.

FORDSON BANK OF COMMERCE: Organized 1925 as Bank of Commerce of Springwells. Was on Eagle Avenue at Mulkey in 1926. It had assets in 1929 of nearly \$3 million. In 1929, it renamed itself the Bank of Commerce of Dearborn because of the merger of the cities of Fordson and Dearborn. It was also acquired by the Guardian Detroit Union Group Inc. in 1929 but retained its name locally.

FORDSON STATE BANK: Opening announced Nov. 19, 1926. Officially organized Dec. 10, 1926, by directors of the Highland Park State Bank, the Bank of Detroit and local businessmen. The first branch was on the northeast corner of Michigan Avenue and Neckel, which opened July 6, 1927.

GREENFIELD NATIONAL BANK: Opened July 18, 1973, at 25001 Michigan Ave., in old Internal Revenue Service Building. It was set up in 1973 as a part of the Michigan

National Corp. Name changed to Michigan National Bank-Dearborn June 10, 1974.

GUARANTY FEDERAL SAVINGS: This savings and loan at 136 N. Telegraph, opened April 1, 1963.

GUARDIAN BANK OF DEARBORN: This bank was created in August 1931 from the merger of the Bank of Dearborn, the Bank of Commerce of Dearborn and Union State Bank. The merger was supposed to be effective Aug. 17, 1931, but the new bank opened Aug. 3, 1931. The new bank used the Bank of Dearborn building as its main office. It retained the use of the Union State Bank offices on Vernor and Warren Avenue and the Bank of Commerce at Eagle and Mulkey as branch offices. When Guardian had initial assets of \$6 million. It was the Dearborn unit of the Guardian Detroit Union Group Inc., which had \$500 million in assets. Guardian was one of four banks which merged in 1933 to form Manufacturers National Bank. The others were Dearborn State Bank, Highland Park State Bank and Peoples Wayne County Bank of Highland Park.

INKSTER NATIONAL BANK: The Inkster National Bank was at ????. It was in operation at least in 1931.

MANUFACTURER'S NATIONAL BANK: Formed in July 1933 through merger of Guardian Bank of Dearborn, Dearborn State Bank, Highland Park State Bank and Peoples Wayne County Bank of Highland Park. The Peoples Wayne County Bank of Dearborn was not included in the merger and remained independent. The chief underwriters of the merger were Henry Ford and Edsel Ford. The first day of business as Manufacturer's National Bank was Aug. 16, 1933. It had initial combined assets of \$5,250,000. New offices were set up in Downtown Detroit. The existing branches were changed to branches of the new bank. The branch at Howard and Michigan was deemed inadequate in the late 1930s, so Manufacturer's razed the existing bank building on the northwest corner of Michigan and Monroe in 1938 and built a new building. It moved in Feb. 4 and 5, 1939, and held a formal grand opening Feb. 6, 1939. This building is now site of Dearborn Music. The third branch in Dearborn (and fifth in chain) opened Dec. 20, 1948, at Warren and Calhoun. The new building was of Georgian-American design. Manufacturer's merged with Industrial National Bank in 1955. The branch at Michigan and Mercury Drive was built in summer 1959, replacing the former branch at Michigan and Curtis. The move was first planned in 1956. Also in 1956, the bank planned to replace its branch at Telegraph and Hollander with one at Telegraph at Sheridan. The bank consolidated with Romulus State Bank effective with the close of business Dec. 31, 1959. Bank merged with Carleton State Savings in January 1962 retaining the name Manufacturers. Merged with Comerica in 1992. New name was Comerica.

MELVINDALE STATE BANK: Successor to State Savings Bank of Melvindale, which closed March 20, 1931. Bank reopened May 15, 1931, as Melvindale State Bank.

METROPOLITAN FEDERAL SAVINGS AND LOAN: Opened a trailer office in northeast Dearborn Nov. 30, 1961. Opened regular building June 5, 1962, at 13007 Warren at Hartwell. This was the third office of the fledgling bank. Its first two offices were at Seven Mile at Evergreen and at 45520 Van Dyke in Utica.

MICHIGAN NATIONAL BANK: This bank opened its branch at Ford Road and Telegraph in spring 1962 as the Mich-

igan Bank. It was later renamed Michigan National Bank.

NATIONAL BANK OF COMMERCE IN SPRINGWELLS: Opened Nov. 30, 1925 at Eagle and Mulkey.

NATIONAL BANK OF DEARBORN: Opened Sept. 16, 1974, in temporary offices on Hubbard Drive, west of Southfield. Created by National Detroit Corporation, the holding company of the National Bank of Detroit. The bank later changed its name to match that its holding company's main subsidiary, National Bank of Detroit.

NATIONAL BANK OF DETROIT: Its branch at Silvery Lane and Warren Avenue opened Sept. 29, 1958. Its branch at Ford Road and Outer Drive opened in March 1963. In December 1965, this bank moved its Silvery Lane office across the street to a new building at 24950 Warren Ave. NBD Bank opened a branch at Dix and Salina in Arabian Village Sept. 8, 1982.

NBD BANK: New name of National Bank of Detroit, changed 1977. Merged with First Chicago Corp. in 1995. Became First Chicago NBD Corp. Merged with Banc One in 1998.

PEOPLES STATE BANK OF DEARBORN: Subsidiary of Peoples Wayne County Bank of Detroit. Part of merger with other Peoples Wayne County Bank of Detroit subsidiaries and First National Bank of Michigan, Peninsular State Bank and Detroit & Security Trust Company September 1929 in a pool of assets amounting to \$725,000,000. As of July 1929, local bank had resources of \$3,235,000.

PEOPLES STATE BANK OF INKSTER: Acquired by Dearborn State Bank Feb. 1, 1931, effective the next day.

PEOPLES WAYNE COUNTY BANK OF DEARBORN: Building at Michigan Avenue and Schaefer Road. Bank was part of merger when parent bank Peoples Wayne County Bank of Detroit merged with First National Bank of Michigan, Peninsular State Bank of Detroit and Security Trust Company in September 1929. No changes were made locally. Assets transferred to Manufacturers National Bank of Detroit December 1933. Second branch on Warren Avenue.

PEOPLES WAYNE COUNTY BANK OF FORDSON: Building on southeast corner of Warren Avenue and Calhoun opened on or about Dec. 15, 1928.

SPRINGWELLS STATE BANK: The first bank in Springwells/Fordson. Opened Feb. 1, 1922. First building at 12736 (old address system) Michigan Ave. at Maple Road. Changed name to Union State Bank of Fordson, Mich., when city renamed itself Fordson. First branch opened 1925 at 10401 Dix at Salina. Third branch at 11646 W. Warren (old address system). Claimed it was oldest bank in Springwells. Branch at Michigan and Maple later became Fordson State Bank in July 1927, the Guardian Bank of Dearborn in September 1929 and then Manufacturers Bank in 1933. It is now Comerica Bank.

STATE SAVINGS BANK OF MELVINDALE: Bank closed March 20, 1931. Reopened May 15, 1931, as Melvindale State Bank.

UNION STATE BANK: Originally Springwells State Bank. Three branches in east Dearborn. Main branch at 12736 Michigan Ave. (old street numbering system) and Maple. Second branch at Dix and Salina. Third branch at 11646 Warren Ave. (old street numbering system) at Jonathon with replacement branch opened September 1929, replacing previous branch at Warren Avenue at Calhoun,

opened 1924. It was one of three banks – the others being Bank of Dearborn and the Bank of Fordson – acquired by the Union Commerce Corporation in August 1929. Name of parent company was Guardian Detroit Union Group. The Union State Bank, the Bank of Dearborn and the Bank of Commerce of Dearborn were merged into one bank to be effective Aug. 17, 1931. The three were re-opened Aug. 3, 1931 as the Guardian Bank of Dearborn. (See Guardian Bank of Dearborn for more information.)

WAYNE COUNTY AND HOME SAVINGS BANK: Opened in 1920s at Michigan and Schaefer. Also had branches on Warren and on Dix.

WYANDOTTE SAVINGS BANK: Opened branch at 23150 Van Born in Dearborn Township March 12, 1959.

BANK HISTORY - 2

(from F. Ind. Nov. 19, 1926 FP)

Fordson is to get a new bank, according to a report issued today from the Highland Park State Bank.

The bank will be known as the Fordson State Bank and will be operated in much the same manner as the Highland Park State Bank with directors from the Bank of Detroit, the Highland Park State Bank and local business men.

The new institution has secured the northeast corner of Michigan Avenue and Neckel Street, directly across from the City Hall and will build a building in the near future. The building will be used exclusively for bank purposes, according to Mr. Quesenbury of the Highland Park State Bank.

Plans are now being prepared for the building.

This peaks well for the industrial growth of the city of Fordson, which has grown from a handful of people to a fair-sized city, within the short space of a few years. The city already has three large banks, with two branches.

The Wayne County & Home Savings Bank, the Union State Bank, which has two branches, on Warren Avenue and another on Dix, and the Fordson Bank of Commerce on Eagle avenue.

Fordson will have three banks on Michigan Avenue within a stones throw of each other.

Big business men and institutions see a great future for Fordson and are locating early as evidenced by the new concerns seeking ground in Fordson.

(from Thursday, June 30, 1927, Press FP)

Announcement has been made of the opening of the Fordson State Bank in Fordson and an invitation has been extended to all to visit the new institution Wednesday, July 6. The new building has just been completed at Michigan Avenue and Neckel, opposite from the City Hall of Fordson.

The bank was organized Dec. 10, 1926, with a capital stock of \$200,000 and a surplus of \$40,000. All of the modern features of present day banking have been embodied in the new institution. A new type of savings posting machine, which prints the amounts deposited in the books of depositors instead of writing them is one of the newest features.

A large armour vault with a capacity of 5,000 safety deposit boxes has also been built. The officers of the new bank are President, Clarence H. Booth; Vice-President, C.H. Haberkon; First Vice-President, Frank E. Quisenberry; Cashier, Emmanuel C. Lindman; Assistant Cashier, Walter H. Bell Jr.

(From Dearborn Press Aug. 22, 1929, P1)

The Union State Bank of Dearborn and the Bank of Commerce of Dearborn will become a link of the Union Commerce Corporation of Detroit, according to a statement made public this week by Warren J. Rachow, executive vice president and cashier at the Union State Bank of Dearborn.

The step marks the second great bank merger in Dearborn within the last few weeks, the first being the merger of the Bank of Dearborn with another Detroit group. Authorities point out that large banking enterprises are the trend of business today, especially in communities situated close to

metropolitan centers such as Detroit.

The Union State Bank was the first bank to come to what was formerly Fordson. Since that time, two branches have been established, one on Warren Avenue and the other on Dix Avenue. A new banking house is in the process of completion on Warren Avenue at the corner of Jonathan. Total resources of the bank, according to its last statement, amount to over \$3,700,000.

Officers of the Union State Bank are Burt H. Manning, chairman of the board, Joseph Henn, President, W.J. Rachow, vice president and cashier; Frank W. Blair, vice president; Howard O. Wells, vice president; Percy J. Wines, assistant cashier.

The other bank in the merger, the Bank of Commerce, located at the corner of Mulkey and Eagle avenues, was organized in the old city of Fordson in 1925. Its last statement showed total resources of nearly \$3,000,000.

Officers are Henry H. Sanger, president; Samuel R. Kingston, vice president; L.H.D. Baker, vice president; Orin O. Otis, vice president and cashier; William O. Cierk, assistant cashier.

(from Dearborn Press, Sept. 12, 1929. 1-A.)

The Union State Bank is doing business this week in its new branch building at Warren and Jonathon avenues, the third and latest Union State unit in Dearborn.

Scores of well-wishers and customers visited the building Monday, when it was formally opened for business after a hectic weekend of moving records, safes, money and furniture under police guard from the former headquarters of the branch at Warren and Calhoun avenues, two blocks away.

They found a handsome, two-story stone structure, equipped with the most modern safety and protective devices, elegantly and yet tastefully furnished within, and in every way a credit to its neighborhood and to Dearborn.

The structure, designed by Donaldson & Meier, architects, was built within three months of the time work was started by Hazelton & Clark, general contractors. It is fire-proof and burglar-proof.

Its purpose is to serve the rapidly growing northern section of Dearborn, where the Warren Avenue branch was first located five years ago.

Originally the lack of north and south transportation facilities and the comparatively slow growth of the district made it a simple matter to serve all corners adequately, but with the speedy development that has taken place frequently, it became obvious that new and larger quarters would be necessary.

The Union State Bank, first known as the Springwells State Bank, became a factor in the business life of the old village of Springwells Feb. 1, 1922, nearly eight years ago. It was organized under the direction of Frank W. Blair, president of the Union Trust Company of Detroit, and Warren J. Rachow, was elected executive vice president and cashier. The first building, still the headquarters of the bank, was erected at Michigan Avenue at Maple Road.

Three years later, the bank increased its capitalization and surplus to \$100,000 each, making its total assets \$200,000, and established its first branch at Dix and Salina

Avenues in a building which is among the finest of the south end of Dearborn.

(from Dearborn Press, Oct. 3, 1929, 1-A)

The Peoples Wayne County Bank of Dearborn last week became a party to the largest bank merger Michigan has ever known when with its parent firm, the Peoples Wayne County Bank of Detroit, it joined with the First National Bank of Michigan, Peninsular State Bank and the Detroit & Security Trust Company in a pool of assets amounting to \$725,000,000.

The local bank reported three months ago its resources amounted to \$3,235,000, with commercial deposits of \$1,312,000 and savings accounts of \$1,583,000. The capital stock was \$100,000, the surplus \$225,000 and the undivided profits \$13,800.

The merged banks will be controlled by a holding company and be capitalized at \$50,000,000. Julius H. Hass, president of the Peoples Wayne County Bank, will also be president of the holding company.

So far as is known, the merger will have no immediate effect on the policies or program of the Peoples Wayne County Bank of Dearborn.

The new building of the Dearborn State Bank will be erected by the Martin & Krausman Company of Detroit under the terms of a contract awarded early this week, it was announced yesterday, and will be ready for occupancy about July 1 of next year. It will occupy the site at the southwest corner of Michigan Avenue and Mason Street, from which the old bank building was removed recently.

When the new building is completed, it will be directly connected with the old one, which will house the new trust unit of the institution. The new structure will be somewhat similar to the old one architecturally, but its interior will be based on the most modern bank designs and will be equipped with new protective devices against robbery and fire.

The new building will occupy 50 feet of Michigan Avenue frontage and will extend 105 feet on Mason Street. Unlike the old structure, it will be on a level with the sidewalk, doing away with entrance steps.

(Sept. 12, 1929, Dearborn Press, P. 1)

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Three Dearborn banks, which may be combined to form a single institution in the near future, are included in the proposed \$425,000,000 merger of the Guardian Detroit Group and the Union-Commerce Corporation.

These banks, the Bank of Dearborn, Bank of Fordson and Union State, are allocated in the part of Dearborn that was formerly Fordson. The first named was taken into the

merger by the Guardian Group, which owns it and the other two were entered by the Union Commerce, which acquired them only last month.

It is altogether likely, according to the officiating vice president of one of the banks, that an effort will be made soon to merge the three local institutions into one, increasing their capitalization and resources and making expansion a simpler matter.

All officials of the local banks agreed, however, that business would be carried on as usual for the time being and said they had received no word of contemplated changes.

The new institution, which will be the largest in Michigan and one of the largest in the Middle West, will be known as the Guardian Detroit Union Group, providing the merger is ratified by the stockholders. It will have capital assets of more than \$75,000,000 and deposits of more than \$350,000,000.

Frank W. Blair, president of the Union-Commerce, will be chairman of the board, while Robert O. Lord, president of the Guardian Group, will be president and executive head.

Together with the announcement of the merger, it was made public that arrangements have been made for the incorporation of the new group of the Union Industrial Bank of Flint, the Thompson Savings Bank of Hudson and the Bank of Hamtramck. The Bank of Detroit will also become a unit of the group, although it is not yet known whether it will remain a separate entity or be merged with the consolidated bank.

Twenty-four banks and trust companies in all are concerned in the merger, exclusive of others which may come in later under arrangements now in progress.

(from Dearborn Press, Oct. 3, 1929, 1-A)

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(from Thursday, Jan. 29, 1931 Press FP)

The Peoples State Bank of Inkster will cease all operations in its present location Sunday, Feb. 1, when the records and books of the institution will be transferred to the Dearborn State Bank of this city, which has acquired the bank's assets and building.

Depositors in the Inkster bank are requested to take their bank books to the Dearborn State Bank as soon as possible and receive new books from the latter bank. After Feb. 2, all notes, mortgages and paper held by the Inkster Bank will be payable at Dearborn.

The following directors were elected at an adjourned meeting of the stockholders of the Peoples State Bank: Francis R. Fellrath, president; Clarence L. Parker, vice president; G.C. Auten, cashier; C.B. Longley and M.B. Wallace, directors. These will hold office until all affairs of the Peoples State Bank are settled.

(from Thursday, April 2, 1931 Press FP)

All work in the matter of transferring the materials of the American State Bank of Dearborn to the Dearborn State Bank were completed Tuesday evening. The stockholders of the American State Bank, at a meeting Friday, March 27, in the auditorium of the Dearborn Masonic Temple, voted to approve the liquidation of the assets of the bank under an agreement with the Dearborn State Bank.

At a board of directors meeting of the Dearborn State Bank yesterday, Ralph Schloff, formerly of the American State Bank, was elected as assistant cashier of the Dearborn State Bank.

The meeting of the stockholders of the American State Bank was called for Thursday, March 26, but, owing to the fact that many of the stockholders were not aware of the true condition of the bank, it was decided to adjourn the meeting until the following day. In the meantime, the stockholders were given an opportunity to ascertain the facts, and as a result, the agreement with the Dearborn State Bank was approved without a dissenting vote at the adjourned meeting.

Due to the adjournment of the meeting of the stockholders, it was rumored that the liquidation proceedings might not be approved, causing apprehension in the minds of some depositors. The Dearborn State Bank, however, maintained its guarantee of payment.

Last week, the moving of equipment was started from the American State Bank building. The safety deposit boxes were moved in sections without disturbing the boxes to the large vaults in the Dearborn State Bank. Other materials and records were moved as it was possible to do so. and Tuesday evening large vans were loaded with the remainder of equipment. All was taken to Dearborn State Bank where it is stored awaiting disposition.

The large clock at the corner of Michigan Avenue and Monroe Street, a well-known landmark, has also been removed. No definite decision has been made as yet as to what disposition will be made of the building, but it is ex-

pected that it will be remodeled and leased for store space.

It was learned through the Dearborn State Bank that practically all employees of the institution now in liquidation will be used as far as it is practical in the handling of the agreement. It also understood that the condition of the American State Bank was not due to local officials, but to outside conditions.

All depositors of the American State Bank who have not already transferred their deposits are requested to come to the Dearborn State Bank and do so.

(from July 19, 1973, Dearborn Guide, P6)

Dearborn has a new bank president this week, the chief executive officer of the Greenfield National Bank, Bruno D. Smoke II.

Smoke, who has lived in Dearborn for 11 years, took over the reins of the city's first new bank in 20 years yesterday when he opened the doors for the first customer.

The Greenfield Bank, 25001 Michigan Ave, in the old Internal Revenue Service Building, was set up earlier this year as a part of the Michigan National Corp.

The Michigan National Corp. is the holding company which also operates the Michigan National Bank throughout the state.

"We have felt for a long time that Dearborn has been ripe for another banking institution," Smoke said.

Smoke's "dream" of setting up another bank began several years ago when he and a few of his friends gathered to discuss the idea. After months of contemplation and mountains of paperwork, the results are finally surfacing.

"Our main goal is to set up a third banking outlet in this community, on which is competitive and aggressive," he added.

The two most aggressive approaches the new bank is using include the offering of free checking accounts for those who maintain a \$99 balance and offering the highest interest rates for depositors.

When he terminated his official relationship with the bank yesterday, he left as a vice president with responsibilities in the area of operations.

(from June 6, 1974, Dbn. Press P3-A)

Greenfield National Bank officials this week announced plans to change the bank's name to Michigan National Bank-Dearborn, effective June 10.

Preliminary approval for the name change had been granted by the controller of the currency, in Washington, D.C., according to Bruno D. Smoke II, bank president.

"The reason for changing our name is to achieve greater identity with our holding company, Michigan National Corp.," Smoke said.

(from July 25, 1974, Dbn. guide p1)

Dearborn should have a new bank within a few weeks, according to Robert M. Ashlin, chairman of the board and president of the newly-formed National Bank of Dearborn.

The new bank is being organized by the National Detroit Corporation, the holding company parent of the National Bank of Detroit. Its first office will be opening soon in temporary facilities on Hubbard Drive near Southfield.

NDC filed for permission to organize the bank in March 1973.

They are just one year behind Greenfield National Bank, an offshoot of Michigan National Bank, which opened a year ago. That bank has now changed its name

back to Michigan National Bank-Dearborn.

Other local banks include Manufacturers National Bank and the Dearborn Bank & Trust Co., known as Bank of Dearborn until this spring.

(Aug. 8, 1974, Dbn. Guide, P10-B)

The newly formed National Bank of Dearborn will open to the public Monday, Sept. 16, in temporary facilities just west of Southfield on Hubbard Drive, it was announced this week.

Bank president Robert M. Ashlin said the interim office will be installed on bank land between the Automobile Club headquarters site and the Fairlane Athletic Club site in the middle of the Ford Fairlane development.

He said ground would be broken in October for the construction of a permanent NBD headquarters office. He called the proposed building "a large, modern, full-service banking structure."

That new building will be in operation in about a year.

(From Press & Guide 1993)

If you think the economy is bad now, imagine having all but 5 percent of your money in the bank frozen and receiving only part or none of your pay for several weeks. This is what was happening in Dearborn and elsewhere around the state 60 years ago.

The Depression had been taking its toll for a couple of years. The number of banks in the country went from about 30,000 to about 15,000 in the previous 10 years. Nearly 5,000 banks failed nationwide in 1932 alone.

To prevent further financial catastrophes, the state declared a bank holiday Feb. 14, 1933, whereby all Michigan banks would be closed for three days and then would operate on a limited basis until a permanent solution could be found.

Dearborn's three banks - Dearborn State Bank, the Guardian Bank of Dearborn and the Peoples Wayne County Bank - and most others in the state reopened Feb. 17 to handle simple business operations (making change, etc.), and limited banking transactions.

Customers were only allowed to withdraw up to maximum of 5 percent of their total deposits as of Feb. 14, 1933. People depositing money after that time could withdraw any or all at any time with no restrictions.

Fortunately for the local banks, only a handful of depositors immediately withdrew the maximum 5 percent of their accounts when the banks reopened Feb. 17.

Michigan's bank holiday was a predecessor to Franklin Roosevelt's ordering a national bank holiday March 6, 1933, two days after he first took office as president.

Initially, the local situation was mostly business as usual. Most payrolls were met with at least partial payments. Local stores still accepted personal checks, although they would not give change.

When the bank holiday was declared, plans called for it to be over by Feb. 23. That day passed with the bank holiday still in effect. It would be another three weeks before things would ease and not until the end of March before everything in the city was back to normal.

As the days passed, cash became more and more scarce. Business at local stores dropped dramatically.

Some institutions, like the Fordson School District, started paying employees with some cash and the rest in scrip. Fortunately, many merchants agreed to accept the scrip in lieu of cash, though many were reluctant at first.

Many smaller businesses split whatever cash was available among the employees to tide them over until the emergency was over. Making it worse for the smaller businesses was many suppliers would ship for cash only.

The situation finally began to break March 15, when the U.S. Treasury Department granted the Guardian Bank of Dearborn a new operating license.

The bank reopened for regular business that day with the only restrictions being those placed by the state and federal governments, namely no money could be released for the purpose of hoarding.

Guardian immediately increased the amount of allowed withdrawals to a maximum 15 percent of the amount on deposit on Feb. 14 because of additional available cash on hand.

On March 16, the Peoples Wayne County Bank also reopened and began allowing 10 percent of deposits to be withdrawn. This bank did not begin full operation until March 26 because of minor difficulties which needed to be worked out.

This bank was the only one of the three in Dearborn which had not yet joined the Federal Deposit Insurance Corporation, which had been organized by the government earlier that year. Peoples applied for membership upon its full reopening.

The Dearborn State Bank was the last to receive a license from the Treasury Department and reopen as it was the receiver and liquidator of three failed local banks - the American State Bank of Dearborn, the Peoples State Bank of Inkster and the Melvindale State Bank - and this caused some cash flow problems.

The Dearborn State Bank finally received its license from the Treasury Department March 29 and began operating at 100 percent after Henry Ford and Edsel Ford agreed to let a million dollars stay on deposit frozen until the bank could realize the cash on its slow liquidating assets.

While many banks in the state still had problems, Dearborn's three surviving financial institutions proved strong enough to withstand the temporary hardships imposed by the state and Roosevelt.

(from July 1965 Dearborn Guide)

Manufacturers National Bank was stopped from putting a branch into Westborn Shopping Center because state law prohibited a national bank from opening a branch in a city where a state or national bank or its branch was in operation. The Bank of Dearborn had four branches in the city.

Manufacturers already had a branch at Telegraph and Carlisle. It then opened a branch at Telegraph and Dartmouth, but this was in Dearborn Township when the branch opened. Manufacturers figured that since it had two branches so close together, it could relocate its existing Telegraph-Carlisle to Westborn, but the state said no.

BOYS AND GIRLS CLUBS

The Dearborn Boys Club was conceived in October 1936. The first facility was at Roulo School, which opened Nov. 30, 1936, after local leaders raised \$2,000 for the project.

A second Boys Club was started at Thayer School a few years later. A unit was also started at Oxford School.

Club officials announced Feb. 24, 1948, a plan to raise \$500,000 for a new club headquarters building in Dearborn. By this time, the three units combined had some 1,300 boys involved in programs.

A west-end club was attempted in 1952. The city gave the Boys Club four lots across the street from Oxford School abutting Cornell in May 1952. The city planned to turn the rest of its property there into a city park. Plans called for the Boys Club to erect a building on that site. An architect's rendering of the proposed building was drawn up, but the facility was never built.

Finally, in 1957, the Boys Club obtained a building, a former house, at 2463 S. Telegraph as a site for the club. The group previously meeting at Thayer School was then transferred to the west Dearborn location.

This two-story building, a former house, was condemned by the city in 1961 when the city deemed it unsafe for occupancy. The city said the club had to vacate the building by the end of April 1961.

The Boys Club asked for help in finding a new location, perhaps in Oxford School. The school district did offer use of the school, but the Boy's Club then turned down the request when it decided the space and available times were too limited. A local businessman then donated the use of the former Tri-Mart market at 3311 S. Telegraph for use as a Boy's Club.

The Boys Club officially purchased this building in January 1962 for \$85,000. They previously had paid \$700 a month for use of the building.

In 1964, Dearborn Boys Club Inc. was acquired by the Boy's Club of Metropolitan Detroit. It was then operated as the Dearborn branch.

In January 1965, remodeling and expansion of the facility began. It was completed at the end of March and was dedicated April 9, 1965.

In August 1980, the Boy's Club became the Boy's and Girl's Club of Southeastern Michigan, although the name change did not become official until September.

This was a result of a law suit filed in 1977 and subsequent court injunction to allow girls into the then-boys-only club.

The Dearborn Heights Boy's Club was started March 1964 for ages 7-17.

For the first few months, it met at Brainard School.

In December 1964, the club began its 1964-65 calendar of events.

The Dearborn Heights City Council OK'd the donation of a small tract of land to the Dearborn Heights Boys Club for the construction of a building on the southeast corner of the Central Park property on Beech Daly adjacent to Crestwood High School.

The Boys Club asked for a 100x100-foot section. The council gave them 100x175 feet so it could have 50 feet in front so it could be set back from the street and 25 feet in back for outdoor usage. The lease was for \$1 per year. If the Boys Club did not begin construction within two years, the land would revert back to the city, which it did.

In fall 1966, the Boys Club met at Brainard School.

Buildings past, present

Ford Motor Co. buildings

Ground broken June 24, 1965, for the Ford Motor Credit building. Built July 1965-June 1966. Building is 317,000 square feet. It had a tunnel connecting it to the nearby administration building.

The building opened September 1966.

The original plans for the Ford World Headquarters called for an adjacent six-story building in the rear which would be a smaller version of the blue glass house. This would house the offices of the Lincoln-Mercury Division. (Sept. 1950).

Ford Motor Co. opened a new guest center on Village Road across the street from Henry Ford Museum in August 1974. This was the first such facility since the Ford Rotunda burned down in 1962.

Ford Motor Co. remodeled the former Continental headquarters at Oakwood and I-94 and turned it into the headquarters for the newly established Edsel Division, the new Ford car line created in 1956.

More than 1,800 names for the new division were submitted.

The Lincoln-Mercury and Edsel divisions were merged Jan. 15, 1958.

When Ford Motor Co. moved into its new headquarters at Michigan Avenue and Southfield, it refurbished the former headquarters on Schaefer Road at I-94 and moved the headquarters for its Mercury Division into it in November 1956.

Mercury Division was headquartered previously at the old Lincoln plant at Warren and Livernois.

Ford Motor had occupied the Schaefer Road building since 1932.

The original Dearborn headquarters for the Ford Motor Co. was at 3000 Schaefer.

Henry Ford II announced June 25, 1953, plans for a new five division headquarters at Schaefer and the Rouge River.

It was to be an eight-story Z-shaped building covering 240,000 square feet. Plans called for it to be done by late 1955. It would house 2,300 employees. Work was to begin in fall 1953.

Building 13, the Tractor Building and part of the former Fordson Tractor plant, was razed in February 1931. For several years, it had only been used for storage.

The building was a frame structure with a swath roof.

Ford Motor Co. started an arboretum north and east of its World Headquarters in 1960.

It formally opened to the public Sept. 22, 1966. In that six years, it became the largest arboretum in the country devoted to a single state's native trees and shrubs.

In 1960, 230 trees and 135 shrubs were planted. In 1964, 780 trees and 400 shrubs were added. By 1966, it had 91 species of trees and shrubs.

When it opened to the public, it had 357 trees and 530 shrubs.

Michigan has more native trees and shrubs than the entire continent of Europe. Michigan has 97, Europe has 85.

Ford Rotunda

Ford Rotunda moved the building from the Chicago Century of Progress Exposition, held in 1934, to Dearborn in 1936. It officially opened here May 15, 1936.

The building was closed at the start of World War II. It was reopened June 16, 1953, with a new exhibit after the building was remodeled.

Facility burned down Nov. 9, 1962. The fire caused \$15 million worth of damage. Fortunately, firefighters were able to save the Ford archives, which were stored at the facility.

Henry Ford Estate

The Ford Motor Co. moved its archives from the Fair Lane Estate to the Ford Rotunda in spring 1957.

The Gate House to the Henry Ford Estate was razed May 21, 1975, much to the dismay of preservationists.

Dearborn Recreation Building

The Dearborn Recreation Building was a widely used place by local churches and clubs for meeting space.

It was built in October 1925 at 4600 Schaefer.

Fires

A \$300,000 fire struck the commercial building at 4401 Sylvania Jan. 28, 1977. The structure was a one-story 60x150 foot structure. It was occupied by Michael Rossi Carpeting as a warehouse and by Cavanaugh Gasket.

The blaze leveled the building.

A fire severely damaged one wing of the Henry Ford Museum Aug. 9, 1970. It destroyed several booths and damaged the theater. The drama season for the rest of the year had to be canceled.

Fire destroyed the Real Life Day Camp, 26300 Ford Road Jan. 2, 1955. It was an eight-room structure. The building was rebuilt and reopened June 1955.

Fire destroyed the Kensington Mall Oct. 11, 1976. The building was rebuilt and reopened as an S&H Trading Stamp redemption center. This building was originally a Kresge store.

The Kandt Lumber yard at 23785 Michigan Ave. Was severely damaged by fire Dec. 13, 1953. Damage was estimated at \$100,000. About half of the lumber was saved.

A fire broke out at St. Bernard Seminary Feb. 2, 1986. A priest and two brothers were severely injured. One of the brothers died two weeks later. The fire broke out in one of the bedrooms and damaged an adjacent office.

Ford Water Tower

Ford Motor Co. Built a water tower in 1914 to serve the village of Dearborn at Michigan Avenue near Brady. The water tower then went into disuse in 1920 when Dearborn became part of the Detroit water system.

The tower was razed Nov. 20, 1946, when it was pulled to the ground.

The 150,000-gallon tank drew water from the Rouge River, then filtered the water through a purification plant next to the water tower. After the tower was no longer used, Henry Ford converted the purification plant into a memorial to George Washington Carver.

Hashmie Hall

Hashmie Hall, 10401 Dix at Salina, was a popular landmark in the South End.

It was gutted by fire in 1977. In 1979, the city sought to raze the building. A medical office building was suggested to go into the building. When that plan fell through in 1980, the building was razed in late December as was the old Paris Hotel in the South End, which was destroyed by fire a year previous.

Big Boy Eat 'n' Park

The first Eat 'n' Park, which featured the Big Boy hamburger, opened at 23318 Ford Road east of Outer Drive. It was owned by Joseph and Edward Blazo. The restaurant reopened in May 1959.

Fairlane Club/Fairlane Manor

The Fairlane Club and Fairlane Manor combined facility on Hubbard Drive officially opened March 1, 1975.

Satellite Bowl

The 40-lane Satellite Bowl was built in 1958.

Sokol Center

Ground was broken for Sokol Center April 24, 1966.

Ukrainian Hall

The Ukrainian Hall was at 5221 Oakman in 1960.

Armenian Community Center

Ground was broken for the Armenian Community Center March 1976 on a 12-acre site by St. Sarkis Church. The church and original community center were on 10 acres. Two additional were bought from adjacent Prince of Peace Church.

Phase I was to include 12 classrooms and library. Cost was \$1.4 million. The total cost of the project was to be \$5.5 million to \$6 million.

Presto-Whip Cans

Delsoy Products Corp. erected giant Presto Whip Cans in front of its building on South Telegraph in fall 1968.

They were actually 30-foot-high and 10-foot-around storage tanks for the factory.

A debate ensued over whether the cans were signage or building.

Dearborn Towers

Dearborn Towers, the 11-story, 100-unit luxury apart-

ment building on Garrison at Howe, was announced in November 1962. Cost was to be \$2.25.

The building was on the old Haigh estate. It abuts the original property of St. Joseph's Retreat.

Railroad station

In 1962, the former railroad station at Tenny and Newman was used as retail space for Sam Zelra Appliances. In 1963, it was used as a warehouse for Ace Budget Center.

The building was razed in September 1963 to make space for a 285-car parking addition.

The station was built around the turn of the century.

An Amtrak station and parking structure was eyed in January 1977 for south of the railroad track at the foot of Howard.

In February, the proposed site was moved to near the Dearborn Civic Center. Three sites there were considered, behind the library, behind the police station and on Greenfield.

Dearborn Township Hall

The last use of the old Dearborn Township Hall on Michigan Avenue was for the spring 1928 election.

By joint action of the city of Dearborn and Dearborn Township, the land was then sold to a mercantile operator. The site was then leveled for new construction.

The building originally served as the barracks for the Detroit Arsenal.

Bus station

The SEMTA terminal at Alber and Hartwell closed in 1978. It was previously the Metropolitan Transit Authority station. It was sold to SEMTA in 1973.

The station was built in 1926.

Tourist Camp

A tourist camp used to be at Wyoming and Michigan. It featured a wooden structure where visitors to the area could camp out for the night. It was destroyed in 1927 by fire.

Roney Manor

The Kenneth J. Roney Manor Nursing Home opened in February 1986 at Powers and John Daly.

White Tower

The first White Tower hamburger stand in Michigan opened in July 1954 at Michigan Avenue at Calhoun. The chain was co-founded in 1923 in Milwaukee. It soon expanded to Detroit.

Village Plaza

The ground-breaking for Village Plaza was held in December 1965. It had been delayed several months by construction problems and a steel strike.

The building has 12 stories, including three floors of retail space. It also has a six-level parking structure attached.

Proposed Ford museum

In January 1927, the Ford Motor Co. announced plans for a Ford industrial museum on the site of Henry Ford's birthplace. Work was to begin that spring.

The building was destined to house one of the world's largest collection of industrial products. Targeted completion was that fall.

Buying the Ambassador Bridge

New York financier Robert M. Sherritt, president of Sarjem Corp., held options on the Ambassador Bridge and Detroit-Windsor Tunnel. He proposed to Dearborn in January 1965 the possibility of the city setting up a non-profit municipal corporation to buy and operate the two.

The corporation would sell bonds for \$22 million to make the purchase. In 26 years, Dearborn would own the American half of the bridge and tunnel.

The City Council created the corporation Jan. 18, 1965.

In April 1965, the Detroit International Bridge Co., owner of the Ambassador Bridge, said the stockholders had no intention of selling the bridge. The Detroit-Windsor Tunnel Co. said the same thing.

Tel-Ford Shopping Center

The original Tel-Ford Shopping Center, which opened Nov. 4, 1954, fronted Ford Road with parking to the north.

Stores included Wrigley, F.W. Woolworth, Juliet Wearing Apparel, Young Folks, Linda Lee Shops, Fashion Shoes, Roxy Jeweler, National Finance Co., Capitol Shirt Shops and Kinsel Drug.

Part of the old Ford-Tel shopping center toward Telegraph was razed in spring 1971. Part of the new development included a gas station on the corner.

Parklane Towers

Ground was broken for the first tower in February 1971. Parklane East was opened to its first tenant in August 1972. The building was completed for full occupancy in spring 1973. Parklane West opened to its first tenant in June 1973. It was completed for full occupancy in summer 1974.

Dedicated June 27, 1974. Buildings are 15 stories and 213 feet high. The ground floor of each building is 132 square feet.

Planned apartment buildings

Four high-rise apartment buildings were announced for construction on a two-acre site at Brady and Morley Jan. 14, 1965, in the Dearborn Press.

The largest of the buildings would be 22 stories and hold 270 apartments. The cost of the complex would be \$3.5 million.

The City Council approved the zoning changing Jan. 11, 1965. Construction was to begin in the spring with completion in about two years.

Parking

Homes on the west side of Bingham north of Michigan Avenue were razed in spring 1955 for parking in the Michigan-Colson area.

Buildings on the south side of Mechanic (Newman) were razed in summer 1955 for municipal parking.

Fairlane East

When Fairlane East was first planned, its original name was Briarwood.

Dearborn Animal Shelter

The Dearborn Animal Shelter building on Greenfield opened March 12, 1979. The cost of the new building was \$305,000.

The previous site used for animal control was the Miller Road Dog Pound, which was built in 1930 and 1931. The cost of that building when it was erected was \$5,186.

Ford Foundation

The Ford Foundation/Springwells Park was platted in 1938. Construction began in 1939 on the first 15 apartment buildings (203 units) and 53 individual homes.

The second phase was to include 176 homes and apartment units to serve 158 families.

The first residents moved in in 1940.

The 1,069 acres was slated to accommodate 16,000 people. Plans included land for a school and the business center on the northwest corner of Greenfield and Rotunda Drive. Supposedly, this is the first shopping center of its kind in the country.

Only 10 models of homes were completed by the time World War II began, which halted further development. The last stretch of houses built was on Andover Street shortly before the end of the war.

When completed, Springwells Park had 17 buildings consisting of 123 apartments, 80 townhouses and a shopping center.

A Congressional committee was sharply critical of tax-free foundations engaging in business, so the Ford Foundation decided to sell the land.

It had talked to John Hancock Insurance Co. Mayor Hubbard did not want any multiple housing built in Dearborn, fearing that would invite what he considered to be undesirable elements into the city.

The sale of the land was then put to the voters in November 1958. The day before the election, circulars saying the apartments would be "rented to colored." The result was an overwhelming vote no. The sale was dropped and Ford continued to manage the property.

It then sold the undeveloped land between the subdivision and the Rouge River to Ford Motor Co. in the succeeding months. This included the land east, south and southeast of Rotunda Drive and Greenfield.

Dearborn Board of Realtors

The Dearborn Board of Realtors dedicated its building at 23814 Michigan Ave. April 1, 1957. A new location was purchased and erected on Monroe Street in 1964.

Monroe Street Apartments

The apartment buildings on Monroe south of the railroad track were built in 1927. It consists of six buildings, three each on Monroe and Porter.

When they were first opened, the buildings bore the names St. Regis, Plaza and Blackstone on Monroe and Ritz Carleton, Copley Plaza and Commodore on Porter.

Ellar Street Apartments

The Ellar Street Apartments behind Dearborn City Hall were razed in 1997.

These apartments were considered for condemnation in March 1957 to widen Ellar Street and to extend Osborn Street across Schaefer to Maple. If this were to be done,

Railroads in the area

Railroad stations

Dearborn likely had some sort of small train depot during the 20-plus years following the building of the railroad through the area in 1837, but the first recorded train station here was not built until the 1860s.

The original Dearborn train station was 25 feet north of the railroad track between Howard and Tenny streets.

This first station served the area until 1886. A new one was built in October of that year, opening in January 1887.

The original station was then moved to a lot on Park Street and changed into a residence.

Regular passenger service continued until 1929.

In December 1932, the Michigan Central Railroad (MCRR), touted the fact that fast passenger train service was inaugurated between Dearborn and Chicago.

The Dearborn City Council asked for the service after Fr. A.X.M. Sharpe, pastor of Sacred Heart Church, presented a survey to the council nearly six months prior showing that Dearborn was the only city of its size in Michigan that had no fast passenger trains stopping during the day.

Part of the problem was the city had no functioning rail station. The city also asked that a new depot be built for the train stops, but MCRR officials explained that the railroad's financial condition, because of the Depression, made it impossible to consider the construction of a depot at that time.

How long the fast speed train served Dearborn is not known.

During World War II, the small frame depot was the departure point for draftees heading to Fort Custer for training.

Mayor Orville Hubbard made it a point to try to see off every one of the trains taking the inductees off to military service, extending personal handshakes and good wishes to the recruits.

During the 1940s and 1950s, the station was still used as a freight depot.

By 1962, Sam Zehra Appliances used the former railroad station for retail space. In 1963, Ace Budget Center used it as a warehouse.

In May 1963, the city bought the old station and the two acres surrounding so it could be torn down to make space for a 285-car parking lot.

Part of the urgency was the Jacobson's store under construction nearby and the need for parking for the new store.

The building was razed in September 1963.

Passenger trains returned to Dearborn in 1977 when Amtrak and city officials agreed to reinaugurate the service.

An Amtrak station and parking structure was eyed in January 1977 for south of the railroad track at the foot of Howard.

The Dearborn City Council officially OK'd the Amtrak station for Dearborn in February 1978.

Also that month, the proposed station location was moved to vicinity of the Dearborn Civic Center. Three sites there were considered: behind the library, behind the police station and on Greenfield.

Amtrak began service to Dearborn July 30, 1978, using a temporary station. Work then began on the permanent station, which opened Oct. 1, 1979

In 1962, the former railroad station at Tenny and Newman was used as retail space for Sam Zehra Appliances. In 1963, it was used as a warehouse for Ace Budget Center.

The building was razed in September 1963 to make space for a 285-car parking addition.

The station was built around the turn of the century.

An Amtrak station and parking structure was eyed in January 1977 for south of the railroad track at the foot of Howard.

In February, the proposed site was moved to near the Dearborn Civic Center. Three sites there were considered, behind the library, behind the police station and on Greenfield.

The existing station opened Oct. 1, 1979, at a cost of \$348,000. The official dedication was held Oct. 23, 1979.

Railroad history

As with many communities, the railroad industry played a major role in the development of Dearborn.

The first rail lines in this area were installed in 1837 and 1838 by what was known at that time as the St. Joseph Railway.

The first tracks are those running roughly parallel to Michigan Avenue. These tracks were later operated for many years by the Michigan Central Railroad (MCRR). Today, Conrail operates those tracks.

Until the railroad was built, transportation into the area was possible through only two methods - by boat on the Rouge River and along the old Chicago Road, which is today Michigan Avenue.

With the railroad came jobs, first for the building of the tracks and then for the operation of the trains.

The trees were cut down to clear the land for farming provided wood for the steam engines. A wood yard was set up in the area for the trains.

Later during the 1800s, the Pere Marquette Railroad (now the Chessie system) running northwest-southeast through east Dearborn was built. Also around this time, the Detroit, Toledo and Ironton Railroad (now the Grand Trunk Western Railroad) was laid.

According to available records, the first formal passenger rail station in Dearborn was built in the 1860s. (See story below).

Until then, Dearborn was simply a stop for deliveries and for refilling the water and wood supplies.

As the area developed in the last part of the 1800s and the first few decades of this century, so did the railroad. Several spurs were put in to connect farther away industrial sites to the main lines.

Henry Ford built an entire railroad network at the Rouge Plant to serve the needs of that complex.

In 1920, Ford acquired the various sections of the Detroit, Toledo & Ironton Railroad in this area.

According to one old map, the Ironton Railroad involved the tracks heading southwest from the Rouge Plant. The spur going north and then swinging eastward and back north to form the identifiable curved boundary of northeast Dearborn was called the Detroit Toledo Railroad.

During the 10 years Ford owned the railroad, 1920-29, it was commonly referred to as Henry Ford's railroad.

Another spur came off the Pere-Marquette Railroad by the former Hudson's Warehouse on Warren Avenue. This spur continued north through the neighborhood north of Warren Avenue. The tracks remain there today.

A small spur came off this line by Hemlock Park. A public works yard operated here for many years. The site was bounded by Paul, Hartwell, Reuter and Hemlock.

The city acquired this property in 1978, including the railroad right-of-way, and turned it into a subdivision.

It took the city 26 years to resolve the problems with the railroad spur owned by the Penn-Central Railroad. The city finally bought this right-of-way in June 1976.

One railroad connection spur that no longer exists connected the Conrail tracks near Michigan with the railroad line running parallel to the Detroit River about a mile inland from the water.

All that remains of this spur is the connection line into Greenfield Village.

The route originally continued on through the east end of the Ford Airport, about a half-block past Cora Street in the tiny subdivision north of the Oakwood-Southfield intersection and through Melvindale.

LOCAL RIVERS AND LAKES

Oak Grove

Oak Grove was a popular swimming hole on the Rouge River south of Butler Road between Allen Road (Greenfield) and Coolidge (Schaefer). The boundary between Dearborn and Melvindale crossed this area.

In warmer weather, hundreds of swimmers would congregate here, despite the fact health officials already declared the river unfit for swimming.

The state finally closed the river to swimming in late 1928 after someone drowned there and there was a disagreement between Dearborn and Melvindale over who had jurisdiction for problems at the swimming hole.

Sulphur well

In summer 1928, a capped and nearly forgotten sulphur well west of the Military Street bridge by the Rouge River, became uncapped and spewed sulphuric gas throughout the area.

This caused problems for residents all over the area as the sulphur fumes were damaging the outsides of homes as well as making the air rather disagreeable to breathe.

The well was eventually recapped, but not after it did significant damage to the area.

Rouge River

When French trapper Robert Cavalier LaSalle came upon the river in 1670, he named it St. Agnes River, because the day he found it was Jan. 21, which was St. Agnes Day.

The French farmers, traders and trappers in the area preferred the name Red ("Rouge" in French) River to St. Agnes, so the name was changed.

Maud Slocum Moross, a candidate for the Sixth Congressional District in 1930, favored the dredging of the Rouge River to Warren Avenue. Her plan was to encourage factory development along the Rouge to relieve the unemployment rate. She did not make it past the primary.

In 1928, the Rouge River by Southfield Road was moved 500 feet southward through a new channel to accommodate the traffic intersection involving Southfield, Michigan Avenue and the railroad track.

The Rouge River by old Dead Man's Curve, just west of Southfield Road, was straightened in 1967 at the same time Michigan Avenue was altered to eliminate the infamous Dead Man's Curve.

Congress appropriated the funds for the new channel in August 1964.

Planning for the Rouge River's concrete channel began in 1970. Actual construction began in 1971. The goal was to have the new channel done by July 1974. The new route shortened the length of the river by 1.6 miles.

In 1974, the work was half done. At this point, the cost of the project was tagged at \$35.3 million. Work was done by the Army Corps of Engineers.

The final pouring of concrete in the cement Rouge River was on the stretch between I-94 and Rotunda Drive in July

1975.

The \$36.1 million project was completed in November 1975. The new river was 22 feet deep, 300 feet wide and 4.2 miles long.

The original boundary between Dearborn and Allen Park was the Rouge River. When the river was straightened south of Michigan Avenue in the 1970s, the meant the city limit no longer followed the river and caused occasional jurisdictional problems with patches of land then accessible only through the other city.

Finally, in July 1978, Dearborn and Allen Park proposed as land swap moving the city limit back to the river. Dearborn was to get 26.5 acres, which would be zoned residential. Allen Park would get 22 acres that would be zoned industrial and commercial.

While Dearborn got more land, Allen Park got more tax base since residential property is taxed at a lower rate than the others.

This is the second time Dearborn and Allen Park had a land swap involving the Rouge River.

Previously, the city limit following the extension of the diagonal portion of the Southfield Freeway went north of Rotunda Drive just east of Greenfield Congregational Church. That church had one acre in Allen Park. The two cities made a deal whereby all property north of Rotunda Drive would be Dearborn.

Ecorse Creek

Ecorse Creek was called Reed Creek in 1834, after the Reed family, which settled near it. The family returned to New York after a year here.

The Windot Indians settled along the creek in the 1700s.

Wayne's Pond

The area on the northwest corner of Morley and Monroe was known as Wayne's Pond, circa 1908 and earlier.

Roulo Creek

The section of Roulo Creek that ran through the Ford Rouge complex was enclosed in 1959.

Baby Creek

One mile of Baby Creek along Woodmere Cemetery was enclosed in 1961 and turned into a sewer project.

Ford Twin Ponds

The Ford Twin Ponds were created by the mining of clay for bricks in the 1800s. Water eventually filled in the holes.

The northern pond was filled and converted to parking in 1979 and 1980.

ST. JOSEPH'S RETREAT

(from Jan. 14, 1960, Dearborn Independent)

How many times have you passed St. Joseph's Retreat in Dearborn without realizing what service it performs for the residents of the area?

The old red-colored building at Michigan and Outer Drive, across from Westborn Shopping Center, has been part of Dearborn since 1885.

From an old-fashioned farm house administered by the Sisters of Charity of St. Vincent de Paul in 1860, the residence for patients suffering from emotional and mental illnesses has grown to a ripe old age.

It was the first private mental hospital in Michigan.

Monday, Jan. 25, the Sisters of Charity will celebrate the retreat's 100th anniversary. Its history stretches back to the days of 1845.

A series of events led the Sisters of Charity who had confined their activities of caring for the sick and demented patients in Detroit to trade five acres of their land for 20 acres, considering at that time to be way out in Dearborn.

The original 20 acres the bargaining sisters added 20 more acres in 1883 and another 20 in 1884.

Plans for the Jan. 25 100th anniversary include the appearance of the Most Rev. Archbishop Dearden of Detroit.

He will celebrate Mass at 10:30 a.m. A dinner for guests and benediction of the Blessed Sacrament will follow at 2:30.

On Nov. 1, 1885, the cornerstone was laid for a new building at the present site of 23200 Michigan. It was opened to patients the following year.

Since that time, additional wings, modern improvements and various fire protection devices have been added.

The name was changed in 1883 from the Michigan State Retreat to St. Joseph's Retreat. It earlier was also known as the Michigan Asylum.

Today, the staff of St. Joseph's Retreat is composed of 171 members. From an original 140 acres, the hospital grounds now have been trimmed down to 31. The land where the new and lavish Dearborn High School was built at one time belonged to the Sisters of Charity.

Recently, it was rumored that private business enterprises wanted to purchase the valuable business property, but no such plans are in existence, according to Sister Ann Marie, administrator.

The hospital at present is caring for 185 patients and has a bed capacity of 225.

From its start 100 years ago, St. Joseph's Retreat has supported itself from fees charged to patients. It has no endowment nor does it participate in any fund-raising drive.

For many years, it has been approved as a teaching center.

Many Michigan physicians have received part of their training to do with treating mental illnesses from the courses given at St. Joseph's until recent years.

For the past 15 years, it has provided registered nurses of seven Michigan hospitals with part of their training required.

The institution, under its various names, has had only five doctors responsible for its medical supervision throughout its entire history.

They were Dr. T.J. Johnson (1873-1908), Dr. Justin E. Emerson (1908-1917), Dr. David R. Clark (1917-1937), Dr.

Russell T. Costello (1937-1945) and Dr. Martin H. Hoffmann, from that time to the present.

At the time Dr. Hoffmann was installed as medical director, St. Joseph's Retreat was reorganized and changed from an asylum type institution to a modern mental hospital.

In recent years, the average admission and discharge rate has been approximately 1,500 per year with greater attention focused on service to the more acute nervous and mental illnesses.

The institution is a member of numerous hospital associations.

SIGN OUT FRONT: St. Joseph's Retreat, for treatment of the nervous and emotionally ill, founded 1860.

A barn was built at St. Joseph's Retreat in 1887 on what is now the northeast corner of Outer Drive and Michigan Avenue.

The land near the barn was divided in 1928 for the construction of Outer Drive. The barn was used for livestock storage until 1945.

The empty building was finally condemned by the city in 1958 and subsequently razed. The barn was on the site the city once proposed for its new west-end fire station. That plan was finally dropped in December 1956.

Officials at St. Joseph Retreat announced Nov. 2, 1961, that it would gradually reduce its services with plans to close permanently Feb. 1, 1962.

It was a hospital for the mentally ill operated by the Daughters of Charity of St. Vincent de Paul. The organization ran St. Joseph since its inception in 1860. The buildings in Dearborn were erected in 1880.

The facility had a capacity of 400 beds. By the time it closed, it was on 21 acres with 1,600 square feet frontage on Michigan Avenue. St. Joseph had previously sold sections of its property for other uses, including Dearborn High School and the extension of Outer Drive.

St. Joseph's Retreat was founded Jan. 25, 1860, by Sister Mary DeSales, senior superintendent of St. Mary's Hospital in Detroit. She saw the need for such an institution in the Detroit area.

Three Daughters of Charity Sisters were placed in charge just as St. Vincent de Paul, who founded the Daughters of Charity in France began an order there.

The retreat chapel was dedicated to the order's founder. The facility was first called the Michigan State Retreat. The name was changed to St. Joseph's Retreat Nov. 29, 1883.

(from Dearborn Guide, Jan. 21, 1960, P.5)

St. Joseph's Retreat, 23200 Michigan at Outer Drive, one of Dearborn's most historic landmarks, will celebrate its 100th anniversary Jan. 25.

The centennial will be observed in the hospital chapel at 10:30 that morning with Archbishop John F. Dearden offering the Mass of Thanksgiving. There will be a dinner for invited guests and benediction of the Blessed Sacrament will be held at 2:30 p.m.

The founding of St. Joseph's resulted from a succession of efforts to keep mentally ill patients removed from those

suffering from other illnesses.

The Daughters of Charity, long noting the appalling conditions under which insane persons were confined, were preparing the way for more humane treatment of the mentally ill.

In 1845, when the population of Detroit was less than 20,000, the Daughters of Charity founded St. Vincent's Hospital on Larned Street. Five years later, the hospital moved to Clinton Street and became known as St. Mary's.

This was the first hospital in the Northwest territory to shelter the insane, the first military hospital and free clinic in Michigan, and second in the United States.

When the hospital had been in operation for some time, Sister De Sales Tyler, superintendent, decided to admit a few mentally ill patients. Then, as now, the hospital, while a Catholic institution, admitted patients of all faiths.

Since the patients consumed a considerable amount of food, Sister De Sales bought a farm of some 20 acres west of Detroit in Springwells Township, now an area on the south side of Michigan Avenue between 24th Street and W. Grand Blvd.

A few more mental patients were admitted to the hospital, but the sisters found their presence disturbing to other patients. They decided to move them to the farm, but before this could be done the farmhouse burned and a replacement had to be built.

Late in 1859, Sister De Sales resigned as superintendent of St. Mary's. She and two other sisters moved to the farmhouse at Michigan and the Boulevard, taking 80 patients with them.

The new hospital, the Michigan Asylum, got underway Jan. 25, 1860, and was the first private mental hospital in Michigan.

With the beginning of the Civil War, the contracted for the sisters to erect a building next to St. Mary's Hospital in downtown Detroit to care for wounded soldiers. Money received for this service was used to construct a brick building for patients on the farm. The Michigan State Retreat for the Insane was opened in this building in 1870.

Again, it became necessary for the sisters to find ways to produce extra food for the patients. In 1874, they traded five acres of their property on West Grand Blvd. For 100 acres in Dearborn, then a remote, rural area. Twenty more were added in 1883, and a similar amount in 1884.

The area surrounding Michigan State Retreat developed rapidly and more space was needed for the institution, so the sisters removed to the remote farm.

In 1883, the name was changed to St. Joseph's Retreat. On Nov. 1, 1885, the cornerstone was laid for the present building on the banks of the Rouge River. It was opened in October of the following year.

At that time, persons wishing to get to the Retreat from Detroit traveled over an unpaved road known as the Military Road. Public transportation was by the Michigan Central, which stopped four trains a day each way.

The institution, under its various names, had had only five doctors responsible for its medical supervision.

They were Dr. T.J. Johnson, 1873-1908; Dr. Justin E. Emerson, 1908-17; Dr. David R. Clark, 1917-37; Dr. Russell T. Costello, 1937-45; and Dr. Martin H. Hoffman, 1945-present.

When Dr. Hoffman became medical director, St. Joseph's Retreat was changed from an asylum-type institution to a modern mental hospital.

Now greater attention is being devoted to more acute

nervous and emotional illness. In recent years, the average and discharge rate is approximately 1,500 per year.

Additional wings, new buildings, modern improvements and various fire protection devices have been added since the original building was constructed.

From its start, St. Joseph's has supported itself from fees charged to patients. It has no endowment and does not participate in any fund-raising drive.

For many years, it has been approved as a teaching center. Many physicians receive the part of their training which has to do with treating mental illnesses from courses at St. Joseph's. For 15 years, it has provided seven Michigan hospitals with part of the training required for registered nurses.

St. Joseph's is a member of the American, Michigan and Catholic Hospital Associations; the greater Detroit Area Hospital Council, the American Psychiatric Association, the Detroit Archdiocesan Catholic Hospital Council, the National Association of Private Psychiatric Hospitals and the Central Neuropsychiatric Hospital Association. It is one of only 20 belonging to the last organization.

St. Joseph's has been granted full approval by the Joint Commission on Accreditation of Hospitals.

Dearborn City Council President Ralph B. Gury headed a syndicate which purchased 22 acres of land on the southeast section of the St. Joseph's Retreat property from the Sisters of Charity Dec. 1, 1962.

The plan was to build a 200-unit luxury motel (eventually the Holiday Inn), two high-rise apartment buildings (one was finally built) and a bank. The cost of the land was \$1.2 million.

In January 1962, Irving F. ImObersttag, Dearborn councilman and financier, headed a syndicate which took an option on the St. Joseph property.

The option was good for six months after that.

ImObersttag's plan was to build a commercial store center. It was to include a department store, a food store and smaller stores. One of the possibilities for the department store was Jacobson's, which had indicated an interest in building in Dearborn, but had not yet chosen a site.

St. Joseph's Retreat was razed May-June 1962. It was cleared by July.

In the mid-1950s, St. Joseph Retreat officials looked for a new site elsewhere in the Detroit area, but was unable to find a suitable location.

The city wanted the section on the northeast corner of Outer Drive and Michigan Avenue in the late 1940s and early 1950s for its planned west-end fire station.

Finally, in 1952, the City Council OK'd the site for the station. St. Joseph's Retreat balked at the proposal, saying such a move would make the entire west end of the hospital useless as the noise from the fire station and the trucks would be too disruptive to the patients. This would in effect force the shutdown of the entire west wing.

The city finally dropped plans Dec. 11, 1956, for the northeast corner and started plans for using the northwest corner of the same intersection.

Shopping places

Daly Furniture

The Daly Brothers furniture store was founded in 1917 by C.J. Daly. It grew from a 20-foot front store to one with 30,000 square feet and one of the largest home furnishing stores in the metropolitan area.

The Daly furniture store at 22275 Michigan Ave. expanded all the way to the back of the store facing Newman Street, which had the same address in fall 1946.

The company eventually sold to Jacobson's.

Fairlane Town Center

Work began in 1973. A sign was posted July 1, 1973, announcing the anchor stores coming, even though none of the three had officially committed to the mall.

At that time, the mall was to open in September 1975 with 3 major department stores and 160 smaller stores. The mall formally opened March 2, 1976, with Sears and JCPenney. Hudson's did not open until July 20, 1976.

Ground was broken in February 1977 for 61,000 square feet of additional mall space, plus the 123,000 square foot Lord & Taylor.

The department store opened at Fairlane Town Center March 6, 1978.

Westland Shopping Center

In April 1952, the Ford Motor Co. Released plans for a major development in the Michigan Avenue-Southfield area. This included a shopping center on the southwest corner of Ford Road and Southfield. It would include a satellite Hudson's store as an anchor.

Supposedly, when Hudson's announced plans for its Northland Shopping Center in 1953, it also unveiled plans for two additional shopping centers, one being Eastland at its current location and Westland, which was to be built on land owned by the Ford Motor Co. on the southeast corner of Ford Road and Southfield.

By 1957, when Eastland Shopping Center held its grand opening, Hudson's announced it was putting plans for Westland on hold so it could concentrate on its three existing stores, the new ones in the shopping centers and the one Downtown.

Hudson's Budget Store

Kmart opened the remodeled Hudson's Budget Store at Greenfield and Michigan Avenue in March 1977.

J.L. Hudson's Warehouse

J.L. Hudson Co. bought the former People's Outfitting Warehouse at 14225 Warren Ave. in spring 1959. It opened its warehouse store there Aug. 4, 1959.

Cherry Hill Plaza

Plans for Cherry Hill Plaza, on the southeast corner of Cherry Hill and Inkster Road in Inkster, were announced in 1952. The shopping center was to cover four city blocks.

Wonderland Mall

Ground was broken for Wonderland Mall Oct. 2, 1958. Cost of the project was \$15 million.

Department Stores

Jacobson's opened its Dearborn store Oct. 7, 1964. The building was 110,000 square feet. It was the 10th such store in the chain.

Montgomery Ward opened Oct. 8, 1937. This was its first store in the Detroit area and No. 575 in the system.

The city closed Calhoun Street from the alley south of Michigan to Osborn in August 1963 so Wards could expand its parking. Wards acquired all eight residences.

It wanted to install an auto service area, which meant the loss of 76 parking spaces. The additional parking with the street closing created 167 spaces.

Federal Department Stores opened its first store in Dearborn at 13624 Michigan Ave. April 26, 1962. This was a store for the home with no apparel.

The Arlan's Department Store at Wyoming and Warren Avenue (and Littlefield) was in a converted Chrysler Imperial plant. It was on the southeast corner of Warren and Littlefield.

Work on converting the building began in 1962. The plant had been vacant since spring 1961. The building was 1.2 million square feet.

The original name of the store was to be Imperial Department Store.

Ground was broken for Sam's Inc. at 5050 Schaefer (later Federal's) Jan. 5, 1954. The store opened April 29, 1954.

The Heights Shopping Center

The Heights Shopping Center, formerly the site of the Drive-In Dearborn, opened in spring 1987.

Michigan-Schaefer district

The Michigan-Schaefer Shopping Center was completed in 1953. In 1929, the site just had a baseball diamond on it. Before City Hall was built, it was part of the Neckel farm and had beehives on it.

Monroe Blvd. Shopping Center

The Monroe Boulevard Shopping Center between Dartmouth and Carlisle opened its first stores in June 1950.

The original stores included Bruno's Market, 3807 Monroe; Chat & Chew Soda Bar, 3853 Monroe; Sandra Lee Beauty Bar, 3821 Monroe; and Mar-Kay Cleaners, 3829 Monroe.

At the time, an even larger shopping center was hoped for.

Supermarkets

A&P opened a new superstore April 27, 1938, at 22411 Michigan Ave. at Military. This site was replaced in spring

1962 with a new store at Military and Newman. This was the second store in the Detroit area of the early American designs A&P started using. The first was the store on Telegraph south of Joy Road, which opened in November 1961.

The Dearborn Public Market in 1935 was at 22065 Michigan Ave. Kroger opened a new market March 29, 1935, at 22075 Michigan Ave. It was one of at least three Krogers in the city at the time.

◆
The Tri-Mart Supermarket at 3311 S. Telegraph opened May 26, 1948.

It was said to be the first completely modern supermarket in Michigan. When it opened, it was the second largest grocery installation in the state as well.

The store eventually closed and is now used as the Boys and Girls Club of Michigan.

◆
Packers Discount Foods, on the north side of Ford Road one block west of Telegraph, completely burned to the ground March 2, 1964. An adjacent beauty school likewise was destroyed.

The fire was caused by a tanker truck heading west on Ford Road that *tried to stop when the light at Telegraph turned red but instead jackknifed and slid another block to the front of the supermarket before it tipped over spilling the flaming gasoline.*

◆
The Danny's Supermarket, 3031 S. Telegraph at Yale, originally opened as a Pantry Supermarket in September 1949.

◆
Kroger consolidated three west Dearborn stores at 1952 Monroe, 22075 Michigan Ave. and 22723 Michigan Ave. into new supermarket at Michigan and Tenny. The old stores closed Jan. 25, 1941, and opened the new store at Jan. 27, 1941.

◆
The Great Scott! supermarket on the north side of Ford Road west of Telegraph, behind the Michigan Bank, was destroyed by fire Dec. 16, 1968.

◆
The C.F. Supermarket at Michigan Avenue and Firestone opened October 1952. It was destroyed by fire April 6, 1953. It was rebuilt and reopened in July 1953.

East Dearborn drug store

One of the first drug stores in east Dearborn was Melody Drugs, which opened on the northwest corner of Ford Road and Schaefer.

The store changed to Barbas Drugs in April 1947, when Sidney L. Barbas bought the store. A new store building was erected across the street on the northeast corner as part of a small shopping center.

In 1967, Barbas had 10 branch stores in the suburbs.

SYMPHONY HISTORY

The Dearborn Orchestral Society was formed Feb. 1, 1962. Its premiere concert was presented May 20, 1962, at Dearborn High School. It was under the direction of Nathan Gordon.

The name Dearborn Orchestral Society was chosen so the initials would not be the same as the Detroit Symphony Orchestra (DOS vs. DSO).

A Dearborn Civic Orchestra was founded in spring 1936 by Herbert Straub. The group played its first concert conducted by Straub May 21, 1936, at Fordson High School. Straub had conducted several local semi-professional orchestras.

The women's support organization for this group was called the Women's Committee of the Dearborn Civic Orchestra.

The Dearborn Community Orchestra was formed in October 1937 by Dr. Cecil Millard, superintendent of the Henry Ford School District.

The Dearborn Civic Orchestra was formed in March 1936 under the leadership of Herbert Straub. Its first concert was May 19, 1936. It was sponsored by the Dearborn Recreation Department.

In 1919, the Dearborn Band was formed. E.R. Bryant was elected president. Its first concert was held in April 1919.

The group played its first concert in July 1920 under the direction of Alfred Dunn.

Erik Von Myhr started a movement in September 1943 to found a local symphony orchestra for Dearborn. Von Myhr formerly was director of the Folkston Orchestra in England, concertmaster of the Finnish Symphony, and court violinist and director of the Royal Orchestra of Sweden.

The orchestra finally organized in later 1943. Its first concerts were Jan. 23 and 28, 1944, with Von Myhr first conductor. The group was sponsored by the American Women's Voluntary Services.

Concerts included Feb. 26, 1947, at Whitmore-Bolles with Von Myhr director. In January 1949, the local newspapers said the symphony had a good year.

The Ford Concert Orchestra, made up of Ford Motor Company employees and sponsored by the Dearborn Recreation Department, performed public concerts in fall 1949.

The Fordson Community Orchestra performed public concerts in 1927.

The first Dearborn Symphony orchestra was formed in 1927 by Fred Royal. Miss Beatrice McManus was the director.

The premiere concert was performed in spring 1927 at the original Dearborn High School.

Another early concert was at 8:30 p.m. Tuesday, Jan. 10, 1928, at the Calvin Theater. It featured a coronet soloist from Chicago. Admission was 50 cents for adults and 25

cents for children.

(from Thursday, June 9, 1927, Press FP)

Because of the demands and requests of those who attended the first concert recently given by the Dearborn Symphony Orchestra, it has been decided to somewhat alter the original plans and give a return concert this season. The decision of the orchestra in this regard has been somewhat influenced by the fact that Dearborn is to celebrate its Centennial Day June 17, and it was therefore felt that it would be highly fitting to comply with the many suggestions to make this second concert a part of the Centennial program.

While the use of the High School auditorium on the former occasion was much appreciated, it was found that the platform there available was rather small for an orchestra of the size to which the Symphony Orchestra has attained. Arrangements have been completed with the management of the Calvin theater for the use of their auditorium on the evening of Centennial Day, at which time this second concert will be given.

The same general type of program as was rendered last time will be given by the orchestra on this occasion, a basis of a high type of secular music with a generous intermingling of lighter and more popular numbers.

(from Thursday, June 30, 1927, Press FP)

On Monday night last, the local musical talent met in the office of Mr. H.D. Orr and organized the Dearborn Symphony orchestra. A.B. Nichols acted as chairman and the following officers were elected: conductor, F.C. Royal; asst. conductor, Miss Beatrice McManus; president, Donald A. Young; secretary, G.O. Duncan; treasurer, Mrs. J.S. Laird; custodian, A.B. Nichols.

The orchestra plans a number of splendid concerts to be given in fall and winter. A number of positions are still open in the stringed instrument section and all persons who play and are interested in the newest local organization are urged to get in touch with Mr. F.C. Royal, Alexandrine Avenue. Phone Dearborn 218.

(from Thursday, July 21, 1927, Press P8)

There will be a meeting of Dearborn Symphony orchestra members in the library auditorium Monday, July 25, at 7:45 p.m. Discussion and adoption of the constitution and by-laws will be in order. All members are requested to be on hand.

(from Thursday, Dec. 8, 1927, Press FP)

The Dearborn Symphony Orchestra, to date, composed of 35 pieces, meets every Monday evening at 8 o'clock in the music room of the high school. Anyone interested in becoming a member is invited to attend the meetings.

(from Thursday, Jan. 5, 1928, Press FP)

The Dearborn Symphony orchestra has prepared a special concert to be given at the Calvin theater, Tuesday evening, Jan. 10. The orchestra, founded in 1927 by Fred Royal, had as its original purpose the encouragement and performance of high class orchestral music in Dearborn.

A group of musicians organized and their enthusiasm and loyalty has carried them through the early struggles

toward achievement.

The board of directors of the organization are endeavoring to give to Dearborn standard music played in an artistic manner establishing a precedent from which an orchestra of fine proportions and of greater artistic ability will grow.

The patronage and support of the citizens of Dearborn is earnestly desired. Miss Beatrice McManus, director of the orchestra, will be in charge of the program to be given Tuesday.

(from Thursday, April 19, 1928, Press P6)

In spite of the forbidding date (Friday the 13th), the Dearborn Symphony Orchestra with the assistance of the Metropolitan Orchestra of Detroit, gave a splendid program under the direction of O.A. Ludwig, at the Oxford school, Friday evening. The concert was sponsored by the ever-active Parent-Teachers' Association.

The program was of a composition suitable to the taste of anyone.

In addition to the various entertaining numbers by the orchestras as a body there were several solo selections by soloist of whom Dearborn may well be proud. Alvin Richards is a cornetist of ability and local renown. Robert Young, made the concert doubly interesting with his xylophone selections, in the absence of Mr. Bennett, Mrs. Abbott of Detroit sang a group of lovely songs. Her pleasing personality and beautiful voice were greatly appreciated.

According to representations at the concerts thus far, Dearborn seems to remain shy of anything pertaining to symphonic music. It is hoped that interest will liven up in this field in the near future as co-operation is necessary for the success of such an enterprise.

The first Dearborn Symphony orchestra was formed by Fred Royal in 1927. The premiere concert was performed in spring 1927 at the original Dearborn High School, the one now housing the Atrium Office Building.

The quoted purpose of the new orchestra was the encouragement and performance of high-class orchestral music in Dearborn. Its first concert was to be the only performance of the 1927 season.

The first concert was such a success that those who attended demanded a second concert. The members of the symphony decided to give another concert that spring because of the many requests for another concert and the fact Dearborn was celebrating its hundredth anniversary that June.

It was decided it would be highly fitting to comply with the suggestions to make the second concert a part of the Centennial program, so the Dearborn Symphony performed another concert the evening of June 17, 1927, this time at the Calvin Theatre.

The reason for moving the concert was the platform on which the musicians played at Dearborn High was deemed too small for the entire orchestra. The second concert was of the same type as the first, a basis of a high type of secular music with a generous intermingling of lighter and more popular numbers.

The Dearborn Symphony was more formally organized at a meeting June 27, 1927, where a slate of officers was elected. On the first board were Fred C. Royal, conductor; Beatrice McManus, assistant conductor, Donald A. Young, president; G.O. Duncan, secretary; Mrs. J.S. Laird, treasurer; and A.B. Nichols, custodian.

The orchestra planned several concerts for the following fall and winter. At this time, the orchestra had several open positions in the string section it sought to fill.

The group's constitution and by-laws were discussed and adopted at a meeting July 25, 1927.

By late fall, the orchestra number 35 pieces among its players. The group met Monday nights in the high school's music room.

According to available records, sometime that fall, Beatrice McManus took over as director of the orchestra. In February 1928, O.W. Ludwig took over supervision of the group.

It is known the first Dearborn Symphony orchestra played at least into the mid-1930s. Beyond this, little is known about Dearborn's first symphony orchestra.

TELEPHONE HISTORY

(From Dearborn Press March 5, 1942, P1)

Dearborn's \$1,000,000-dial telephone system, one of the finest in the nation, will go into operation at 12:01 a.m. Sunday, March 15.

Such was the announcement made today by John W. Krenrich, manager for the Michigan Bell Telephone company. Promptly at that moment, all telephones bearing the number prefixes "DEarborn" and "SUperior" will be cut over to the company's new dial central office at 23460 Michigan Ave.

Telephones in the east end will be unaffected by the cutover inasmuch as they are already dial-operated. Those phones have been connected with the company's Oregon central office since 1930.

The late hour for the change to the new service was purposely selected by the company in order to minimize any inconvenience that might arise out of the momentary interruption of telephone traffic. Krenrich pointed out that the volume of calls normally is at its lowest ebb at that time.

The cutover, although marking a major milestone in the community's history, will take place without ceremony or fanfare, not only due to the late hour but also to wartime restrictions. Those attending will be limited to company technicians assigned to duties in connection with the cutover.

Krenrich emphasized that the new Georgian-type building is strictly a central office structure and that the company's Dearborn business office will remain for the time being in its present quarters at 22179 Michigan, which is centrally located.

Initiation of dial service here will bring to a close the greatest telephone expansion and improvement program in the history of the Dearborn exchange. The program started late in 1940, when ground was broken for the new two-story central office building on Michigan near Outer Drive. Combining architectural beauty with utility, the building is of fire-resistant red-face brick construction with Indiana limestone trim. The 96 by 62 feet structure was so designed that additions can be made should continued growth in the demand for service warrant.

Beside the \$130,000 building, the program involved the installation by the Western Electric Company, manufacturing division of the Bell System, of the \$620,000 worth of dial equipment in the structure, an expenditure of \$49,000 for the installation of dial telephones on the premises of customers and \$222,000 for expansion and improvement of outdoor plant facilities.

The new central office equipment is the so-called cross-bar type, a relatively recent development of the Bell Telephone Laboratories designed for metropolitan exchanges. The equipment at Dearborn is the seventh cross-bar type installed in the Detroit area.

Another unique installation in the building is a 30-kw diesel-power unit, designed to safeguard telephone service in the event of a possible failure at the normal source of power. It is one of 42 such emergency power units which the company is installing or has installed in its more important exchanges as a phase of its war-preparedness program.

(from Dearborn Press, March 12, 1942, P1)

Fifty-three years of telephone operation at Dearborn will be climaxed at one minute after Saturday midnight with the initiation of dial service over the community's new \$1,000,000-telephone system.

Despite the fact that the lines of more than 7,700 telephones are to be transferred from an old to a new central office following the completion of the largest telephone expansion and improvement program in the history of the exchange. The cutover is expected to take place without confusion and with slight, if any, interruption of the service.

John W. Krenrich, manager for the Michigan Bell Telephone Company, pointed out that the change will take place at a time when telephone traffic normally is low in volume. He said the interruption of the service will be a matter of seconds only, and that most subscribers will be unaware of the change.

The cutover to dial service will involve changing the line connections for more than 5200 Dearborn-numbered telephones and about 2,500 with the number-prefix Superior from the present central office at Mechanic and Monroe streets to the new one at 23460 Michigan Ave.

The telephone company's business office will remain at its present location, 22179 Michigan Ave. Krenrich pointed out that the company's new \$130,000 building is strictly a central office structure.

Referring to Dearborn's new telephone system as a symbol of the community's progress, Krenrich said the expansion program here was necessary in view of the rapid growth in the demand for service. He pointed out that the number of telephones involved in the cutover is more than four times the low mark of the 1933 depression year. At that time, only 1,668 telephones were connected with the Dearborn office. The number passed the 2,000 mark in 1936 and two years later, went above 3,000. Since that time, there has been a sharp increase in telephones each year.

The cutover brings an end to telephone service from the present central office at 1034 S. Monroe Street after 18 years of operation there. A cutover at that building in 1924 changed Dearborn's magnetic crank-type telephone system to the common battery (lift-the-receiver) service that now is passing.

The telephone was introduced to Dearborn in 1889, when an instrument was installed in St. Joseph's Retreat and connected with the long-distance line linking Detroit, Ypsilanti, Ann Arbor and Jackson. Four years later, telephones were placed in the homes of Dr. Samuel P. Duffield and S.D. Howe, but service was still limited to long-distance connections.

Local exchange service was inaugurated in 1894 with the installation of a small switchboard in the store of William Schultz on Michigan Avenue. Between then and 1924, the central office was moved several times, a move in 1906 following the destruction of the office by fire.

With the cutover of Dearborn phones to the dial system Saturday midnight, all emergency calls to the fire department must be made to OREGON 1213. The present number,

DE 1131, direct to the Monroe boulevard fire station will be discontinued, Fire Chief Roy Mottesheard announced.

TELEPHONE EXCHANGES

Although it has been more than 25 years since the practice of using letter prefixes as part of a phone number was phased out by the phone company, there are still people who say "LO-3-9999" instead of "563-9999".

The prefix was the first two letters of the name of the phone exchange a person was served by. The phone number DE-6-9999 would be somewhere in the Dearborn area, while a phone number with the prefix CA (Cadillac) was somewhere around downtown Detroit near Cadillac Square. RO was in Royal Oak. UN was near the University of Detroit.

Two well-known prefixes on the west coast were CH (China) for San Francisco's Chinatown and KL (Klondike), also in California.

Through the years, the Dearborn area has had several phone exchanges, including Dearborn, Logan, Superior, Luzon, Oregon, Cedar, Dunkirk, Lafayette, Garfield, Hogarth, Northlawn, Tiffany and Crestwood.

During the first half of the century, numerous phone exchanges were added. Each time a new one was put into service, it had to be named. There were several ways of naming an exchange, such as the area it was in, the street its office was on, someone's favorite town or even, perhaps, after someone's girlfriend or wife.

The Dearborn exchange, of course, was named for the village it served. Similarly, the Crestwood exchange was named for the neighborhood it was designed to primarily serve.

The phone company has virtually nothing in its archives to explain why certain exchanges are named the way they are. Although nothing official is available as to the origin of exchange names, several can be figured out with some degree of likelihood.

The Luzon exchange was started right after a major battle during World War II on the island of Luzon in The Phillipines. Garfield could have been named after President James A. Garfield. Lafayette was probably named after the street Lafayette, which was named after the American patriot, Marquis de La Fayette.

Oregon could be the namesake of the western state. Cedar could have been named as such because perhaps there might have been a cedar tree outside the original office. Dunkirk is the northernmost seaport in France. As far as Tiffany and Logan goes, who knows? Maybe Tiffany and Logan were the maiden names of phone company executive's wives. There is no way of really knowing.

When the phone company decided to change to all-number calling, there was a lot of resistance from phone subscribers, company officials said.

Many people claimed it was easier to remember the seven-digit phone numbers when prefix letters were used, saying it was easier to remember LOgan 5-9999 than 565-9999. Others pointed out how it was much easier to know what part of the metro area a phone number was in by the prefix.

The main reason the phone company eliminated the letter prefixes was the greater number of possible phone number combinations the phone company could use with all-number calling.

According a report prepared by phone company offi-

cials about the possibility of going to all-number calling, there were only 540 exchanges available with names out of the 792 possible combinations of letters. All-number calling would accommodate thousands more subscribers with the additional changes available.

Phone exchanges were assigned only assigned between one and five numbers for its third digit. The Logan exchange only has "1," "2," "3" and "5" assigned to it, leaving six numbers for other exchanges beginning with "56" in the 313 dialing area to use.

If mythical Joseph, Kong and Knock exchanges (all beginning with "56") in the 313 area each used one of the remaining numbers as its third digit, there would be three numbers left for use by exchanges beginning with the remaining letter combinations.

The problem is there are no words beginning with "JM," "JN," "KM," "LM" or "LN" to use as the name of an exchange. All-number calling eliminated this problem.

The all-number calling also eliminated the problems of exchanges sounding similar (Mitchell and Mutual) and whether a character was the letter O or the number zero and whether something was the letter I or the number 1.

To make the change easier on people, the new system was introduced gradually with the only real change being in the addition of new phone exchanges, where all-digit phone numbers were used.

In the years that followed the introduction of all-number calling, such phone exchanges as 322, 441, 593, 436 and 943 were added in the Dearborn area.

Phone Number History

Until the cities of Dearborn and Fordson merged in 1929, the history of the phone numbers in the two communities was entirely different. Phone subscribers in Fordson were part of the Detroit system, while Dearborn had its own phone system.

The Dearborn exchange, the oldest in this area, was begun in 1894 in William Schultz's meat market on Michigan Avenue. There were five phone subscribers at that time.

The first phone lines in east Dearborn were connected to the Cedar office, which opened in 1906 in what was then the village of Delray and is now part of southwest Detroit.

After the two cities consolidated, the Detroit phone system extended its boundaries to include old Dearborn, meaning it would no longer be a long-distance call for residents of old Dearborn to call people in Detroit or Fordson.

When the first phone was installed in Dearborn in 1889, a person only needed the name and city of the party he was trying to reach.

In 1891, the Detroit phone system had grown big enough to require phone numbers to be used, although these were only one-, two- and three-digit numbers. The Dearborn area still had only one phone. The village was given its own exchange in 1894 when the number of subscribers grew to five.

By 1903, phone numbers in the Detroit system had grown to four digits. By 1917, it was common practice in the Detroit system to include the first letter of the exchange as the first character of the phone number.

Even as late as 1928, the Dearborn system was only between one and three digits, although having less than three digits in a phone number was the exception.

At this time, there was only one one-digit phone number remaining in old Dearborn, for the Querfeld-Peterson

Ambulance Service, on Monroe south of Michigan Avenue. Its phone number was 2. This company was also a funeral home. The company had broken up in 1929 with Peterson joining Howe to form the Howe-Peterson Funeral Home.

When Dearborn became part of the Detroit phone system in 1930, Detroit subscribers used the first two letters of the exchange as part of a phone number. By 1945, phone numbers included the first three letters.

When the area codes were introduced in 1951, the prefixes were cut back to two letters with the third character being a number. This allowed a greater number of phone numbers for customers.

In 1960, the all-number calling was introduced, but was done gradually so as to not overwhelm phone subscribers.

Required dialing of "1" for long-distance phone calls went into effect Sept. 19, 1965.

The Dearborn Telephone Company started offering information service March 14, 1927. Until then, information calls went to Detroit.

Dearborn Phone Company moved from Monroe and Mechanic to 22179 Michigan Ave. Aug. 23, 1941.

The Detroit District Telephone Exchange, upon which the 1997 boundaries for the 313 area code are based, went into effect April 1939.

Seven local Detroit zones were created. The rates for near and far zones in the metropolitan area were based on which local zone a caller was in and the relative distance to the near or far zone was. Adjoining outside zones were considered local.

Exchanges initially involved were:

Zone 1: Cadillac, Cherry, Clifford, Columbia, Elmhurst, Fitzroy, Madison, Randolph, Temple, Terrace, Trinity.

Zone 2: Arlington, Drexel, Ivanhoe, Lenox, Murray, Niagara, Olive, Pingree, Plaza, Tuxedo.

Zone 3: Hubbard, Slocum, Townsend.

Zone 4: Davison, Hogarth, Northlawn, Tennyson, University, Vermont.

Zone 5: Redford.

Zone 6: Atlantic, Dearborn, Oregon, Vinewood.

Zone 7: Lafayette, Tyler.

Other zones: Center Line, Farmington, Birmingham, Livonia, Roseville, Royal Oak, Trenton, Wayne and Wyandotte.

The phone company officially started universal use of dialing "1" before all long-distance phone calls on Sept. 19, 1965.

Westborn Mall

The first plans for a shopping center on the land south of Michigan Avenue between Nowlin and Outer Drive were made in 1946. Part of this land was used as Retreat Field, a sports field used by local recreation teams.

When the owners decided to wait on the shopping center, they donated the use of the land to the city for recreation purposes.

In 1952, the city sent the owners a bill for the land for just over \$2,500. The owners, in turn, sent a bill for use of the land to the Recreation Department for \$2,500, which the city paid. The owners paid the additional few dollars of the tax bill themselves.

The Westborn Shopping Center (later Westborn Mall) was first announced in 1957 with Crowley's as the anchor department store. Construction began Aug. 1, 1957. The shopping center opened in late summer 1958. The site previously was Retreat Field, a recreational playground/park.

The shopping center originally had 20 stores and parking space for 2,200 cars. The cost was \$5 million.

The Crowley's store was the first branch of the store. The original and main store was in Downtown Detroit.

In March 1957, Crowley's sought additional parking on Park, across the railroad tracks from the store. It was suggested that a tunnel could be constructed under the railroad tracks to provide easier access between the lot and the store. The lot across the tracks would have handled 1,800 cars. This plan never developed. Another plan which never developed was to have Crowley's built next to the existing Kroger, which opened as a lone store in 1955.

Kroger, the first store on the site, opened June 28, 1955, before the rest of the shopping center was announced.

The shopping center's grand opening was held Feb. 26, 1959. The cost was \$5 million. It had 17 stores either opening or signed up to open. All spots were leased.

When the shopping center opened, Kresge, Kinney Shoes, Cunningham Drugs, Becker Shoes, Baker Shoes, Janet Davis Cleaners, Robinson's (part of Grayson-Robinson) and Crowley's opened their doors. Kroger was already open.

Winkleman's and Harry Suffrin's were ready to open in a few weeks. Opening later that year were Westborn Auto Supply, Household Finance Co., Mari-Ann Shops, Sanders, Sally's Gift Shop and Westborn Service Shop.

The center had free parking for 2,000 cars.

Crowley's had on its top level a 200-seat auditorium for meetings and fashion shows. Kresge's had a basement and a first floor. Cunningham's was hyped as one of the new-wave pik 'n' pay stores (customers gather what they want from the shelves and then go to the register to pay).

Westborn was changed from an outdoor strip shopping center in summer and fall 1974. The front of the center was enclosed and changed to an indoor pedestrian area. It was completed in October 1974. Also at this time, Westborn changed its name from Westborn Center to Westborn Mall.

Crowley's closed in spring 1999 when the chain went out of business.

FORD TRAINING SCHOOL

Henry Ford offered in January 1942 to place all facilities at the Rouge plant on airplane production, either full-time or part-time, to speed up the national defense program.

Henry Ford also started a naval training school at the Rouge plant.

On Jan. 15, 1941, the United States Navy officially commissioned the Navy Service School at the Rouge plant as an integral part of the navy.

Sessions at the Ford Training School as it was called lasted three months. The first 150 apprentice seamen arrived via train from Chicago. There were recruited over the previous two months from all over the country. Each month, an additional 300 recruits were to be brought to the facilities for training.

The Dearborn training school was similar to other Navy Training Schools at Norfolk, Va., and San Diego as far as the course of the training was concerned. The one big difference, though, was the Dearborn site was the only one connected with private industry.

Heading the staff was Cmdr. William E. Miller, who was transferred from the United States Destroyer Marshall, which operated on the west coast. Three lieutenant commanders and 53 enlisted men were also on permanent staff.

The Henry Ford Training School was selected by the navy because of the need for more training facilities and Henry Ford's great willingness to do whatever was needed to help the navy.

"An inspection of the Henry Ford Training Schools re-

vealed that they could be used to great advantage in the Navy Training Program, and Mr. Ford generously offered his facilities for such use as the Navy could make of them.

"This offer included not only the use of his then existing facilities, but extended to the setting aside of a portion of the River Rouge plant grounds on which he offered to erect necessary berthing facilities, messing facilities, recreational facilities, dispensary, administration building, and all collateral necessary for a complete unit. These facilities were to be financed by the Ford Motor Company," said Cmdr. Miller.

Work was started on Dec. 6, 1940. Built were an administration building which contained offices, living quarters for the prominent personnel, dispensary and sick quarters, a barracks with 240-person capacity, a messhall and galley to accommodate 740 men, a power plant to furnish heat and light for the entire unit and recreation rooms.

Other units were to be ready at two-week intervals as they were completed. When finished there was to be a berthing capacity of 1,200 men, mess facilities for 1,920 men, athletic fields and classroom space for 1,200 trainees.

During the war, students graduated every three months with each class containing about 1,800 students.

In December 1944, the machinist courses were halted when the Navy's needs changed. The school then started pre-radio, elementary electricity and radio material classes.

The last class of 100 graduates graduated in mid-March 1946. The naval training school closed May 1, 1946, and the property returned to the Ford Motor Co.

BEFORE PEARL HARBOR

War seemed inevitable. It was only a matter of time before the United States was sucked into the perils of war. Work was already underway in January 1941, almost a full year before the country would officially enter World War II, to prepare for war.

It was suggested in January 1941 that Michigan would play a key factor in winning the war because of the state's automotive assembly line.

It was pointed out that a delegation of German industrial experts visited the Detroit automobile plants in 1933 and saw the efficiency of our assembly lines.

It was suggested that England's fate might lie in how efficient the United States could make its assembly lines in producing arms and equipment.

One writer suggested in March 1941 that if the United States were to enter the war, it would result in the country having to declare bankruptcy because of the great expense involved.

The writer, Lytle Hull, used World War I as a basis for the claim. In 1917, the United States was virtually a debt-free nation, Hull wrote. The United States was making considerable amounts of money by selling goods to the European nations involved in the conflict.

Then the U.S. got involved in the war as well, Hull went on. Not only did the United States spend everything it had made on the war trade, but enough to put the country in about \$50 billion in debt besides. Hull also predicted the end of Democracy for the United States. Instead, the coun-

try would be a Socialist nation with a dictatorship leadership.

In early April 1941, a Dearborn radio amateur, Lewis H. Schmidt, was slated to take an important part in what was described by the American Red Cross as "the greatest radio practice drill ever undertaken."

The drill was designed to show that even if telephone and telegraph wires and other forms of communication were severed, communication could still be maintained through the use of the ham radios.

Since Schmidt operated amateur station W8AIZ in Dearborn, he was named as one of 400 area disaster communication coordinators who handled collectively 3,700 separate radio messages in a nationwide test of the ability of amateur operators to serve the Red Cross in time of disaster.

Schmidt was one of 12 local operators participating in the drill.

This was the first time radio amateurs, long looked to by the Red Cross as the best means of disaster communication, had ever been to such an intensive test.

Because of the Ford union strikes in March and April 1941, defense jobs at Ford were switched to six-day production. The purpose was to make up for lost time due to the strike.

As a result of the Ford plant trouble, Michigan Gover-

nor Van Wagoner was convinced government curbs were needed to slow down strikes in national defense industries and a resultant loss of vital arms production.

The governor was also in favor of a 200-person increase in the state police force.

To ensure a continued stream of skilled tradesmen during the upcoming war, defense classes were offered to anyone interest age 18 or older. The defense program involved classes offered throughout the country, in this case through the Fordson Public Schools (now part of the Dearborn Pub-

lic Schools).

The classes had been offered throughout the 1940-41 night school year, but were extended into the summer months with additional classes starting after the traditional school year ended.

Among the classes offered were machine tool operation, welding and airplane engine repair. There was also a request from an employer for aircraft sheet metal work classes to be offered.

WWII SCRAP DRIVE

June 17, 1941, was Aluminum for Defense Day in Dearborn. Schoolchildren were asked to bring old aluminum pots and pans and put them in barrels in front of the school entrances to help build an airplane for Uncle Sam.

Aluminum, the lowly kitchen utensil material, was an important metal in the war effort as it could be converted into metal usable in building airplanes.

The program was sponsored locally by the East Dearborn Kiwanis Club. The collection was similar to a program conducted previously in Madison, Wis., where enough aluminum was collected to build an entire airplane.

Proceeds from the sale of the aluminum to the government was to go to the Underprivileged Children's Fund of

the East Dearborn Kiwanis Club.

A Scrap Aluminum Drive was held July 25 in Dearborn with Mayor John L. Carey serving as chairman. The campaign was carried on simultaneously by communities across the country. The goal was to collect enough scrap aluminum to build an additional 2,000 fighter planes.

The drive in Dearborn netted 5,000 pounds of scrap aluminum. The largest donation came from Shores Cafe.

Money collected from the sale of the scrap aluminum to the smelter was deposited in a federal bank with the money collected to be used by the federal government for civilian defense purposes.

WWII DRAFT IN DEARBORN

Early 1941 draft contingents from Dearborn reported for duty later than scheduled because of a lack of adequate housing facilities at Fort Custer near Battle Creek and Fort Sheridan. They were originally scheduled to leave in December, but did not leave until Feb. 17 and 18.

There were two draft boards in town, one in each end of the city. All boards were given monthly quotas for induction by the government. Those inducted had the entire month in which to get a physical at their local induction board. The actual induction was done near the end of each month.

The east end's board was Local Board No. 55. In early February 1941, the east-end's board was 38, of which 15 were to be volunteers. The quota of the west-end board, Local Board No. 56, was 11 men, eight of which were to be volunteers.

When inductees were rejected, they had to be replaced with additional recruits.

Board No. 56 was in an office on Mason Street.

The induction center for most of Wayne County's selectees had been the Light Guard Armory in Detroit, although some of Dearborn's inductees were told to report to a corset factory at 1040 W. Fort Street in Detroit for induction.

Dearborn's first draft contingent were called to duty November 1940. During those first few months, the reporting time was so early in the morning, there were few family members in attendance to see their loved ones off. After a few months, "zero hour" was moved back to 9:30 a.m., giving families slightly better climate conditions in which to see the new inductees off.

It was at this point some people made the connection of the scene to the days of "the World War," which in those days was what World War I was called.

The first draft was held in October 1940. A second draft was held July 1, 1941, for all of those who reached age 21 since the October draft.

Those eligible for the draft were given serial numbers by their local Selective Service Boards. When the draft was held, a national fish bowl was used to draw the numbers from. Those with matching numbers at each draft board became the lucky inductees.

At the July 1941 draft, the first three numbers drawn were, in order, S-196, S-98 and S-451. The last of the three did not affect local residents as neither board had that many potential registrants.

At the start of the year, the quotas given were for the low double digits. Those numbers quickly rose. The March quotas for the two board offices were 119 in March and expected to be the same in April.

Board 55, the east-end board, had the largest registration in Michigan and, for awhile, was laboring under severe understaffing. In March, there were only four physicians approved as official examiners, and one was away in Florida. This left the board extremely swamped.

In view of the large quotas which needed to be filled, the board asked that its staff of examiners be increased to 10 physicians. The names of several doctors was forwarded to Washington, D.C., but no approval from President Roosevelt was quick in coming.

Local examiners donated their services to the government, thus it was necessary for them to handle the army work as best they could while carrying on their regular practices. The average physician would see six to eight men a week, each physical taking about 30 minutes to do.

Due to the exacting physical requirements governing

the selection of draftees, the physicians sometimes found it necessary to examine from three to six men in finding one who was physically fit for service.

Even after the physicians decided a recruit was fit for induction, the recruit could still be rejected when they reported to the Detroit induction center.

As a result of the understaffing, the east-end board only sent 68 recruits out of the 91 mandated by the March quota. Fortunately, six additional doctors were appointed as official examiners.

By the end of April 1941, the east end board was 76 men short of its quota. Because its quotas were so much smaller, the west-end board was only seven men under its quota.

Between the two boards, Dearborn had only sent 238 men into the draft army through the draft. This number did not include those who volunteered and chose their own branch of the service.

It was pointed out at the time that less than 10 percent of the tentative inductees getting physicals were accepted into the army. As of May 1, 1941, more than 2,000 men had been examined at the east-end board and only 170 accepted.

Eligible men were classified into different groups with

only those put into group 1-A sent to examiners. The draft age at this point was the mid- to upper-20s.

Deferments were given to those with dependents, who were engaged in work vital to the defense industries or were attending school.

College students were allowed to defer their induction until the end of their current semester. Because of this, the quotas for June were much higher than otherwise would have been.

On April 17, it became mandatory for all draft registrants to carry their draft cards on their person. The amendment to the Selective Service Regulations read:

"The registrant must have his registration certificate in his personal possession at all times and, upon request, must exhibit it to any law enforcement officer, any Selective Service official of National Headquarters or of a State Headquarters or any member of the local board or board of appeal. The failure of a registrant to have such registration certificate in his personal possession or to exhibit it upon request of any person authorized by this paragraph to make such request shall constitute a violation of these regulations and, in addition, shall be prima facie evidence of his failure to register."

WWII DEFENSE BONDS

Dearborn's main post office sold \$2,560.05 worth of defense bonds and stamps May 1, 1941, the first day they were available for sale. The post office sold \$2,175 in bonds and \$385.05 in stamps.

Only bonds accrued interest. The bonds were similar to the U.S. Savings Bonds of today. The lowest price of bond was \$18.75. After 10 years, it would be redeemed by the government for \$25. It could be redeemed anytime after 60 days for its cost price and accrued interest.

Those who could not immediately afford a bond could purchase savings stamps in denominations of 10 cents, 25 cents, 50 cents and \$1 and \$5. The stamps did not accrue interest, but they could be turned in for war bonds when the proper amount was achieved.

For the convenience of the buyer, the government supplied pocket albums in which the savings stamps could be pasted until the total saved enabled the buyer to purchase a defense bond.

There was no limit as to how much could be spent on bonds. Investors interested in purchasing bonds with face values of \$50,000 or more were instructed to contact their local bank or to write to the Treasury Department in Washington, D.C.

The first week of September 1941 saw an increased interest in the sale of Defense Bonds and Stamps. The bonds and stamps were sold at the Post Office, banks and by many merchants.

Series E bonds, classified as Appreciation Bonds, were registered and matured in 10 years and offered an interest rate of 2.9 percent compounded semi-annually. People were allowed to purchase a maximum of \$5,000 worth in mature value of Series E bonds per calendar year.

Series F Bonds, also classified as Appreciation Bonds and also were registered, matured 12 years from date of issue and offered an interest rate of 2.52 percent, compounded semi-annually.

Series G bonds, classified as Current Income Bonds,

were also registered. They matured 12 years after date of issue and offered an interest rate of 2.5 percent. The maximum allowed to be purchased by one party in a calendar year was \$50,000 combined for Series F and G bonds.

DEARBORN YMCA/YWCA

YMCA

A building for the local branch of the YMCA was planned in 1949 for 21904 Michigan Ave. at Oakwood.

The club received its charter in February 1950.

In August 1950, the Dearborn YMCA moved into new, larger quarters at 1034 Brady, south of Michigan Avenue. (Brady south of Michigan at this time was several yards east of current roadway.) The formal opening was held Sept. 1. The new quarters had 12 rooms, all used for meeting purposes and simple activities. The YMCA had no sporting or other facilities.

In February 1954, the YMCA proposed a building for Dearborn at Michigan Avenue and Southfield. The complex was to include a 10-story tower.

In 1956, the Dearborn Y was the largest non-building Y in the country. One proposed site for a building was opposite the Ford Administration Building at Michigan Avenue and Southfield.

The YMCA bought 9.8 acres on Ford Road east of Evergreen Feb. 4, 1957. Plans were for a three-phase construction. The first was a youth facility. The second was a physical plant. The third was a 200-room dormitory. The cost of the land was \$64,680.

This building was razed Nov. 15, 1958, when new building was erected at 19500 Ford Road. The new building was dedicated at 2:45 p.m. Sunday, Nov. 30, 1958.

(from Nov. 26, 1958, Dbn. Independent P 8-9)

Dedication of the new Dearborn YMCA building comes less than 10 years after the local branch Y came into official existence.

The Dearborn YMCA was born March 4, 1949, as the result of the interest and effort of many Dearborn citizens, but mainly through the push given by the Chamber of Commerce.

One has to go back to March 1, 1948, for the first steps toward a YMCA, although there had been talk of a Y for more than a year before that.

The Chamber's YMCA-sponsoring committee met March 1, 1948. Present were Harry Miller, Charles W. Davis, Ralph Hilman (general secretary of the Metropolitan Y), the Rev. Edgar M. Wahlberg, Ray Adams, Dr. Robert Day Carter, Lloyd Shoemaker, Dean Tate, Leo Beebe, Stanley Knauss, the Rev. T.T. Eddy and the late Ronnie Hind. All these men, plus Fred Knorr and John Stone, attended a meeting in July 1948.

Not present at the two formative sessions were some men who had lent valuable assistance to the Chamber's impetus. Among them were Tom Warner, Roy Ferguson, Frank Tritle, E. Roy Bryant, William Mills and William Klamser.

This committee contacted the Community Chest and the Metropolitan Y. Together, they worked out the necessary steps for a local branch. The Chamber and Metropolitan YMCA conducted a survey of the community, a survey, which indicated that religious, civic and educational leaders felt a Y was sorely needed here.

Harry Miller was president of the Chamber, and he became a central figure in the Y, remaining so to this day. Miller believed it was the Chamber's responsibility to get things started and to invite other organizations to help.

"Thus, it came to pass that Earl Cryer, Charley Caril, Judge George T. Martin, Supt. Of Schools James A. Lewis, Rev. Zimmerman, Stuart Wilson and Dr. James Adams got into the picture in mid-1948.

The sponsoring committee held its first meeting March 4, 1949. Charles W. Davis was named chairman. This was the predecessor of the present committee of management.

On this first official YMCA board were Dr. Adams, Judge George Angus Belding, Charles Caril, Dr. Carter, Ralph Champney, Jamie L. Johnson, Jim Lewis, John Meehan, Harry Miller, Donald K. Olney, Leo Read, Arthur M. Smith, Dean Tate, Charles A. Wagner, Stuart Wilson and Melvin C. Yahnke. A few weeks later, Harry Birchard Sr., Otto Olsen and Judge Martin were added to the board.

Selection of March 4, 1949, as the official date can be ascribed to Ralph Hileman's signing on that day of the official notification.

Three days before, on March 1, Lee A. Wilbur came here as executive secretary. Wilbur had been associate general secretary of the Salt Lake City YMCA. Prior to that, he had worked with the St. Paul Y and the Young Men's Christian Association of Boston. He was a graduate of Hamline University in his native St. Paul, and later of Boston University.

First committee chairmen at the Y were Jamie Johnson, membership; Dean Tate, Youth; Judge Belding, Indian Guides; Leo Read, Hi-Y; Melvin Yahnke, Camping; Charley Caril, Public Relations; Jack (Tamarack) Smith, Publications; Charley Wagner, World Service; Ralph Champney, Finance; Dr. Carter, Christian Emphasis; and Art Smith, Adult Activities.

Bob Johnson, son of Jamie, was the No. 1 adult member, and Harry Birchard bought the first \$100 civic membership.

Birchard headed the first membership campaign when 716 members were enrolled. By Nov. 1, 1949, the Y had 913 members, and that included 440 men and 336 boys. By Jan. 1, 1950, the membership crowded 1,000 - exactly 991.

Charley Caril won acclaim with an excellent leaflet covering the Y front. He was named to the Metropolitan Y Public Relations Committee.

By the end of 1949, organizations on their way included Toastmasters, Y's Men, Junior Rifle Club, ICAA basketball, Junior Hi-Y, Gra-Y and Indian Guides. Boys were going to summer camp. The youth program was off to a flying start.

The 1950 budget was set at \$17,480. Feb. 20, 1950, the sponsoring committee officially became the committee of management. As chairman of the committee, Davis became a member of the Metropolitan YMCA board. Feb. 28, 1950, Judge Belding reported 13 Indian Guide tribes in his council and slated the first induction for April 14.

June 18, 1950, thanks to some sterling work by Harry Miller, the Y, which had small offices on Michigan west of Oakwood, moved into quarters at 1034 Brady, rented from the Ford Motor Company. Those were the formative years.

In late 1953, Harry Miller became chairman of the committee of management. His leadership inspired the Dearborn YMCA to new heights of accomplishment.

On Jan. 1, 1957, Harry surrendered the leadership to Arthur B. Mains, and the Y continues to grow.

Today, the Y has more than 5,200 members. Last year, those members spent 211,000 hours in YMCA activities. During last February's annual membership campaign,

Dearborn finished third among all 14 Metropolitan branches behind only Downtown and Fisher Y's.

YWCA

The Dearborn YWCA started in late 1944 in the old telephone company building at 1034 Monroe at Newman. It was bought by the metropolitan board of trustees of the YWCA and financed by an appropriation from the Community Fund.

In mid-1944, the YWCA started its teenage youth center. Its Kim Club was still active with large membership of businesswomen and homemakers. The Kim Club was largely responsible for the formation of an advisory board, which later became the board of management.

Cleo Murtland was the chairwoman of the board in 1946.

The Dearborn YWCA reached association status Sept. 1, 1955. It was known as the Dearborn Area YWCA, serving Dearborn Township, Garden City, Inkster, Nankin and Taylor townships, Wayne and Dearborn.

The local YWCA was founded in 1925 with the Dearborn Kim Club. The Y-Teens program was begun in 1927. The organization of its commission of management took place in 1931 with Mrs. S.P. Ruddiman in charge.

Dearborn High and Fordson clubs followed in 1935. By-laws were adopted in 1934.

Office quarters in the Bagley Building were started in 1936, later moving to the Calvin Theatre building. A Girl Reserve Club was formed at Oxford and Salina junior high schools.

The activities were moved to Zephyr Hall, a house on the Ford property in 1937. In 1938, a finance committee was formed.

The Dearborn branch was formed at 1034 at Mechanic, in 1944, in the old phone company exchange building. Its first chairwoman was Miss Cleo Murtland.

Local Pro Sports Teams

Dearborn Vikings

A minor league professional football team called the Dearborn Vikings operated in 1961 and 1962.

It won its first game, 27-6, against the Lansing All-Stars. The game was played Nov. 10 or 11, 1961, at Warrendale Field in Detroit (possible part of Hines Park near Warren Avenue).

In 1962, the team joined the Midwestern Football League. It played its home games that year at the Lutheran High School West football field on Greenfield south of Joy Road in Detroit.

Other teams in the league were the Lansing All-Stars, the Mt. Clemens Arrows and the Detroit Rockets. Among the Vikings other opponents were such teams as Grand Rapids.

The team always struggled for attendance. In 1962, after four home games, the team had drawn a combined 661, including just 67 at its fourth game.

The team finished the season with a 7-3 record. Because of the lack of support, the team was forced to fold (possibly moved elsewhere) after the fall 1962 season.

In the mid-1950s, a football team called the Dearborn All-Stars played in the Border Cities Semi-Pro League.

Dearborn Cleaners

The Dearborn Cleaners was the local entry in 1932 for the minor league Michigan-Ontario Baseball League. In spring 1932, plans were announced for the league to start at that time.

The local club did not draw well. In mid-August 1932, the team was transferred to Lansing. The league was reorganized for 1933, again with the former Dearborn team playing in Lansing.

Vagabond Kings

The Vagabond Kings was a professional traveling basketball team founded by Cleo King Boring in 1947. The nickname Kings likely came from Boring's nickname. Boring was the owner and manager of the club.

Boring had bought the Detroit Gems, a professional basketball team in 1948 for \$2,500. He owned the team for two seasons, during which it continued to suffer major financial losses.

Boring then sold the Gems to Max Winters for \$10,000. Winters was later an owner of the Minnesota Vikings football team. Winters sold the Gems in 1954 to a person in California for \$5 million. The new owner then moved the team to Los Angeles and renamed it the L.A. Lakers.

As far as the Vagabond Kings went, Boring emphasized showmanship and entertainment as the focus of his team's play.

The Kings won 63 of its first 69 games during, played against various teams across the country, mostly along the West Coast in the south, during 1947-48. Its first home game was Feb. 20, 1948, at Fordson High School. It won 67-47 over Jerry Lynch All-Stars. King Boring was owner-manager.

By the end of its first season, the team won 93 of its first 100 games. The club joined the National Basketball League

in fall 1948 and was placed in the Eastern Division. Fred Campbell was its player-coach. During the first couple of months, the Kings were in last place but still had two of the scoring leaders in the league.

Coach Del Loranger joined for the second season. Other teams in the league included Anderson, Denver Nuggets, Waterloo, Oshkosh, Syracuse Nationals, Sheboygan Redskins and Hammond Calumet Buccaneers. It was called the oldest professional basketball league in the world.

The team's first NBL home game was played Holy Redeemer. The team was referred to as the Dearborn-Detroit Vagabond Kings in league play.

In mid-December 1948, the franchise was transferred to the Dayton Renaissance, which completed the Kings' schedule. At this time, the Kings were 2-16 in league play and had lost \$11,000 so far that season. The league withdrew the franchise, according to one source, because the Kings lacked an appropriate home-game facility — it only had Fordson and Holy Redeemer.

The Kings lost three players, who transferred to other teams in the league. King Boring regrouped the remaining players and played an independent schedule the rest of the season.

Boring still owned the franchise from the league. At the end of the season, he had two options: he could return it to Detroit or sell it outright. He also still owned the rights to the three players that transferred to the other teams if he were to return to the league in fall 1949.

He was unable to meet the league requirements for fall 1949, so he sold the rights outright. The team continued its independent schedule for the 1949-50 season and for its remaining seasons. The Vagabond Kings continued to play until the team folded in 1955. This team has no connection to the NBA Kings team.

Boring, meanwhile, continued his sports endeavors in the Dearborn area. He was instrumental in the starting of city-sponsored recreational basketball in Dearborn.

Before the NBA was created 50 years ago, there was professional basketball in Dearborn. Had circumstances turned out differently a half-century ago, the NBA might be playing in Dearborn today.

The reign of professional basketball in Dearborn was short-lived: only one regular season National Basketball League game at Fordson High School between the Vagabond Kings (of Dearborn-Detroit) and the Sheboygan (Wis.) Redskins Dec. 14, 1948. The Kings lost.

Previous games that season were played at Holy Redeemer High School in southwest Detroit. Immediately after this game, the league moved the franchise — but not the team — to Ohio and gave it to the Dayton Renaissance.

Owner C. King Boring still retained rights to the franchise and was told by the league that if he secured a better home facility, he could return the franchise to Detroit for the following season.

That season never happened as the NBL folded at the end of the 1948-49 season. Only six of the league's 10 teams survived. They merged with the Basketball Association of America to form the National Basketball Association.

Prior to the Kings was the Detroit Gems, which Boring

also owned from 1945-47. The Gems also played in the NBL, before Boring organized the Kings.

The Gems played most of their home games at Olympia Stadium in Detroit but was potentially headed for Boring's hometown of Dearborn.

Instead, through two key interventions by fate, the Detroit Gems are now the Los Angeles Lakers.

The first instance involved Boring's need to find a new home for the Gems.

The Gems were not drawing well at Olympia, which cost Boring \$3,000 a night to play in. The visiting teams required a \$1,500 guarantee, meaning each time Boring had a home game, he was out \$4,500 even before the tip-off.

His solution was to build his own facility in Dearborn.

Plans for a hockey/basketball arena for the southwest corner of Ford Road and Wyoming were announced in October 1945.

A syndicate headed by Boring took over the project in 1946. The businessmen spent more than \$100,000 on the arena over the next year, only enough to get the walls erected.

The organization was out of money. Boring worked a deal to secure more than a half-million dollars from investors to continue the project. One of the members of syndicate who had no money invested managed to obtain 51 percent control and would not sign off his rights.

The deal fell through. The syndicate went bankrupt. The Forum was never finished, at least not as a sports facility.

The second twist of fate came at the end of the 1947 season, just as the draft selections were about to be announced.

Boring was in debt and owed the league money.

Minnesota businessman Max Winters called King Boring at home at 3 a.m. one day, offering to buy the Gems for \$10,000. The only stipulation is Winters needed the answer within an hour.

Boring asked why the late call. Winters, later an owner of the NFL's Minnesota Vikings, said he was in a late business meeting with some associates and they were interested in buying the Gems franchise.

The businessmen in Minneapolis apparently got word of the draft results before Boring did.

Boring pointed out that he had significant financial obligations to the league, but Winters said not to worry, that he would take care of those, as well.

Boring thought about it and wired his agreement to the deal within the time Winters allotted.

The next morning, Boring read in the paper that the Detroit Gems received George Mikan and Jim Pollard in the draft.

These two ended up being two of the top players of the game. Mikan is considered by many to be one of the 50 best players in NBA history.

Boring reminisced many years later that had he not made that snap decision, he could easily have sold the contracts for Mikan and Pollard for a large sum, thereby eliminated all of his financial problems.

Boring could have paid to finish the Forum, have a place for the Gems to play and pay off all of his financial obligations.

Instead, he founded a new independent semi-pro basketball team, returned to the NBL for six weeks a year later and managed to make his mark in sports in Dearborn only instead of the country.

♦
The Detroit Gems were the local entry in the National Basketball League in the mid-1940s.

In fall 1946, the Detroit Gems played its home games at Ferndale Lincoln High School's gym. Other teams in the league that year were Youngstown Bears; Buffalo; Syracuse; Oshkosh; Fort Wayne; Anderson; Sheboygan; Chicago Gears; Rochester; and New York Renaissance.

In December 1946, home games were moved to Holy Redeemer High School.

C. King Boring and Maurice Winston were co-owners of the Detroit Gems for two years. Boring bought the team for \$2,500.

The Detroit Gems played most home games at the 15,000-seat Olympia Stadium in Detroit. Use of Olympia cost the team \$3,000 a night. Boring also had to guarantee the visiting team \$1,500 per game.

This was on top of all other expenses, including his team's payroll.

With the increasing losses and small fan turnout, Boring started playing some of his games toward the end of the 1946-47 season at Holy Redeemer High School in southwest Detroit, which was at least financially affordable.

The final home games of the Detroit Gems were played March 18, 1947, against Syracuse at Holy Redeemer and March 19, 1947, against Oshkosh at Olympia.

The Gems then went into exhibition play to prepare for the Chicago Invitational Basketball Tournament April 2-12, 1947, at the Chicago Amphitheatre. Supposedly the best teams in the country were invited, and the event carried a \$15,000 prize for the winning team.

Among the exhibition games played then by the Gems was against the Dearborn All-Stars, made up of players from the city's Class A basketball league. This game was played at Fordson High School.

The franchise moved to Minneapolis for the next season after Boring sold it. New owners Max Winters and his associates assembled a team anchored by George Mikan and Jim Pollard and called it the Lakers after the many lakes in northern Minnesota.

Winters sold the Gems in 1954 to a businessman in California for \$5 million. The team was moved to Los Angeles in 1960 and became the Los Angeles Lakers.

♦
King Boring officially announced on Sept. 18, 1947, the formation of the Vagabond Kings as an independent semi-pro basketball team. Boring was to serve as owner-manager.

The team's nickname likely came from Boring's nickname.

Boring emphasized showmanship and entertainment as the focus of his team's play.

For players, he was using members of the former Detroit Gems.

He already had offers for exhibition games with teams in the National Basketball League and the newly created Professional Basketball League of America.

The team normally carried a full contingent of seven players.

The Vagabond Kings opened their inaugural season (1947-48) on Nov. 19, 1947, against Coldwater.

The Kings won 63 of their first 69 games against various teams across the country, mostly along the southern West Coast, during 1947-48.

By February 1948, the Vagabond Kings had played only two scheduled home games that season, one at Dearborn High and one at Fordson.

Newspaper records differ on the Kings' final record that first season. One reported 80-8, another 93-7.

Kings in the NBL

While scheduling for the 1948-49 season, Boring was invited to bring his team into the NBL as a replacement team to help offset the loss of four teams to the Basketball Association of America. He received the franchise May 14, 1948.

Boring was hoping to finish construction on the Forum in Dearborn and play home games there. If it was not finished, he still had some other plans.

The NBL's Schedule Committee met in Dearborn on Aug. 10, 1948, to draw up the schedule for the upcoming season.

References to the local team varied among the Vagabond Kings, the Detroit Vagabond Kings and the Dearborn-Detroit Vagabond Kings.

Other teams in the league that season were the Oshkosh All-Stars, Anderson Packers, Denver Nuggets, Sheboygan Redskins, Syracuse Nationals, Hammond Calumet Buccaneers, Tri-Cities (Ind.) Blackhawks and Waterloo Hawks.

The Kings had a 64-game schedule that season, of which 26 would be at home. All home games were planned for Holy Redeemer High School in southwest Detroit.

In mid-September, the team negotiated for use of the State Fairgrounds Coliseum in Detroit, but no deal was struck.

Games were played Tuesdays and Saturdays.

Del Loranger was the player-coach on a full-time basis. Loranger and another player, Fred Campbell, were Fordson High School graduates.

The entire team from 1947-48 was returning.

The team opened the season Oct. 30 at Oshkosh.

The first home game was against Sheboygan at Holy Redeemer. The next home game was against the Waterloo Hawks.

All that is known about the early games is that the Kings lost all of them. Apparently, Boring was not one to give results to the local newspapers when he lost.

In late November 1948, John Sebastian was the leading scorer in the league. Oliver Shoaff was the third-highest scorer in the league.

Despite this, the Kings were still tied for last place with the winless Denver Nuggets.

The team's only two wins that season were against the Denver Nuggets Dec. 4 and 7, by scores of 88-76 and 64-56. The Nuggets were winless at this time.

Kings out of NBL

The last NBL game played by the Kings was against Sheboygan on Dec. 11 at Fordson High School.

The NBL was not satisfied with the Kings' home-game arrangement of playing in a small Catholic high school gymnasium. The Dearborn public high schools were not considered much better.

By Dec. 15, the Kings were 2-16 in league play. After the team's loss Dec. 14 to Sheboygan at Holy Redeemer, the league asked Boring allow the transfer of his franchise to previously independent Dayton Renaissance for the remainder of the season.

Boring, having lost \$11,000 so far that season, reluc-

tantly agreed. At this time, only the position in the league was transferred. The team was not considered the same as the franchise, so the players stayed here.

The Dayton Renaissance completed the Kings' schedule for the season.

Three of the Kings' players immediately switched to other teams. By the next weekend, guards Sebastian and Shoaff, his two top players and two of the leading scorers in the NBL, went to Hammond. Forward Dillard Crocker went to Anderson.

All three made it to their new teams in time for the Saturday, Dec. 18, games.

When the franchise was moved, the Kings were in the middle of a long homestand. Remaining home games scheduled that month were against Hammond Dec. 18 at Fordson, Tri-Cities Dec. 21 at an undetermined location and Dec. 25 against Waterloo.

King Boring regrouped the remaining players and played an independent schedule the rest of the season.

Boring retained rights to the league franchise after the move. The league gave him two options he could act upon at the end of the season: if he found a suitable playing location for the next season, he could return the franchise to Detroit, or he could sell it outright.

He also still owned the rights to the three players who transferred to other teams if he returned to the league in fall 1949.

When the league folded after the 1948-49 season, Boring's franchise also dissolved.

The Vagabond Kings continued play as an independent team until Boring dissolved the team in 1955.

In October 1945, Eddie Lowrey announced plans to build a large ice hockey and sports arena on the southwest corner of Ford Road and Wyoming.

The building, to be called the Forum, would be 262 feet by 182 feet. The goal was to have it completed before the end of the winter skating season.

Lowrey expected to have a minor league hockey franchise play there, plus hold amateur hockey tournaments and boxing matches.

A syndicate headed by C. King Boring took over the project in 1946.

Boring's plan was to have the Forum be home to the Detroit Gems pro basketball team. Completed construction got as far as the outer walls.

The Forum was to seat 6,300 for hockey games, 7,000 for basketball games and 8,000 for wrestling and boxing matches.

In May 1947, the board of directors of Dearborn Forum Inc., which included Boring, announced that the Forum would open Oct. 1, since the steel company assured the board that the steel work would be done by late July.

The organization went bankrupt in late spring 1947 after spending more than \$100,000 on the arena. In excess of a half-million dollars was needed to complete the building.

The uncompleted building sat vacant for two years until Detroit auto dealer John J. Hettche took the title to the site July 15, 1949. He completed the building, but for nonsports uses.

Today, if the NBA or local television wanted to use a community site for an event, the operators would willingly oblige without hesitation.

Such was not the case a half-century ago.

C. King Boring, owner and manager of the National Basketball League's Vagabond Kings, made arrangements for the WXYZ-TV (Channel 7) to broadcast live the team's Christmas Day 1948 game against the Waterloo Hawks.

At this time, the Kings' home games were played mostly at Holy Redeemer High School in Detroit. Boring was able to move some of the games to the somewhat larger Fordson High School gym. Boring would need the gym at either Fordson or Dearborn High (when the school still was at Mason and Morley) to facilitate the television equipment.

The live television broadcast of a Kings' home game had to be postponed until later in the season because the Dearborn school board claimed that neither Dearborn High nor Fordson would be available for use that afternoon.

The broadcast never materialized because the Kings' NBL franchise was moved to Dayton a couple of weeks after the announcement.

Another early Detroit professional basketball team was the Detroit Eagles, who played at least during the 1939-41 seasons in the National Basketball League.

The home games during 1940-41 were played at the Naval Armory on East Jefferson. The first home game of that season was played against the Firestone team from Akron.

Other teams in the league that season were Sheboygan, Hammond, Goodyear, Chicago and Oshkosh.

Proposed minor league baseball team

In late winter 1938, city officials were contacted by an official of organized baseball about the possibility of hosting its own minor league baseball team. The league would be a Michigan-based league.

The plan was to create at least a six-team circuit. Three major league teams, the Detroit Tigers, the St. Louis Cardinals and the Brooklyn Dodgers.

Grand Rapids had already said yes. Other cities invited were Jackson, Battle Creek, Kalamazoo, Lansing, Flint, Pontiac and Muskegon. The city would have to provide a suitable field for play and lights for night games.

Play in 1938 was deemed unlikely because of the short amount of time before the season started. At a meeting later that spring, the league was potentially a eight-team Class C circuit. Besides Dearborn, other cities showing interest were Grand Rapids, Port Huron, Bay City, Lansing, Flint, Muskegon, Mt. Pleasant and South Bend, Ind.

Dearborn's eligibility was then put in question because of its proximity to Detroit. Organized ball had a rule which not only granted exclusivity of a city for a team, but extended that exclusivity to a span of six miles from the city limits. It was not known whether or not the Detroit Tigers would waive that right.

In late 1938, a Michigan-based minor league was still a possibility for 1939. Cities still showing interest at this point were Dearborn, Lansing, Muskegon, Battle Creek, Grand Rapids and Mt. Pleasant.

No progress apparently was ever made beyond the talking stages.

Proposed hockey teams

When the vote for the proposed civic center complex's \$3,975,000 auditorium-sports arena came up for a vote in November 1960, the city was guaranteed its own minor

league hockey franchise if the bond passed.

The team would begin play in two years once the facility was built. It would join teams in Milwaukee, Minneapolis/St. Paul, Omaha, Muskegon, Fort Wayne, Toledo and Windsor in the International Hockey League. The Windsor team was inactive at the time. The franchise was guaranteed to be a new team, not a transfer from an existing city.

The bond issue still went down, 19,203-16,693.

Proposed bowling team

(From Dec. 8, 1960, Dearborn Press)

A pro bowling franchise was awarded to Dearborn-Detroit in December 1960. Planned was a 3,000-seat bowling arena to be built on the southeast corner of Michigan and Greenfield. The cost of the facility was pegged at \$2 million.

The league was to start play in mid-October 1961.

(From May 1961 Dearborn Guide)

The franchise was to be called the Detroit Thunderbirds. It would be the only local entry in the new National Bowling League. Play was to begin in October 1961. A \$3 million area was to be built at the southeast corner of Michigan Avenue and Greenfield.

The local franchise was owned by the Detroit Bowling Club Inc. Harry Todeschini of Dearborn was president.

The first match was to be Oct. 13, 1961, at home against the New York Gladiators. The schedule listed 68 home matches and 67 away for a total of 135 for the season.

The franchise was re-awarded in May 1961 to Don Rogers of Mt. Clemens when construction on the Dearborn alley building was not proceeding in an acceptable manner.

Wotring Chevrolet/ Dearborn Tigers

The Wotring Chevrolet Football team played an independent schedule in 1929. It joined in 1930 the Michigan Semi-Professional Football League. Other teams were Engass Jewelers, Detroit Tigers, Hamtramck, Royal Oak and River Rouge.

Games were played in 1929 at Woodmere Field in Detroit. The Engass team became the Lasky (Detroit) team in October 1930.

The Michigan Professional Football League was organized in fall 1930. Wotring's Chevrolet team played at Chrysler Field at Michigan east of Miller.

Teams in the league were the Wotring 11 Chevies, River Rouge, Lasky Furniture (champs of a 1930 league), Oak Cleaners, Hamtramck, Royal Oak Maroons, Grosse Pointe and Berkley.

(from Dearborn Ind. April 1, 1932, P4)

Dearborn will be represented in a major football league during the 1933 season, according to plans now being completed by professional football promoters of this city. The team, to be known as the Wotring Chevrolet 11, already has signed its big league players and have schedule six contests with teams of the National Professional Football League next fall.

The Wotring team last season was a member of the Michigan Professional Football League and enjoyed fair success on the gridiron. However, the present squad has been bolstered tremendously by the signatures of several collegians who are to be full-fledged Wotring players next

season. The group includes several stars of last season's Michigan State Normal College team (later Eastern Michigan University).

The schedule of the Dearborn team next fall will find the Wotring squad out of town for the first three games of the season. The three games have been scheduled with Cleveland, Memphis and the Chicago Bears. Contests here will not be completed until a satisfactory football park has been secured by the local promoters. It is planned that the new park will have seating accommodations for several thousand spectators.

When the enclosed park has been assured, the Wotring squad, through its backer, Jack Wotring, of the Wotring Chevrolet Company, will arrange home games with the New York, Portsmouth and Providence teams. These games have been slated as tentatively booked pending the outcome of plans that may result in Dearborn procuring a field and building an athletic stadium worthy of the class of football to be brought to this city through the new plans.

In fall, the team changed its name to the Dearborn Tigers for the fall 1932 football season. It played in the six-team Detroit Professional Football League. Home games were played again at Chrysler Field.

Proposed stadium

In summer 1968, Dearborn suggested two sites as possible locations for a new Lions Stadium after owner William Clay Ford indicated the team may be looking for a place to build a new stadium.

The city suggested either the 292-acre site at Ford Road and Greenfield or the 124-acre site bounded by Greenfield, I-94, the Rouge River and Rotunda Drive as a possible site.

Both pieces of land were owned by Ford Motor Co., which said neither site was available for stadium use nor would likely be in the foreseeable future.

Dearborn Hawks

The Dearborn Hawks are considered to be the first professional sports team in Dearborn.

The semi-professional baseball club was organized in 1924 by Charles Krueger. The team played in the Michigan-Ontario League.

First Night Game

The first night baseball game in Dearborn was played May 11, 1932, pitting the Dearborn Cardinals, the champs of the 1931 Dearborn Recreation League, against the Whalings Night Hawks of Pontiac at Chrysler Field, the home of the Dearborn Hawks, at Michigan Avenue and Miller.

Lighting equipment was installed especially for the game. The purpose of the game was to raise money to defray the Cardinals' costs attending playoff games at the end of the season for being the 1931 champs.

The game was postponed to May 13, 1932, because of rain. This was the first game of the 1932 season.

The proposed Forum

(From Oct. 18, 1945, Dearborn Press, P.1)

With World War II finally over, recreational ideas again started to take hold.

In October 1945, Eddie Lowrey requested the city lay a sewer to service his planned large ice hockey and sports arena, to be erected on the south side of Ford Road 600 feet

west of Wyoming.

The dimensions of the building, to be called the Forum, would be 262 by 182 feet. Seating would be for 6,300. The goal was to have it completed before the end of the winter skating season.

Lowrey had coached hockey at the University of Michigan for 17 years and managed a rink in Ann Arbor. He also expected to have a minor league hockey franchise located there, plus hold amateur hockey tournaments and boxing matches. The hockey franchise was never awarded.

A syndicate headed by C. King Boring took over the project in 1946.

The businessmen spent more than \$100,000 on the arena over the next year, only enough to get the walls erected.

The organization was out of money. Boring worked a deal to secure more than a half-million dollars from investors to continue the project. One of the members of syndicate who had no money invested managed to obtain 51 percent control and would not sign off his rights.

The deal fell through. The syndicate went bankrupt. The Forum was never finished, at least not as a sports facility.

The uncompleted building sat vacant for two years until John J. Hettche, a Detroit auto dealer, took title to the building and property July 15, 1949, for \$15,000 plus the assumption of a \$33,000 mortgage in Federal Court. Other owners were C.A. "Cap" Pfeffer and William E. Giles.

They planned to complete the Olympia-sized building, spending an additional \$600,000 on it.

The building was to seat 6,800 for hockey and basketball games and 10,000 for boxing matches.

RADIO/TV HISTORY

Proposed stations

Kokomo Broadcasting Corp. filed an application with the FCC March 12, 1948, for an FM broadcast station. It planned to operate on channel 280 on a frequency of 103.9 megacycles. The power would be 290 watts. The antenna height above the average terrain was to be 391 feet.

The FCC OK'd May 7, 1948, an application by the Kokomo Broadcasting Corp. in Dearborn for the construction of a Class A TV station.

The company proposed broadcasting on channel 224 at a frequency of 92.7 megacycles. The approval given was also subject to further review by the FCC.

WKMH/WKNR/WNIC etc.

The FCC heard two applications made for radio stations in Dearborn June 27, 1946.

One was by Suburban Broadcasters, partnered by Harvey R. Hansen, local lumberman; Frederick A. Knorr and William H. McCoy. They planned to offer daylight service on 1540 Khz.

The other application was by a Henry F. Fett.

The FCC then delayed the hearing until July 18, 1946.

The FCC OK'd the construction permit to Suburban Broadcasting Sept. 6, 1946. Owners were Knorr, Hansen and McCoy. The station was to be a 1-KW daytime-only station to broadcast at 1540 AM. This station became WKMH. It also this day denied an application by Henry F. Fett for a broadcast license.

The FCC granted Herman Radner a construction permit for a radio station to broadcast at 104.3 FM at a power of 480 watts. Its antenna was to be 350 feet high. It was to operate commercially for six hours a day. At the time, there was no word on a start date or site for studios or broadcast antenna location. What this station was to be is not known.

The FCC gave WKMH its OK to move its transmitter to a location west of Heyden Street in Detroit, to be at a height of 527.5 feet and to move its studios to 22266 Michigan Ave. Dec. 20, 1946.

Radio station WKMH started broadcasting Dec. 29, 1946. At this time, the station was a daylight-only station, meaning it broadcast 8 a.m.-5:30 p.m. The station had its formal opening Jan. 5, 1947.

It received an OK from the FCC Nov. 7, 1947, to change its frequency from 1540 to 1310 and to go from daytime-only broadcasting to unlimited.

The owners of Suburban Communications and the owners of the Wyandotte Herald asked the FCC permission to start a new station in Wyandotte on WKMH's former frequency. The FCC denied the request, saying the Wyandotte Herald would have to be placed on the wait list and wait its turn for a possible station.

The FCC also OK'd the moving of its broadcast antenna. The station moved its AM transmitter to its current location south of I-94 by Monroe in 1948. The switch of transmission was done Aug. 14, 1948, without interruption of signal.

In September 1948, the FCC OK'd the station going to 24-hour broadcasting.

WKMH joined the CBS radio network May 24, 1959.

WKMH changed its call letters to WKNR Oct. 31, 1963: The station then changed its call letters to WNIC.

In the 1980s, WNIC-AM changed its name to WMTG for Motown Gold.

Trying to regain its former glory, the station then wanted to go back to Keener-13, but a station in Battle Creek had already taken over those letters. The station tried WWKR, but was nicknamed "Weaker" radio instead of Keener-13. The station later returned to WNIC-AM.

WHFR-FM

A low-power radio station was eyed for HFCC in 1971, but not started because of the bad economy. The plan was to have the signal strong enough to reach the city limits.

WHFR-FM started broadcasting Dec. 20, 1985. It was originally an 18-watt station. Its signal had a radius of three to five miles. The station received one of the last Class D broadcast licenses granted by the FCC.

Miscellaneous

The first public demonstration of television in west Dearborn was the Michigan-Stanford game Oct. 4, 1947.

The showing was at Vix Home and Auto Supply, 21925 Michigan Ave. at Oakwood.

In 1940, the FCC designated Dearborn as being deficient in local interest radio broadcasting. That year, FM was started. Some thought Dearborn might get its own FM station by the end of 1941, since few AM station frequencies were available in the area while no FM frequencies had yet to be assigned.

"The Dearborn Hour" was broadcast on WJBK radio at 7:15 a.m. Wednesdays and Fridays starting in 1946.

The first broadcast was June 21, 1946.

The program featured specially selected music, news of Dearborn, local sports, national and international news and local guests.

In the early 1930s, Ford Motor Co. operated radio stations WFO and WQWD in Dearborn and WCQ in Lansing for its aviation use.

The FCC pulled the operating licenses in early 1931 when it determined the stations were not in compliance with FCC regulations as the stations were being used for private purposes.

The licenses were temporarily restored in July 1931 until the FCC could meet to discuss the matter.

The FCC again pulled the licenses in mid-November. Operations resumed in December 1931 with increased power and a new channel.

Radio station WQDW, maintained at Ford Airport as a guide to flyers between Detroit and Chicago, was discontinued Jan. 14, 1938, when its license was canceled. The station operated 8 a.m.-5:30 p.m. at 270 KW offering weather information.

Westwood Community Schools petitioned the FCC in spring 1969 for a license to operate a student-run radio station for Robichaud High School.

The call letters considered, if the request was approved, were WRHS and WWCS (Westwood Community Schools). The board chose WRHS.

The FCC turned down the request.

Other area stations

WLQV, 1500 AM, received its license in 1925.

It started as WJBK-AM. It switched to WDEE around 1967, and offered country programming. Its power was 50,000 watts daytime and 5,000 nighttime.

It changed about 1976 to WCZY-AM, then to WLQV, back to WCZY and then back to WLQV.

In 1978, WLQV started offering Christian broadcasting.

WXYZ radio tower

WXYZ radio built a 360-foot, neonized transmission tower at Joy Road and Greenfield in 1939. The new tower allowed the station to increase its power from 1,000 watts to 5,000 watts. It began operation Nov. 23, 1939. The studio remained in the Maccabbes Building in Downtown Detroit.

RAILROAD HISTORY

(from Dec. 22, 1932, Press FP)

H.L. Margetts, superintendent of the Michigan Central Railroad, announced in a communication to James E. Greene, corporation counsel, that fast passenger train service has been inaugurated between Dearborn and Chicago. This comes as a result of several conferences between railroad officials and members of the transportation committee, consisting of Councilman Anthony Esper, chairman; R.V. Bovill, Michael Korte, and Edward Tysinger.

The westbound train to Chicago leaves Dearborn at 3:03 while the eastbound flyer coming from the Windy City arrives here at 8:10 p.m. Mr. Margetts stated that the present experiment would continue in effect until March 1 in order to ascertain whether or not there is sufficient traffic here to warrant a fuller schedule. The train stops between Howard and Mason streets.

The railway official also pointed out that because of the railroad's financial condition, it would be impossible to consider the construction of a depot at this time, but that he hoped the demand for service here together with better times would warrant the building of a station soon.

The request for train service was instituted by Rev. Fr. A.X.M. Sharpe (pastor of Sacred Heart Church), who, in a survey presented to the council nearly six months ago, showed that Dearborn was the only city of its size in Michigan that had no fast passenger trains stopping during the day.

(from 8-8-41 Ind.)

After a week-long investigation, Assistant Prosecutor Basil Considine was expected to reach a decision today as to whether George A. Beecher, 58, of 559 Madison St., Birmingham, died by accident or ended his own life deliberately at 1:15 p.m. last Friday by driving his automobile into the path of a speeding passenger train on the Nowlin Road Crossing of the Michigan Central Railway.

"I have one important witness to question Friday morning, and I may find time to drive out and look the scene over myself," Considine said last night.

Although the statements of at least two witnesses gave reason to believe Beecher may have committed suicide, the fact that his life was the second to be snuffed out on the Nowlin Road crossing within three months may result in the construction of a grade separation there, either that, or closing the street indefinitely.

Beecher was killed instantly when his 1940 Chrysler sedan was struck by Michigan Central's crack Mercury. Badly demolished the sedan was carried westward .3 of a mile to Outer Drive, where it was removed from the cow-catcher by railway section men, using wrecking bars, then pulled off the tracks by the city wrecker. Police also used wrecking bars to remove Beecher's body. The Mercury, an extra fare train, was delayed 20 minutes.

Claiming that more than 30 people have been killed there in the last 20 years, residents of the neighborhood threatened last Friday to barricade the crossing so as to prevent further carnage.

With this action in mind, a half-dozen men appeared there at 6 p.m. They brought a small quantity of lumber

with them, intending to complete the barricade through the use of railroad ties, which were readily available. While this group was awaiting arrival of additional help, three scout cars arrived on the scene, the second precinct (west end) station having been advised by an excited citizen that about 500 men were going to barricade the road.

Lt. Charles Renas had no difficulty in convincing the "mob" that the matter could be handled more effectively in the form of petitions addressed to the city council.

"We knew the police wouldn't leave the barricade up even if we built it," a spokesman for the neighbors explained, "but we intended to put it up as a gesture of protest, hoping that city officials would see fit either to close the street or build a grade separation."

(From Sept. 12, 1963, Dbn. Press, P. 1)

The razing of the Michigan Central Railroad depot in west Dearborn to make way for the enlargement of the Mechanic Street municipal parking lot got underway this week.

It revived poignant memories of wartime farewells for hundreds of Dearborn inductees who embarked from the small frame depot for Camp Custer during World War II years.

Veterans vividly recall memories of personal handshakes and "good wishes" extended to them by Mayor Orville L. Hubbard, who was always there at the depot to see every military train that left for the war years.

Built at the turn of the century, the depot is being wrecked to make way for a free municipal parking lot.

Over the years, the depot between Mason and Tenny weathered and decayed but was still used as a freight depot and later occupied by Sam Zehra-Cass Jewelry and Ace Hardware for storage and sales purposes.

However, the building board of appeals refused later requests to continue occupancy of the structure after Supt. Michael J. Boyle of the city building and safety department, recommended that the building be dismantled.

On April 2, 1962, the building board denied any further permission to re-occupy the old freight depot and in May of this year, the city bought the depot along with approximately two acres of land for \$104,000 from the New York Central railroad. The cost of developing the parking lot was pegged at \$35,000.

A special assessment against adjoining merchants and property owners will pay for the entire cost of the land acquisition and parking lot development, city engineer Howard L. Lilley revealed.

The nearly \$2.5 million Jacobson store, currently under construction, will pay about 50 percent of the cost of the new parking lot, city officials said.

"The willingness of the merchants and property owners in the area to finance the cost will now provide an additional free 285 parking spaces at the site of the depot," the mayor said.

"The removal of the old landmark will help to provide a solution to the long-standing headache of adequate parking," reflected Mayor Hubbard. "The whole operation is a tribute to mutual cooperation between the city and local merchants, even though I feel sort of nostalgic about seeing

the old place go.”

Nowlin underpass

Railroad crossings, despite their innocent-looking nature, are fraught with danger. Every year, stories about people unsuccessfully who tried to beat the train across the railroad crossing.

Until the underpass was finally built, one of the most dangerous such crossings in Dearborn was the New York Central crossing at Nowlin. Negotiations with the railroad company began in 1964 over who would cover how much of the financial burden of the project.

The city wanted a four-lane roadway on Nowlin going under the tracks, which was the final design. New York Central balked at paying its share, saying the underpass was of not value to the railroad. Finally, the railroad agreed to pay 10 percent of the cost, but was slow in acting on its agreement.

The Dearborn City Council OK'd the Amtrak station for Dearborn in February 1978.

Amtrak began service to Dearborn July 30, 1978, using a temporary station. A permanent station nearby was then built.

The original Dearborn train station was 25 feet north of the railroad track by Howard Street. It operated 1960s to 1929.

Two depots served that site. The first one was moved to Park Street and changed into a residence in 1886-7.

A new one was built in October 1886 and opened in January 1887.

The Detroit, Toledo & Ironton Railroad was a 588-mile independent railroad that was sold in 1978 to a joint ownership of the Chessie system and Norfolk & Western.

In 1920, Henry Ford acquired the railroad. It was then known as Henry Ford's railroad until he sold his interest in 1929 to the Pennroad Corp.

MOVIE THEATERS

First Detroit theater

The first movie house in the Detroit area was opened after John H. Kunsky went east in 1905 to see what was touted as the first practical demonstration of a motion picture projection machine.

He returned to Detroit and opened the first motion picture house in this part of the country. It was a nickel show. This site, at 28 Monroe Ave., was a penny arcade in 1928.

Three years after that first movie house opened, Kunsky opened the Royale Theater on the southeast corner of Monroe and Farmer. This was the area's first 10-cent movie house.

The Royal was the start of the Kunsky chain of theaters. Thirty years later in 1928, the chain consisted of 12 theaters in Detroit.

unnamed theater

LOCATION: North side of Michigan Avenue west of Mason Street.
OPERATED: At least during 1921

Florence Haigh Richard made reference in the summer 1973 Dearborn Historian in her article about Dearborn 1921 about a movie house in the block past the Methodist Church and Dearborn Library.

She wrote, "In the second block (past Monroe) the Methodist Church was just beyond the Library which was new. Then there was a group of stores and the "motion picture" hosue had silent movies with sound effects by a sharp piano player."

Alden Theater

ADDRESS: 14408 Ford Road
FORMER NAME: Ford Grand Theatre
NAME CHANGED: Sometime between January and October 1935.
OPENED: March 18, 1926
CLOSED: 1953

The theater was closed during summer 1939 because it did not offer air conditioning, unlike the other theaters in east Dearborn.

The Alden Theater advertised in April 1953 that it was open again. One additional advertisement for the theater was in the newspaper in June 1953. No later information on the theater could be found.

Algiers Drive-In

ADDRESS: NE corner of Wayne and Warren Avenue.
OPENED: 19??

CLOSED: 1985
CURRENT USE OF SITE: Shopping Center

The screen of the Algiers Drive-In came down April 19, 1985.

Allen Park Theater

ADDRESS: ????? Allen Road
OPENED: April 23, 1942
OPENING BILL: "Bahama Passage" and "The Night of January 16th"
OWNER: Nicholas George of Dearborn (originally)

Atlas Theater

ADDRESS: 15832 Plymouth Road
IN OPERATION: At least 1965

Calvin Theater

ADDRESS: 27168 Michigan Ave. in Dearborn Building between Howard and Mason. Original address: 134 W. Michigan Ave.
OPENED: Jan. 17, 1927

OPENING BILL: "Tin Hats," and stage play "Tid-Bits of 1927"

FIRST TALKIE: "Broadway Melody," Aug. 26, 1929
BURNED DOWN: Sept. 21, 1980, and Oct. 26, 1980

RAZED: August 1981

LAND CURRENT USE: Buddy's Pizza
Property of Calvin Theatre was previously the site of the Ten Eyck Memorial Methodist Church. Theater was opened by Tony Reiser. It was west of Twork Brothers store on Michigan Avenue.

At one time during its early years, the Calvin Theater was referred to as the "Struggle Theater."

The facility included a performance stage used by local groups, including Dearborn High School.

(Thurs., Aug. 22, 1929, Press FP)

Of interest to the theater-goers of Dearborn will come the announcing of the installation of complete vitaphone equipment in the local Calvin Theatre.

This fine equipment makes it possible for the local playhouse to give Dearborn people all talking pictures. The same high quality performances are now available to local people at the Calvin Theatre as could only be formerly had at the larger downtown playhouses.

The local management announces a fine attraction for the opening all talkie. "Broadway Melody" will be featured Monday-Wednesday, Aug. 26-28.

Two suspicious fires struck the building Sept. 21, 1980, and Oct. 26, 1980. The second one far more serious, destroying the fourth floor and the roof. The city had to barricade the building because it was dangerous. Despite attempts to save the building, the city razed it in August 1981.

The last film shown at the Calvin was "The Blues Brothers," which was showing when the first fire hit. The theater was then closed for renovations when the second fire hit.

Camelot Theatre

ADDRESS: 12715 Warren near Oakman

FORMER NAME: Circle Theater

NAME CHANGED: Unknown

OPENED: 1929

CLOSED: 1994?

RAZED: 1997

Carmen Theatre

ADDRESS: 5760 Schaefer north of Ford Road

OPENED: June 27, 1941

FIRST FILMS: "Northwest Mounted Police" and "Sis Hopkins"

CLOSED: July 1974

RAZED: Spring 1998

LAND CURRENT USE: office building
The Carmeu Theater on Schaefer north of Ford Road was built 1940-41.

Construction was halted in early 1941 when the courts signed an injunction preventing the theater from showing any films until Feb. 16, 1945, because of an agreement between Joseph Miskinis and Joseph Stoia, former partners in the Circle and Midway theaters.

The partnership dissolved in 1939 with the agreement that Miskinis would not operate any theaters within four miles of either the Circle or Midway theaters for at least five years following the agreement.

In spring 1941, the Supreme Court rescinded the order, allowing work on the Carmen to continue. It opened that summer.

The theater sat about 1,500. Its cost was \$250,000. Its first films were "Northwest Mounted Police" and "Sis Hopkins."

The theater was closed in July 1974 due to poor attendance.

Chopin Theater

LOCATION: North side of Michigan Avenue between Lonyo and Wyoming

IN OPERATION: Sometime during 1940s and 1950s at least.

Circle Theatre

ADDRESS: 12715 Warren Ave. near Oakman

LATER NAME: Camelot Theater

NAME CHANGED: Unknown

OPENED: 1929

CLOSED: 1995?

RAZED: 1996

The announcement of this theater's construction came in October 1928. It said the theater was to be built on the south side of Warren Avenue between Reuter and Jonathon. It was to have 2,000 seats and stage and auditorium lighting.

The building was to be of modified oriental architecture. It was to have 98 feet facing Warren and be 100 feet deep. Plans were to have it ready to open by March 1, 1929.

Anthony M. Epser, city councilman and local real estate agent, was the one who promoted the sale and financing. The business group was headed by John Machmo.

The front of the building was to have a series of fine shops with offices and lodge rooms above.

Pictures and refined Vaudeville shows were to be presented.

Congress Theater

LOCATION: SW corner of Schaefer and Warren Avenue

OPENED: 1936

CLOSED: Before 1939

Construction on the theater began Sept. 25, 1936. Cost was \$150,000. A reference about the theater was also made in the City Directory in 1936. The theater was to be between Schaefer and Neckel Avenue.

No other reference to the theater, including whether or not it ever was completed or opened, could be found.

Crystal Theater

ADDRESS: 4845 Michigan Ave.

IN OPERATION: at least during 1924.

Daly Drive-In

ADDRESS: 1622 S. Wayne Road at Palmer

IN OPERATION: at least during 1966.

Dearborn Drive-In

ADDRESS: 26500 Ford Road at John Daly

OPENED: July 23, 1948

FIRST MOVIE: "The Frontier Gal"

CLOSED: 1985

RAZED: April 1, 1986, 9:52 a.m.

LAND'S CURRENT USE: The Heights shopping center

It was originally built with double

ramps and capacity of 1,800 cars, remodeled in the early 1960s when single ramps installed lowered capacity to about 1200.

In summer 1951, the Dearborn Drive-In boasted it had the world's largest and brightest movie screen.

After it opened and during much of the 1950s, the Dearborn Drive-In supposedly had the highest profits of any drive-in in the country.

The design of the theater was modeled after the East Drive-In and West Drive-In, both in west Detroit.

The theater was sold in 1985 for a shopping center. The screen was knocked down April 1, 1986.

Dearborn Living Room

ADDRESS: 24105 Michigan Ave. at Telegraph

OPENED: Sept. 26, 1969, as small second theater inside Dearborn Theater. Seated only 119.

FIRST FILM: "Romeo and Juliet"

Small second theater at Dearborn Theatre added in 1969, seated 120. It was at what was then the northeast part of the building, next to the lobby. Now one of Showcase Dearborn's eight theaters.

Dearborn Picture Theatre

LOCATION: unknown.

OPENED: 19??

This theater changed ownership June 11, 1915, to become part of the Alseium Theater Company. Possibly, the Ray was owned by the Dearborn Picture Theater Company and was the theater referred to.

Dearborn Theater

ADDRESS: 24105 Michigan Ave. at Telegraph

CURRENT NAME: Showcase Dearborn 1-8

NAME CHANGED: July 1991 after major renovations

BUILT: 1940

OPENED: May 2, 1941

FIRST FILMS: "Tobacco Road" and "Four Mothers"

Wisper and Wetsman Theatres of Detroit, owner of the Calvin Theatre, bought land on the southwest corner of Telegraph and Michigan Avenue in March 1940 for a new theater. The company had been looking at land at Michigan and Haigh but abandoned that site due to a lack of parking.

The Dearborn Theater was built in 1940 and opened in spring 1941.

It originally seated 1,500 with a parking lot for 600 cars. It had a

towering facade above the marquee which was visible a mile away. The theater had 100 feet of footage on Michigan Avenue and 218 feet deep.

In 1969, the Dearborn Theater became one of the first theaters in the country to house a second screening room. It sat 120 patrons and was called the Dearborn Living Room. It is now Theater I.

The main theater, now 1,600 seats, was split into two 800-seat auditoriums in May 1973. The Dearborn Living Room was expanded to 475 seats. The Living Room was eventually remodeled with seating reduced to 225.

In 1974, a VIP private viewing room was added upstairs. The viewing room sat up to eight people at \$9 a seat. It only had one speaker, so stereo sound was not possible.

In 1981, the theater was called the Dearborn Entertainment Center.

In 1984, another auditorium was added to the east side of the building. The following year, one of the larger auditoriums was again split in half, giving the Dearborn Theater five screens.

National Amusements Inc., parent company of Showcase Cinemas, bought the theater (and the Quo Vadis and State Wayne) from the Schaefer Company Nov. 26, 1986. Schaefer also owned the La Parisian and the Dearborn Drive-In.

National Amusements remodeled the five-screen theater and added three additional screens in the rear. Each of the new theaters seated 300. The existing auditoriums seat 220 to 420. The private viewing room also has since been converted to other purposes.

Drive-In Ecorse

ADDRESS: 21366 Ecorse, east of Monroe

OPENED: September 1950

CLOSED: 1985?

LAND CURRENT USE: Taylor Commons Shopping Center

Drive-In Jolly Roger

ADDRESS: South side of Van Born west of Telegraph

OPENED: Nov. 15, 1954

CLOSED: 1990(?)

LAND'S CURRENT USE: Vacant lot

In November 1960, the Drive-In Jolly Roger added car heaters. The drive-in was reputed to be the first in the country to install a warm-air heating system for outdoor theater-goers.

Edison Theater

A 2,000-seat theater and 30-lane

bowling alley was announced in 1940 to be built in spring 1941 on Greenfield north of Rotunda Drive as part of the Ford Foundation.

The building was to have 260 feet frontage on Greenfield. The building would be 120 feet north of Rotunda Drive. An architect's rendering was created for the building.

The theater was to be owned by Joseph Stoia, owner of Circle and Midway theaters. It was never built.

Fairlane Theater

ADDRESS: 23830 Ford Road at Telegraph

CURRENT NAME: Ford-Tel Theater

NAME CHANGED: 1985?

OPENED: July 9, 1969

FIRST FILM: "The Love Bug"

Theater originally had 850 seats. Ground was broken for the theater in February 1969. It opened in July. The theater was originally a free-standing structure.

In March 1982, the theater showed the X-rated film "The Story of O." Residents soundly protested, but did not stop the showings of the film.

Name changed to Ford-Tel Theater to avoid confusion with Movies at Fairlane

Ford Grand Theatre

ADDRESS: 14408-14410 Ford Road, between Kenilworth and Argyle

LATER NAME: Alden Theatre

NAME CHANGED: Sometime between January and October 1935.

OPENED: March 18, 1926

FIRST FEATURE: "Don Q, Son of Zorro," starring Douglas Fairbanks

SEATING CAPACITY: 500

CLOSED: Between 1951 and 1953

Admission originally was 10 cents for children and 25 cents for adults.

Fordson Theater

ADDRESS: 10149 Dix, between Salina and Ferndale (now Vernor Highway)

OPENED: Sept. 16, 1926

CLOSED: 1958

SEATING CAPACITY: 600

When theater opened, it offered new shows five times a week.

Ford-Tel Theater

ADDRESS: Northeast corner of Ford Road and Telegraph

FORMER NAME: Fairlane Theater

NAME CHANGED: 1985?

OPENED: 1969

Name was changed to Ford-Tel Theater to avoid confusion with Movies at Fairlane

Ford-Wyoming

Drive-In (1-5)

ADDRESS: 10500 Ford Road east of Wyoming

OPENED: May 19, 1950

An outdoor theater license was granted to James Clark by the Dearborn City Council March 20, 1951, at 10500 Ford Road for a four-month trial period.

When the theater opened, it was referred to as the first outdoor movie theater in the metropolitan area, despite the Dearborn Drive-In having opened in 1948.

Ford-Wyoming

Drive-In (6-9)

ADDRESS: Wyoming north of Ford Road

OPENED: 1990?

First new drive-in built in country in 20 years

Forum Theatre

Ground was broken for the Forum Theatre Nov. 16, 1940. It was to be a 2,000-seat house on seven acres on Southfield between Warren and Diversey.

The building was to have 350 frontage on Southfield and accommodations for 10 stores.

The owner was Joseph Stoia, owner of the Circle and Midway theatres.

The theater was never completed.

Granada Theater

ADDRESS: West Warren at Junction

OPEN: At least during summer 1940

Hollywood Theater

ADDRESS: Fort Street near West Grand Boulevard

OPEN: At least during 1940s

Hoover Theatre

ADDRESS: 19020 W. Warren in Detroit

OPENED: Oct. 1932 or earlier

CLOSED: 19??

CURRENT USE: Laura Hall

Imperial Theater

LOCATION: north side of Michigan Avenue between Lonyo and Wyoming

OPEN: At least during 1940s

Kramer Theatre

ADDRESS: 5743 Michigan Ave. at Junction

IN OPERATION: mid-1930s (or earlier)-1965 (or later)

CLOSED: 19??

La Parisian

ADDRESS: Ford Road east of Middlebelt in Garden City

OPENED: Nov. 13, 1964

FIRST FILM: "Becket"

CLOSED: Early 1980s.

CURRENT USE: Offices

The La Parisian opened Nov. 13, 1964. It cost \$400,000. It was Garden City's first and only movie theater.

Split into two theaters in late 1970s.

The theater was closed in the early 1980s and sold to developers who turned it into retail and office space.

Midway Theater

ADDRESS: 4915 Schaefer north of Michigan Avenue

OPENED: March 1, 1934

CLOSED: Dec. 31, 1953

(Tuesday, Oct. 10, 1933 Ind.FP)

Joseph Miskinis and Joseph Stoia, owners of the Ford Grand and Fordson movies houses, sprung a real surprise — and a happy one — on theatergoers of Dearborn when they broke ground this morning for a new theater.

Unlike other projects of a similar nature which have often been proposed in the past, with considerable fanfare, only to be abandoned, the two Joes had made all arrangements for actual construction before letting the public in on the good news.

The new playhouse, to be known as the Midway, will be on Schaefer Road, just north of Michigan Avenue. It is to have a frontage of 80 feet, a depth of 112 feet and will cost about \$75,000.

The beautiful auditorium will be capable of seating some 1,200 people, who will be afforded a program including vaudeville and high-class films. The structure will also include space for two stores in the ground floor and offices on the second.

Plans and specifications were drawn by Bennett and Straight, Dearborn architects, while the contract was awarded to James C. Patton, well-known here through extensive activities as a builder.

♦
(p1 2-23-1934 Ind.)

The Midway Theatre, Dearborn's newest show-house and the first major theater in the eastern section of the city, will open its doors next Wednesday afternoon with a premier showing. The opening performance will include a program of civic importance with the mayor and city officials welcoming the new enterprise

The Midway is owned and operated by two local showmen, Joseph Mis-

kinis and Joseph Stoia, both of whom have operated theaters in Dearborn for several years. In opening this beautiful theater, their ambitions of years standing are achieved.

Construction was started on the building Oct. 6, 1933. Work has been pushed since that time in order to open the theater as early as possible. The structure faces Schaefer Road just north of Michigan avenue and has a frontage of 80 feet on Schaefer.

Bennett and Straight, local architects, designed the building, which is constructed of steel, brick, cinder block and stone, making it completely fireproof.

In addition to housing the theater, the building has two shows on the ground floor and two offices on the second floor, one of which will be occupied by the management of the theater chain of the owners.

C.J. Patton, local builder, was expediting contractor on the job who supervised the construction of the theater. The house has nearly 1,000 seats and is equipped with the latest type sound picture equipment. The inside walls are of cinder block for sound effect. Peter Eddy, local heating engineer, installed the heating and ventilating equipment. A huge fan dries the warm air throughout the building for heating and can be used in the summer to cool tin interior of the building.

The decorating is of a colorful modernistic type and was done by H. Jagmin and Son, Detroit painter. The buff stone front of the building is made of Kasota rock quarried in Ohio.

The finished floor of the theater was installed by the Italian Mosaic and Tile Corporation of Dearborn. It is what is known as a pyramid floor made of granite chips in a monolithic mixture poured at one time and sanded down to a hard even finish leaving a smooth surface with the granite chips showing through. This type of floor has been developed by Joseph Palazeti, president of the Italian Mosaic & Tile Corporation and a Dearborn resident.

Remodeling into stores started February 1954 with Bundy's Shows in center. Bundy opened Oct. 7, 1954. Site later housed Schaefer Office Supply until it closed in 1994.

Movies at Fairlane

ADDRESS: Fairlane Town Center
OPENED: March 29, 1976
CLOSED: November 1998

RAZED: January 1999

FIRST FEATURES: "Blackbeard's Ghost," "The Hindenberg," "Farewell My Lovely," "One Flew Over the Cuckoo's Nest" and "Robin and Marian."

Theater opened with five theaters on mall's upper level. The combined seating capacity was 1,820.

The ice skating rink on the lower level was remodeled into an additional five theaters starting in fall 1982. The five new theaters opened in May 1983.

Theater was remodeled in 1994.

It was closed in fall 1998 and razed to make room for construction of Star Fairlane, a 25-screen theater built.

Pandora Theater

LOCATION: Telegraph north of Wick

EARLIER NAME: Taylor Cinemas

NAME CHANGED: Unknown

OPENED: 19??

CLOSED: 19??

CURRENT USE: Doctor offices

Park

ADDRESS: on Fort Street in Lincoln Park

OPENED: 19???

CLOSED: by 1970

The Park Theater was on Fort Street near Southfield Road in Lincoln Park.

Park Drive-In

ADDRESS: 28050 Michigan Ave.

OPERATED: At least during 1962

Porath Theater

LOCATION: Michigan Avenue at 49th Street (later Ewers Street)

OPERATED: At least during 1914

This theater was referred to in the Dearborn Independent Feb. 6, 1914.

Quo Vadis

ADDRESS: Wayne at Warren Avenue, Westland

OPENED: 1966

When construction of the Quo Vadis was announced in early 1966, it was given the temporary name of Forum V. The name would be chosen by a contest.

Ground was broken November 1965. It was slated to open Easter 1966. The theater was to have 1,100 seats.

In fall 1969, work began on a third-floor theater seating 1,000. By this time, the main floor theater sat 1,600. The two second-floor theaters, called Penthouse I and II, each sat 360. An escalator was added to carry patrons to the upper levels.

This fourth theater opened July 1, 1970. At the time, it was believed to be the only high-rise movie theater in the

world at the time as it had four theaters under one roof.

The Ray

ADDRESS: In former Masonic Building

OPENED: May 16, 1914

CLOSED: 19??

First moviehouse in present-day Dearborn. Its first showing was Saturday, May 16, 1914.

It offered three reels weeknights for 5 cents admission and five reels on Saturday and Sunday evenings for 10 cents per person.

Senate Theatre

ADDRESS: 6426 Michigan Ave.

OPENED: 19?? (Open by 1930s)

CLOSED: 19??

The Senate Theater, on Michigan Avenue west of Livernois, continued to be maintained by the Motor City Organ Society with monthly organ concerts offered.

Showcase Dearborn 1-8

ADDRESS: 24105 Michigan Avenue at Telegraph

ORIGINAL NAME: Dearborn Theatre

NAME CHANGED: July 1991 after major renovations

OPENED: May 2, 1941

See Dearborn Theater for more info.

Stanley Theater

ADDRESS: 15707 W. Warren at Montrose in Detroit

OPENED: Oct. 1932 or earlier

CLOSED: 19??

CURRENT USE: 19???

Strand Theater

ADDRESS: 140-142 W. Michigan Ave., near Calvin Theatre

OPERATED: In mid-1920s

Taylor Cinemas

ADDRESS: Telegraph north of Wick

LATER NAME: Pandora Theaters

NAME CHANGED: Unknown

OPENED: 19??

CLOSED: 19??

CURRENT USE: Doctor offices

Towne Drive-In

LOCATION: Southwest corner of Telegraph and West Chicago

OPENED: 19??

CLOSED: 19??

LAND CURRENT USE: Shopping center

This drive-in was in operation during the 1950s and possible the 1960s. The land was later used for a shopping center anchored by a Korvettes department store.

Warren Theatre

ADDRESS: 16910 Warren Ave. at Southfield (listed as 16900 Warren Ave. in 1949)

OPENED: early 1940s? (In operation at least 1944-61)

CLOSED: 19??

CURRENT USE: Doctor offices

The Warren Theater in 1957 was the only movie theater in the area (likely the Dearborn area) permitted to show the film "The Ten Commandments." The film was so popular, it was held over.

Watsonia Theatre

ADDRESS: somewhere on Oakwood Boulevard

OPERATED: In mid-1920s

The Watsonia Theatre was proposed to be built on Oakwood Boulevard in January 1925. It was planned by the Dearborn Amusement Company.

Wayne Drive-In

ADDRESS: on Michigan Avenue 5 miles west of Middlebelt.

OPENED: 1949

CLOSED: 19??

The Wayne Theater was opened in 1949 by Charles Shaefer. He would later own several other theaters, including the Dearborn and Ford-Wyoming drive-ins.

Wayne Twin Drive-In

ADDRESS: 38547 Michigan Ave.

OPENED: Dec. 25, 1971

CLOSED: 19??

Ground was broken for the Wayne Twin Drive-In in September 1969. It was on a 33-acre site and was to accommodate 1,000 cars. Cost of the new theater was \$750,000. The theater was said to be the first twin drive-in in the Detroit area and possibly in the world.

Apparently, construction was halted as it was still under construction in summer 1971 at 38547 Michigan Ave. in Wayne. When it opened, it actually had capacity of 1,020 in each area.

The theater was 1 1/2 miles west of Wayne Road.

Westborn Theatre

ADDRESS: SE corner of Nowlin and Newman

OPENED: July 12, 1972

SEATING CAPACITY: 800

FIRST FILM: "Conquest of the Planet of the Apes"

CLOSED: Jan. 26, 1995

CURRENT USE: National Tire & Battery

(Nov. 22, 1940 *Dbn Independent*)

Joseph Stoia, who operates the

Circle and Midway theaters here, announced this week that ground was broken by his company, last Saturday, for a new 2,000-seat cinema playhouse on Southfield Road between Warren and Diversey avenues.

The new theater, which will be known as the Forum, will be on a seven-acre site with 350 feet of frontage on Southfield. The building is to contain space for 10 stores.

The company also plans to start construction next spring on a theater and recreation center at the corner of Greenfield Road and Rotunda Drive. This theater will be known as the Edison.

Proposed theater

LOCATION: Cherry Hill Plaza, southeast corner of Cherry Hill and Inkster Road

In 1971, the owners of the Cherry Hill Plaza on the southeast corner of Cherry Hill and Inkster Road were planning several projects. These included a twin movie theater and a Boron gas station on the corner. Neither were ever built.

Proposed theater

LOCATION: Retreat Field, Michigan and Outer Drive, 1946.

A theater was proposed in summer 1946 for Retreat Field. The land was owned at the time by St. Joseph's Retreat. St. Joseph sold 12 acres to Lew and Leonard Wisper and Mr. and Mrs. Frank A. Wetsman, but no building permits were ever pulled.

The foursome then offered to sell 2.5 acres on the southeast corner of Michigan and Outer Drive to the city for use as a fire station in August 1946.

Fr. A.X.M. Sharpe, pastor of Sacred Heart, soundly protested. After Fr. Sharpe complained, the City Council rezoned the land to prohibit amusement and entertainment enterprises on that parcel.

Proposed Drive-In

LOCATION: Greenfield north of Rotunda Drive 1949

The Dearborn City Council Jan. 9, 1950, passed legislation prohibiting any new race tracks, speedways, roller coasters and any similar sort of outdoor entertainment.

This was in answer to word that Joseph Stoia in 1949 was planning to build a drive-in theater on Greenfield north of Rotunda Drive. He filed an application with the city building department Jan. 2, 1950, for the construction of a drive-in.

The city fought the opening of the Ford-Wyoming Drive-In in fall 1949, but lost in Circuit Court in fall 1949.

The first major motion picture to be filled all in Detroit was "Detroit 9000."

It had a multi-theater premiere at the Madison, Camelot and Norwest theaters Sunday, Aug. 12, 1973.

Joseph Stoia bought out partner Joseph Miskinis for full ownership of the Circle and Midway theaters in spring 1940. Miskinis retained ownership of the Alden Theatre.

Part of the agreement of the sale was that Miskinis could not build and operate another movie house within four miles of either theater for five years.

Miskinis then announced plans to build another theater in town, likely somewhere in east Dearborn and larger than the 1,500-seat Midway.

He then began work on the Carmen Theatre.

Stoia, meanwhile, began work on the Edison and Forum theaters. Ground was broken for the Forum. Plans were to start construction of the Edison in spring 1941. Neither theater was ever built.

NEWSPAPER HISTORY

The following story is an updated version of a historical piece which first ran in the *Press & Guide's* 75th commemorative edition in June 1993.

Before the Dearborn Press

The first newspaper to be published in Dearborn was the weekly *Dearborn Advance*. It was started in 1892 by an L. Marvin, an old soldier and Baptist minister. When Dearborn incorporated — for the second time — in 1893, the *Dearborn Advance* was made the official newspaper of the village.

In 1894, Marvin moved with his family to Flat Rock, thereby ceasing publication of Dearborn's first newspaper.

The next periodical in town was the *Dearborn Times*. It came out weekly in 1894 and 1895, published by a Mr. Burns. Although it served Dearborn, it was not printed in the village.

Sometime between 1895 and the end of the century, the short-lived *Dearborn Review* was circulated in the area by a John Cullen. Like the *Times*, it was not published in Dearborn. Nothing else is known about the *Review*.

The first of three variations of the *Dearborn Independent* made its debut in autumn 1901. It was founded and published by John J. Brown.

After two years, Brown sold to Marcus T. Woodruff. The new owner would indirectly play a part in the *Press & Guide's* newspaper dynasty.

The next paper in Dearborn was the *Dearborn Rural News*. It was started in 1911 by C.D. Potter, a newspaperman and printer who came to Dearborn with his family. He brought a printing equipment and started the *Dearborn Rural News* Oct. 6, 1911.

The newspaper lasted until February 1912, when Potter packed up and left in search of a better newspaper market.

The last newspaper to come to Dearborn before the *Press* was the *Weekly Press*, which began in 1914. It was started by a former *Detroit Free Press* and *Dearborn Independent* reporter whose ego and ambition were far than his experience.

The first issue of the *Weekly Press* came out March 12, 1914. Within a few weeks, it ceased publication.

The Dearborn Press: Its early years

Ironically, it was the *Independent's* Marcus Woodruff and indirectly, Henry Ford, who were responsible for the starting up of the *Dearborn Press* in 1918.

William T. Kronberg, founder of the *Dearborn Press*, had negotiated with Woodruff to buy the *Dearborn Independent*. When the two could not come to terms, Kronberg started his own newspaper.

The first copy of the *Dearborn Press* came out June 14, 1918. Only 800 copies of that first issue were printed. Within a few weeks, circulation went over the 1,000 mark. The newspaper was circulated throughout western Wayne County.

Although it would undergo several owner and publisher changes through the years, plus a few consolidations and mergers, the *Press* remains the oldest still-published newspaper in Dearborn.

Months after the *Dearborn Press* was started, Henry Ford bought the coveted *Dearborn Independent* in November 1918 and took over custody of the name in January

1919.

Ford wanted a forum to rectify what he thought were misinterpretations of his opinions by the press and as an outlet for his ideas on social issues.

Records are sketchy from this era, but there apparently was a *Springwells/Fordson Press* edition of the *Dearborn Press* during the 1920s. This edition would end just before the 1929 official merger of *Fordson* and *Dearborn*.

According to records, *Springwells Township* did have two early newspapers, but these likely were published in parts of *Springwells Township* that were later absorbed by *Detroit*. The *Delray-Springwells Times* was started in 1894. The *Delray-Springwells Advocate* first published in 1900. No information is available on where these papers circulated or for how long.

Newspaper boom and downsizing

The 1920s saw several newspapers start up in *Dearborn* and *Springwells Township*.

Judge Leo R. Schaefer, Lysander E. Maples and James E. Green started the *Springwells Independent*, which had no connection to the *Dearborn Independent* at the time, in 1922. The paper was run for its first few years by the Schaefer family. George O. St. Charles was editor.

When the city of *Springwells* changed its name to *Fordson* in 1926, the *Independent* followed suit, becoming the *Fordson Independent*.

In February 1920, the *Springwells Tribune* was started to serve *Springwells Township*. In August 1922, the *Tribune* combined with the *Ecorse Tribune*, the *Lincoln Park News* and a newspaper called the *Little Stick* to form the *Wayne County Associated Weekly Newspapers*.

The *Little Stick* was founded by Charles H. Culver in 1908.

Until the merger, the *Springwells Tribune* carried mostly township legal notices. After the four merged, regular features included columns of news regarding *Ecorse* and *Lincoln Park*.

In February 1923, the *Springwells Tribune* consolidated with the *Little Stick*. Not much is known about the *Little Stick*. According to available records, the *Tribune* and its fellow papers printed its final issue May 9, 1924.

That same year, the *Springwells Star* began publishing. Its first issue featured no local news and no local advertising. Like the *Springwells Independent*, the newspaper changed its name 1926 to reflect the change of city name. The newspaper was now known as the *Fordson Star*.

Another newspaper hit the newsstands in 1926, The *Fordson Sun*. This short-lived paper first came out Feb. 6, 1926. The publication was merged with the *Fordson Independent* several months later on Aug. 2. The *Sun's* last issue was Aug. 6, 1926.

The *Dearborn Leader* made a brief publishing run in 1927-28, coming out weekly, Dec. 22-Feb. 17. Victor Mitchell, originator and operator (editor) of the *Leader*, was a former associate editor of Henry Ford's *Dearborn Independent*, at the time an international weekly magazine. Mitchell ceased publication of the *Leader* when he accepted a position with the University of *Detroit* as professor of journalism.

The *Fordson Independent* continued its record of taking

over new, small publications in the city as the Dearborn News started April 25, 1928, and was consolidated with the Fordson Independent two months later.

Earlier that year, the Fordson Independent began twice-a-week publication, the first being Feb. 1, 1928. The paper then published for a few years Tuesdays and Fridays.

One important note from this decade: Henry Ford's Dearborn Independent ceased publication after its December 1927 issue. Despite the automaker's influence, the paper lost millions of dollars during its tenure under Ford.

A new city: A new market

The merging of the cities of Fordson and Dearborn into one large community had major effects on the newspaper industry in the area.

When the Fordson Independent took over the Dearborn News in June 1928, it kept the two publications separate until the name of the new city was chosen.

When the name Dearborn was chosen, the Fordson Independent bought the rights to the name Dearborn Independent from Henry Ford and changed its title to the Dearborn Independent, the third such publication to carry that name.

The Fordson Star similarly changed its name to the Dearborn Star.

Ralph D. Ernest started a weekly newsletter called the Dearbornite Sept. 22, 1928. It was mostly his views on how the new city should be formed. His most strenuous concern was that the new Dearborn should have a city manager rather than a mayor.

The newsletter ran for six issues. It had a seventh issue in early January 1929, just before the city election on choosing the new city's government. Later in 1929, Ernest and Guy Lyman purchased controlling interest of the Star Publishing Company, parent company of the Dearborn Star.

A second Dearbornite, this time a monthly magazine, came out in September 1930. Most of the stories focused on what some respected citizens thought the community should consider as far as progress.

These included a proposed new hospital for the town and a community recreation complex north of what is now St. Anselm's Church on Outer Drive in north Dearborn Heights.

The new Dearbornite had switched to a weekly magazine in fall 1931. It changed to a magazine format. It was owned by Mrs. Julia G. Moore and published by Fred A. Moore & Sons. The new Dearbornite managed only had three issues before it was bought by takeover-king Dearborn Independent Dec. 31, 1931.

The Dearborn Press did some acquiring of its own in 1930, buying the Dearborn Star in January of that year. One record shows the Dearborn Star continuing to be published until March 1931.

The Press also started a special edition for Dearborn Township that year.

The next 30 years

In 1935, the Press took over the Garden City Herald and started a Western Wayne County News edition. Presumably, these two moves were related. During the first half of 1936, the Press included the name Western Wayne County News in its masthead in smaller type.

The Dearborn Herald, a daily was published July 3, 1936, to Aug. 5, 1937, by Fred A. Moore Sr. It then changed to weekly distribution. The Independent bought

the Herald in 1938 and consolidated it into its own paper. The last issue of the Herald came out Oct. 6, 1938.

Another newspaper published in at least 1936 was the Dearborn Public Ledger. It did bid for the rights to publish the city of Dearborn legal notices but lost.

World War II quieted the newspaper war as the next change did not come until 1947 with the appearance of the Dearborn Shopping Guide, an all-advertising publication started by Roy Lancaster.

The Dearborn Shopping Guide was published infrequently March 1947-October 1948 until Lancaster brought together investors George McClellan, Cy Aaron and William A. Ross. They changed the Shopping Guide into the Dearborn Guide with a regular newspaper format.

At the time the Guide began publication, Ross was still under contract as editor of Northwest Publications, which put out several weeklies in northwest Detroit.

Until his contract expired almost a year later, Ross worked 50 to 60 hours a week at Northwest as well as serving as the Guide's sports and schools editor.

When his contract with Northwest was up in late 1949, Ross came to the Guide full-time as news editor. Within a few years, his partners had written the young Guide off as a dead-end venture. Ross bought them out to become sole owner and publisher in April 1953.

In January 1950, William A. Ross, who was to eventually serve as owner and publisher of the Guide, started as an editor of the Guide.

In September 1951, H.W. Klamser sold the Dearborn Press to new owners Stephen Bednar and James Smith. In August 1954, Robert Foley Smith and James A. Smith bought a majority holding of the Dearborn Press from Stephen C. Bednar.

In 1952, the Independent expanded with a special edition serving Inkster, Garden City and Dearborn Township. In 1957, these communities were given their own publication under the Guide-Herald name.

The Independent, which had taken over numerous publications during its 40-year tenure, was itself acquired by Robert F. Smith, Press publisher, May 1, 1958, from William L. Mills and George O. St. Charles, owners of the Independent.

Major changes in the 1960s, 1970s

During the 1960s, the Guide would publish seven editions for western Wayne County, including the Dearborn Heights Journal, the West Detroit Guide, the Inkster Guide-Beacon, the Garden City Guide-Herald, the Cherry Hill Guide-Beacon and the Westland Guide.

The Press' Smith kept the Independent and the Press as separate east-end/west-end focused newspapers until 1963. He merged the two into the Dearborn Press. The last issue of the Dearborn Independent was Nov. 7, 1963.

In December 1963, Dearborn's other existing general-circulation newspaper, the Dearborn Times-Herald, made its debut.

The Dearborn Guide started the Garden City Guide-Journal edition March 26, 1970. In April 1971, the Dearborn Heights Leader started a Dearborn Ledger edition to serve Dearborn.

Hometown ownership of Dearborn newspapers began to change as Panax Corp. bought the Dearborn Press in December 1973. Panax then bought the Dearborn Guide in October 1976 and merged the two into the Dearborn Press & Guide.

In September 1978, Panax then purchased the Dearborn Heights Leader, and with it, the Dearborn Ledger. The Ledger ceased publication at this time.

A short-lived Dearborn Sentinel was put out for two months during the summer 1977 by then current and former Henry Ford Community College students.

Newspapers in Dearborn Heights

The first newspaper for Dearborn Township (Dearborn Heights before it became a city) was an edition of the Inkster Ledger-Star of the Associated Newspapers. The Inkster Ledger-Star started publishing in January 1948.

The Dearborn Township edition started sometime after that, possibly as late as 1960. Roy and Marg Webster, later publishers of the Dearborn Heights Leader, started as publisher and editor of the Ledger-Star. It was during 1960 that the Dearborn Township edition of the Star-Ledger was called the Dearborn Leader edition.

When the state Supreme Court approved Dearborn Township's petition to become a city April 26, 1961, the Ledger-Star changed its Dearborn Township edition to become the Dearborn Heights Leader edition of the Ledger-Star.

In March 1962, the Websters severed ties with the Ledger-Star and took full ownership of the Leader. The original offices were at 25239 Warren Ave. It moved to 25105 Warren Ave. in 1964.

The Websters twice expanded their newspaper domain, starting with the Dearborn Ledger in April 1971 and the Garden City Leader in June 1977.

When Panax bought the Leader in 1978, the Dearborn Ledger was stopped. The Garden City edition continued to be published until March 1979, when the Press & Guide decided to end that edition.

Recent years of local newspapers

In 1981, the Press & Guide switched ownership from Panax to SEM Newspapers. In 1985, Downriver businessman Heinz Prechter bought the Press & Guide and other Downriver newspaper properties, forming Heritage Newspapers.

In May 1981, the Press & Guide added an edition to serve southwest Detroit, called Southwest Detroit. In April 1985, this edition was abandoned, and a new paper called the Warrendale Press was begun to serve the Warren Avenue neighborhoods of Detroit's lower west side.

In 1986, the Warrendale Press was changed into the Warrendale-West Detroit Press.

The Dearborn Heights Leader and the Warrendale-West Detroit Press were changed to the Dearborn Heights Press & Guide and the Warrendale-West Detroit Press & Guide in 1989.

In October 1988, the Press & Guide went to twice-weekly publication.

The project met with the same fate as earlier attempts of local newspapers to come out more than once a week and returned to once-a-week publication in 1991.

In 1995, because of the newspaper strike against the Detroit dailies, a Dearborn edition of the Heritage Sunday, a once-a-week newspaper published by the Press & Guide's sister paper the News-Herald Newspapers, was created with the Press & Guide contributing the Dearborn and Dearborn Heights material for the regional newspaper.

OSBORN CENTER

(from Oct. 21, 1976, *Dbn. Guide*, P10-A)

By MARY ELWART

You're guilty.

That's right, you're probably guilty ... guilt of not knowing about the Osborn Recreation Center.

Osborn Center is located at Lois and Osborn streets in east Dearborn. You can't miss it - it's the only building on the block with cannons on the front lawn.

The building, once called the U.S. Naval Reserve Armory, was originally a training center for Reserve recruits. Today, Osborn is still in the training business.

However, instead of turning out young sailors, "Oz" (as it is affectionately known by its residents) is turning out young singers and actors. Classes in various areas of fine arts take up most of the room of the now-bright orange Quonset huts.

Osborn has been an extension of the Dearborn Recreation Department since the early 1970s. The building was deeded to the city in June 1970 by the United States Department of the Navy and the United States Marine Corps.

Although the Navy and the Marines owned the Armory, they did not own the land on which it was built. That property was leased from the city of Dearborn 1946-69. The armory was outfitted to resemble a naval battleship for the purpose of Reserve instruction.

The decision to phase-out the armory came from the Department of the Navy late in 1968. Declining reserve recruitment and the lack of any major war were given as the reasons for the shutdown of the Osborn training facility.

"Deactivation," as it was termed by the Navy, began in January 1970 and was completed April 1 of the same year - three months prior to the expiration date of the land lease.

In March 1970, the city of Dearborn took possession of the title - purchasing the structure for the sum of \$1. From that point in time on, Osborn has been subjected to numerous internal changes.

Ken Hansen, deputy director of recreation, recalls, "Originally, our department saw Osborn as a convenient, central storage facility.

"Prior to 1970, equipment was stored throughout the city - in schools, basements, garages, even at the D.P.W. yard. With the acquisition of the armory, we were able to store costumes, scenery, props and light and sound equipment -- all in one place!"

From that point on, Osborn became much more than a warehouse. Starting with karate classes in November 1970, Osborn began its slow but steady growth into becoming the center for performing and fine arts instruction in the city.

Summer Repertory Theatre was born at Osborn. Soon, dancing, acting, guitar and singing classes were available. The Conti family, a professional entertainment group, moved in for rehearsals and for a place to store their equipment.

Expansion of the fine arts program offered at Osborn came along with improvements such as the air-conditioning, a bright new paint job, acoustical treatment of walls, a new light board, a crew consisting of largely of federal jobs-funded personnel and a specially designed stage which has recently been remodeled.

Today, Osborn Center has programs for man and beast. Beasts? Well, dogs anyway. Osborn hosts leader-dog train-

ing programs, dog obedience courses and both the Dalmatian and Saint Bernard clubs.

For men and women of all ages, "Oz" embodies over 30 organizations in its two floors.

Upstairs at Osborn, one will find a dance hall complete with mirrors and ballet bar, various meeting rooms and fine arts studios. The meeting rooms accommodate guitar students, play tryouts and baton twirlers.

The dance room houses jazz, tap, tumbling, Korean karate and the Slimettes exercise class - providing instruction for residents age 4 to 40. All of Dearborn Civic Theatre's musical productions polish their choreography in this arched room.

Due to the semi-cylindrical shape of the refurbished Quonset huts, a natural studio atmosphere is created in the twin upstairs wings. In these studios reside professional artists.

In return for the use of Osborn for their work, these masters of sculpture, painting, sketching and weaving offer high quality individual instruction at practical rates to area residents each fall. Several of these instructors have studied in Europe and all are practicing artists.

Although the upstairs is utilized almost daily, downstairs is where the bulk of the excitement is found. The young people involved in performing arts fill Osborn every night of the week - the center is in constant use.

The only unhappy faces are those belonging to kids who didn't get the part in DCT's next play or the fatigued parents who taxi their children back and forth nightly.

...

A few remnants from Osborn's armory past remain. They remind one that Osborn wasn't always intended as a recreation center devoted to arts classes of all descriptions.

Upstairs, there are lockers which once held the recruits' gear. However, these have been repainted in a palette full of colors and psychedelic designs. There's still a group of young men. The Young Marines who use the center as a training station for their military futures. And, of course, there's the pair of cannons planted outside the front doors.

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POST OFFICE HISTORY

Dearborn Heights Post Office - 26200 Ford Road. Construction on first permanent facility built 1968-69, replaced trailer on site. First permanent building opened Oct. 2, 1969. It was dedicated Nov. 8, 1969. New building erected 1993? behind original building to replace that first building. It has the same address.

Dearborn Post Office, Main Branch, original - 4425 Maple. Built 1936, cornerstone laid July 11, 1936. It was first occupied Sept. 5, 1936, but not formally dedicated until Sept. 12, 1936. Cost was \$130,000. It closed Nov. 16, 1973, a few years after new main branch on Greenfield opened. By this time, the building was all but abandoned. When this branch finally closed, services and post office boxes were moved across the street into the City Hall West Annex building into the space formerly occupied by the City Hall branch of the Dearborn Public Library. It was closed when Henry Ford Centennial Library opened and made this branch unnecessary. Building razed in late December 1977 for a planned \$3.1 million three-story city office building to alleviate crowded conditions in city hall. The building was never built. The lot then remained vacant for 17 years and was used for parking. New homes were built on the lot in 1996.

Dearborn Post Office, Main Branch - 3800 Greenfield. Opened Jan. 6, 1969, to replace former post office at 4425 Maple. Cost was \$2.5 million. City maintained old station temporarily as branch station.

Dearborn Post Office, City Hall Branch - inside City Hall West Annex, opened Nov. 17, 1973. This branch, in what was once the city hall library branch, opened the day after the former main station across the street closed permanently.

Dearborn Post Office, East (Northeast) Dearborn branch - opened April 11 (17), 1949, at 6661 Schaefer and Mansfield in a leased building. Station was also called Northeast Station. It closed Jan. 31, 1969. Business was moved to the old main station.

Dearborn Post Office, Fort Dearborn Station - 22331 Newman, opened July 1953. The building was owned originally by David Newman. This branch was originally referred to as the Mechanic Street Post Office. The previous post office quarters were in a converted store at 912 Monroe.

Dearborn Post Office, LeGraph Substation - Former contract substation of post office at Telegraph and Lehigh. Branch opened Aug. 16, 1961, on same day as substation at 2201 Salina. It was supposed to open Aug. 1, but apparently was delayed two weeks. Date of closure unknown.

Dearborn Post Office, Southeast Substation - Former substation of post office at 2201 Salina. Branch opened Aug. 16, 1961, on same day as substation at Telegraph and Lehigh. Date of closure unknown.

Dearborn Post Office, Maple Station - inside Dearborn West Annex, 4500 Maple.

Dearborn Post Office, Southwest Branch - Office opened on Van Born near Telegraph spring 1950.

Dearborn Post Office, Tel-Ford Station - 23823 Ford Road, built 1960ish. The branch officially opened in fall

1958 in temporary rented corners at 1140 N. Telegraph, the former site of a Manufacturer's Bank branch. This site served until a new building could be erected in the Ford Road-Telegraph area. The station was slated for closing Sept. 1, 1974, because it was deemed unnecessary and lacked appropriate parking. Station was given a reprieve at the last minute.

Dearborn Post Office, West Dearborn Station - Located at 912 Monroe in converted store until Ford Dearborn Station opened in 1953. Original main office of old Dearborn before city merger.

Springwells Post Office: Created in 1925, still part of Detroit Post Office. Delivery officially began Jan 16, 1925. Before this, mail for Springwells was delivered through the Dearborn branch of the Detroit post office. A substation in City Drug Store was removed in October 1925 due to insufficient use, leaving the city with no postal facility within its limits.

Wallaceville Post Office - This office opened in 1832 at Beech Daly and Ann Arbor Trail.

Fordson got its own post office branch in 1927 when a post office building was erected at 5033 Schaefer (old address system) across the street from the old Fordson Independent newspaper office at 4830 Schaefer at Michigan.

Work began on the building Nov. 13, 1926. The office opened Feb. 19, 1927. The post office was in one spot in the building. Three other stores were also in the building. Four apartments were on the second floor.

Allen Park, previously a branch of the Dearborn Post Office, was given its own post office effective Sept. 1, 1957, shortly after the community incorporated as a city.

Mail delivery in Dearborn was changed to rural free delivery mail service in 1896. Five horse-and-buggy rig systems were used.

In 1974, there was some discussion about building south Dearborn Heights its own post office.

The original main post office for Dearborn opened in 1927 on the corner of Monroe and Garrison. This building served as the main branch until a new facility was built on the west side of Maple Street at Ellar in east Dearborn in 1936.

The former main office became a branch office and was known as the Monroe Boulevard Post Office Station. The office was moved to its current site at Tenny and Newman in 1952, although it retained the name Monroe Boulevard Post Office.

The name was changed to Fort Dearborn Station effective June 29, 1957, due to the building's proximity to the old Detroit Arsenal and the fact it was no longer on Monroe Boulevard.

The city of Springwells was given daily home delivery service effective Jan. 16, 1925, after the city made major infrastructure improvements, such as sidewalks, to facilitate such service.

At the time, many homes still needed to have house

numbers and curbside mailboxes installed. Among the problems were homes at the back of lots behind other homes. These houses had to have mailboxes placed at the street next to the mailboxes for the homes in front.

The name was changed from Dearbornville to Dearborn May 28, 1875. It became a third class station Oct. 1, 1909 and a second class station July 1, 1919. The status was changed to first class July 1, 1921.

Dearborn Post Office moved April 1, 1927, from its former office on Michigan Avenue to a new facility at Monroe and Garrison.

Dearborn Post Office became independent Feb. 1, 1930, with the Monroe office becoming the main office. Up to this time, the post office was a branch of the Detroit Post Office.

(From Dearborn Press)

The government OK'd the purchase of land on the southeast corner of Michigan Avenue and Military for use as a new post office in Dec. 1939. This site was considered idea, because Military Street, which previously only ran north of Michigan and south of Nona, was being connected and a viaduct under the railroad track being built. Land was purchased the following year.

The facility was never built on that site.

The post office leased the former Greenfield Center Market corner of Michigan for use as a parcel post annex.

The plan was announced Nov. 21, 1961. The facility would be strictly used for sorting. No customer services would be available at the building.

A new postal substation, called a contract post office, was opened June 1973 inside Mel's Sav-A-Lot on Van Born near Grindley Park. This replaced a similar substation at Van Born at Pelham.

The Dearborn Heights City Council OK'd the post office's request for a temporary site for use of a trailer post office at City Central Park on Beech Daly south of Ford Road until a permanent structure could be built nearby.

Roy Webster, publisher of the Dearborn Heights Leader, was appointed temporary post master.

The use of Zip Codes officially went into use July 1, 1963.

The Allen Park post office became independent of the Dearborn Post Office Sept. 1, 1957. The Allen Park branch then became the headquarters for that community. A new post office was also scheduled for the near future for Taylor Center.

(from Friday, Jan. 27, 1933, Dbn Ind., Page One)

The selection of a site for the new Federal Building and Post Office for Dearborn was made Thursday by the Treasury Department at Washington. The site selected is on the block on the west side of Maple Avenue between Wellesley Avenue and Lithgow Avenue.

The Dearborn Independent was informed of the selection by International News Service in a special report at 11 a.m. Thursday. The property, consisting of 217 feet on Maple (the full bloc) by nearly 200 feet in depth, 40,000 square feet in all, brought \$20,000. The site consisted of 10

parcels owned by several people was offered in the name of Francis Austin, real estate broker of Detroit. The property was owned chiefly by the Yuergens family and Joseph W. Schaefer, whose office is located on the site. The land was originally part of the old Schaefer farm. One house is standing on the property. The parcels were grouped and submitted through the combined efforts of Edward Schenkel and F. Austin.

The site was selected from three after a dozen had been rejected. Other sites favored were the Schaefer property at Schaefer and Colson avenue, and the Maples property on Schaefer Road south of Michigan.

The price at which the piece was originally offered was \$37,000, it was reported, and the bid was later revised to \$20,000. Other sites were only slightly higher in the final bid, it is said.

The original appropriation for the post office and site was \$245,000, which has been reduced to \$220,000, according to officials. The property cost of \$20,000 leaves \$200,000 to be spent for the building and equipment.

Plans and specifications for the new building are expected to be called for in the near future with the actual construction of the building to begin at an early date, according to post office officials.

(from fall 1930 Dbn. Ind. Greater Dearborn edition)

One of the important matters after the consolidation of the two cities of Dearborn and Fordson was the combining of the postal service here under a single unit.

Fordson had been served by the Detroit Post Office. The new independent post office consolidating all service within the city became effective on Feb. 1 of this year (1930).

Union of the Fordson branch of the Detroit post office and the Dearborn main office was brought about through the hearty cooperation of businessmen and city officials and Congressman Grant M. Hudson, this district's representative in the national assembly. After a thorough inspection of the situation by members of the postal department at Washington, the plan met the approval of the officials who, at that time, predicted a new federal building for Dearborn.

The main office at 39 N. Monroe Street and the Fordson branch at 5033 Schaefer Road have both been retained and serve their respective territories. The uniting of this postal service under Geo. W. Neisler, postmaster, has greatly increased the efficiency of mail delivery here. Below is listed information about the Dearborn post office that our readers will find valuable.

Postmaster: George H. Neisler.

Branch station: 5033 Schaefer Road.

Sub-stations: No. 1, 3356 Mulkey; No. 2, 10559 W. Vernor Highway; No. 3, 13025 W. Warren Ave.

Two deliveries by carriers daily except Sunday and two collections from mail boxes daily except Sunday. One collection from mail boxes on Sunday.

(from Thursday, April 4, 1929, Press FP)

Following the announcement some short time ago relative to the need of an independent post office in Dearborn, many interesting facts have been recalled especially by the older residents of the western portion of the city.

Some authentic data pertaining to the Dearborn post office was prepared by the Post Office Department. According to John H. Bartlett, First Assistant Postmaster General, the Dearborn post office was established under the name of Dearbornville on Nov. 1, 1831, with Thornby E. Schoolar

as postmaster. The name of the office was changed to Dearborn May 28, 1875. It was advanced to the third class Oct. 1, 1909.

On July 1, 1919, it was raised to second class rating, and July 1, 1931, to first class. The following is a list of the people who served as postmasters of the office and the date of their appointment:

Cyrus Howard, June 25, 1834.

Thomas M. Sweeny, Aug. 15, 1846.

David Allen, Dec. 18, 1846.

Edward C. Howard, March 26, 1849.

David Sloss, May 30, 1850.

Edward C. Howard, March 16, 1851.

David Allen, July 27, 1853.

Amos Gage, Aug. 20, 1857.

Edward C. Howard, March 16, 1851.

Amos Gage, Sept. 20, 1866.

John M. Farland, May 20, 1867.

Name of office changed to Dearborn, May 28, 1875, and John M. Farland reappointed.

William M. Holton, April 28, 1885.

Charles Neundorf, July 27, 1889.

William H. Holton, Aug. 11, 1893.

Thomas T. Woods, April 15, 1897.

Herman Kalmbach, acting, March 28, 1912.

James Guinan, July 11, 1913.

George H. Neisler, Sept. 13, 1918.

To those people who remember back into the Good Old Days, many of the names will be familiar. Many of the public records of the old township of Dearborn contain the names of these men.

It appears that the appointment of postmaster in the days gone by was one that changed regularly, not only with the change of president, but otherwise. The position appears to have belonged to a few families, namely the Howards and Allens.

(from Thursday, May 2, 1929, Press FP)

By F.J. Freling, Chelsea

Dear Sir: While reading the Dearborn Press issue of April 4, 1929, I became interested in an article under the caption "Post Office in Dearborn Dates Back to 1831," and which recites that Thornby E. Schooler, the first postmaster of Dearbornville, was appointed Nov. 1, 1831.

The name is correct, Thornby E. Schooler was the first postmaster, but the date of his appointment was given, unless a misprint, seems to the writer highly improbably, in fact impossible; for on Nov. 1, 1831, Dearbornville had not yet been thought of, and the site on which it later was built, at that time still was part of the United States Military Reserve or the River Rouge, Mich., a tract of and containing about 1,632 acres of dense virgin forest, without improvements whatever, inhabited by wild beasts and Indians only, and not open for settlement by white men. Not until in 1832 did the U.S. Congress pass an act which opened the way for settlers to locate on land included in the military reserve on the Rouge, Section 5 of said act among other things, authorized the president to dispose of the military reservations in Detroit and on the River Rouge in Michigan, and vest the proceeds in the purchase or erection of a storehouse and wharf in Detroit, and in the erection of an arsenal in the vicinity thereof, either upon the public lands or upon a site procured for that purpose.

Approved June 28, 1832, Andrew Jackson, president. From Public Statutes at Large of the United States 1789-

1845, Vol. 4, Chapter CL11 page 550.

Lewis Cross of Detroit was then Secretary of War, agreeable to provisions in the above act, Lt. Joshua Howard of the U.S. Regular Army and four associates were appointed a commission to carry out the foregoing instructions from Congress.

Arriving on the military reserve on the Rouge, Lt. Joshua Howard set aside 220 acres of the land as a site upon which the arsenal and accessory buildings were to be erected and had the remaining land of the reserve surveyed into 12 lots of parcels varying greatly in contents which after due public notice were offered for public sale in Detroit Sept. 3, 1832.

Lot No. 1 containing 48.5 acres lying south and directly opposite of the site reserved for the arsenal plant was purchased by Lt. Howard for \$227.95 as recorded in the register of deeds for Wayne County.

Lt. Howard, builder of the arsenal and founder of Dearbornville, that same fall had this lot of 48.5 acres surveyed into town lots, streets and alleys, the plat whereof under the name of Dearbornville, was filed by Paul D. Anderson, its surveyor, in January 1833, in the office of the register of deeds, but not recorded until March 19, 1833, unsigned and not acknowledged; for which reason, after being duly acknowledged and signed, the plat of Dearbornville was again recorded on Aug. 28, 1833, in Liber 11; pages 203-9 and in later maps and charts of the village is designed as original Dearborn.

Since Dearbornville on March 19, 1833, for the first time was placed on records the name of the village yet to materialize, the foregoing ought to be conclusive evidence no post office could have been established there as early as Nov. 1, 1831.

Furthermore, after long but unsuccessful efforts to trace the origin of the Dearbornville office by consulting local authorities and old timers, the writer a number of years ago wrote the postmaster general in Washington, asking the names of the two first postmasters, and date of their appointments.

A few days later, there came from the First Postmaster General a reply, now before and reads: "Respectfully referred to F.J. Freling with the information that Thornby E. Schooler was appointed postmaster at Dearbornville March 7, 1833, and his successor, Cyrus Howard, was appointed June 25, 1834.

Location of the first post office prior to creation of the post office in Dearbornville, John Noble and Elliot Grey had already secured from Joshua Howard the west one-half of lot number 1 east and erected a modest frame building thereon on what is now the southeastern corner of Michigan Avenue and Monroe Blvd., but then known as the Chicago Road and Center Street.

It was one of the first privately owned buildings to rise in the village just opening, in which the partners, Grey and Noble, opened and conducted a general store, mostly for the trade derived from the large force of men employed here while construction of the arsenal plant was in progress, there being no settlers as yet in these parts west.

Thornby E. Schooler, first local postmaster, established the post office in the little store of Noble and Grey, where it remained during his term of office.

Cyrus Howard, who succeeded him June 25, 1834, continued it in the same place for about six years. In May 1835, John Noble sold out his interest in the store and premises to his partner, Elliot Grey, who continued the

business alone until elected treasurer of Wayne County for 1836, when he sold his stock in the store, exclusive of the premises, to Cyrus Howard, who thereafter conducted the post office in connection with the store. Postmaster Howard, brother of Lt. Joshua Howard, came west in fall 1832, taking part in building of the arsenal, while his family remained in the east. Having become permanently settled, he in 1836 brought his family west to Dearbornville as their future home.

About 15 years ago, while in conversation with the late Shepard L. Howard, son of the early postmaster, Shepard in a reminiscent mood, said he was 6 years old when in 1836 his father brought him here, that in spite of the many intervening years, he still retained some vivid recollections of his early youth.

He said he remembered well how interested he became in the coming and going of the mail coach, and how he used to watch as it dashed up to the post office in his father's store on the corner, leave the in-coming and take the outgoing mail and dash off again.

Cyrus Howard continued business and post office at the original stand until the premises again changed ownership. John Halpin, at this time ran the Dearborn House, a hotel which stood on the opposite corner where the Wagner Building stands. Halpin left the hotel and on May 8, 1840, purchased the post office corner to convert it into a public house, compelling Howard to close his store and vacate the premises. (This building, the original home of the post office for seven years, was totally destroyed by fire on the night of April 12-13, 1900.)

Howard with his family at this time lived in a house next north of the M.C. RR tracks, facing west on the public square, later known as the Anthony Wagner homestead, and more recently occupied by his daughter, Mrs. Dingenman. On leaving the old stand on the corner, Mr. Howard transferred the post office to his home.

His son, Shepard, said his father had the post office a long time; that they did not always live in the same place, but wherever their home happened to be, there his father, Cyrus Howard, also kept the post office until succeeded by Dr. Thomas M. Sweeny, who as stated in the Dearborn Press, was appointed to the Dearborn Postmastership Aug. 15, 1846.

The writer never before heard Dr. Sweeny's name mentioned in connection with the post office, but he being a prominent and respected citizen of the village in his time, quite likely for a short period filled a vacancy as postmaster.

Dr. Thomas M. Sweeny came from the east on the historic steamboat Michigan and landed at Detroit in spring 1834, locating permanently in Dearbornville at an early date, where for years he was the official horse physician of the U.S. Govt. arsenal establishment, and soon became an interested and active participant in the affairs of the day in the local community.

In addition to his practice as a physician, he also had a tend for speculation in real estate, frequently identifying himself in various transactions of this kind, either singly, or as an associate with others, according to magnitude of the deal in hand; and at one time was the owner of the original homestead in the village of Lt. Joshua Howard, now the home or late home of Mrs. Henry Haigh, Dr. Sweeny has been described by those who knew him well as rather blunt in his manners, but of kind and sympathetic disposition; never failing to respond to a call from the sick, if possible;

be they rich or poor, treating them all alike, in many cases, knowing beforehand no compensation for his services would be forthcoming. He was well liked and popular with the people with whom he mingled. Where he kept the post office cannot known for certain.

There are no survivors whose memory goes back that far. However, on Oct. 27, 1837, the purchase of Elliot Grey the east 1-2 of lot No. 1 East on Michigan Avenue, next to the original post office site, on which he built him a two-story dwelling which in appointments design and appearance for those time sand situations, was far above the ordinary. (It was destroyed by the same fire which on the night of April 12-13, 1900, burned down the original post office building, next to it on the corner of Michigan and Center Street.)

As Dr. Thomas M. Sweeny had his professional offices in his home, it may be presumed that during his incumbency as postmaster, he had the post office there also, until succeeded by David Allen, the shoemaker.

The Monroe Blvd. Station was renamed the Fort Dearborn Station June 29, 1957. The name was chosen because of the nearness of the office to the old Detroit Arsenal. The previous housing of postal operations in this section of town was in a building at Mouroe and Garrison, 1927-36. This was the main branch of the Dearborn post office during these years. In 1936, the main branch was moved to the new federal building at Maple and Ellar. The west-end station moved to its new site at Mechanic and Tenny in 1952.

Air Mail History

(from June 20, 1974 Dbn. Press P12)

During the Bicentennial year, Dearborn will become the focus of attention when a marker dedication is held near the scene of the first air mail flight. A token bag of air mail will be flown to Cleveland in a 50-year-old Ford tri-motor, still in use carrying mail and passengers.

Civic clubs and stamp clubs are invited to participate in the program with the Ford Aerosports Club. The program has already received backing of Sen.s Robert P Griffin, Phillip A. Hart, Rep. John D. Dingell, the American Aviation Historical Society and the Michigan Aerospace History Committee.

Ford Aerosports Club is well versed in aviation history and is recognized nationally for its work. Through the club's efforts, Michigan's aviation achievements have been well documented through official state of Michigan historical markers. The club also secured a Piper Cub, now on display in Henry Ford Museum. It is ranked as one of the 10 most significant airplanes in American history by the Doolittle Committee, headed by Gen. James Doolittle.

Denton Craley, Ford Aerosports Club president, announced that his organization is planning to contribute to Michigan' American Bicentennial in 1976 with a program that could be nationwide in scope. The club has proposed to E.T. Klassen, postmaster general, that a special commemorative air mail stamp be issued for the occasion of the 50th anniversary of U.S. air mail under the Kelly Act.

Congress passed the Kelly Act which Rep. Kelly of Pennsylvania introduced. Its effort was to take the carrying of air mail out of the hands of the postal department and small barn storming operators flying war weary airplanes of World War I and placed it in the hands of commercial enterprise. The Kelly Act created the big, efficient airlines of today. The modern era of air mail began with the Kelly Act

of 1926 and still the method used today.

Air mail stamps were issued as early as 1918. However, the mails were carried haphazardly until 1926.

One of the hilarious highlights of air mail history was made in 1918, when Pre. Wilson, accompanied by the U.S. Cabinet, congressmen and the postmaster general of Japan, handed the pilot a ceremonial bag of mail to be flown to New York City. The airplane was a Jenny biplane. The pilot yelled "contact." The engine sprang to life, the sputtered to a stop. Inspection by the mechanics revealed that the gas tanks were dry, much to the embarrassment of all concerned. The planes' tanks were filled, and the pilot promptly took off in the wrong direction. He made an emergency landing in a field 24 miles south of Washington and broke his propeller. The bag of air mail was placed on a passing train and eventually reached its destination.

This all changed when Lawrence G. "Larry" Fritz accepted a bag of air mail from Henry Ford and Detroit's postmaster, Mr. Kellogg.

On a cold and blustery day, Feb. 15, 1926, aviation history was made at Ford airport in Dearborn. A good-sized crowd had gathered to witness the event. Fritz took off in the Maiden Dearborn I, a Scout high-wing monoplane powered by a Liberty engine. He was seated in an open cockpit just forward of the wing, directly behind the propeller. As a final gesture, Henry Ford handed Larry a letter addressed to his good ... plane lifted off the ground at 10:40 a.m. and was accompanied to the Michigan-Ohio border by six Selfridge Field fighter planes.

In Cleveland, a funeral cortege was carrying Art Smith, a government air mail pilot, who was killed in a crash, was on its way to a train station. Pilot Fritz circled and dropped flowers in honor of his dead colleague.

Fritz went on to become a major general in the U.S. Air Corps during World War II, and upon return to civilian life, became a vice president of American Airlines. He is now deceased.

HOTELS/MOTELS

Fairlane Inn

The Fairlane Inn opened February 1960 on the northeast corner of Michigan Avenue and Brady. It was built on land owned by the Dearborn Historical Society. All rent is paid to that group, when then helps fund the Dearborn Historical Museum.

In the 1980s, the independent hotel affiliated itself with the Quality Inn chain. It is now the Quality Inn-Fairlane.

Holiday Inn

Ground was broken for the Holiday Inn on Michigan Avenue Dec. 30, 1963. It was to be a 200-unit hotel with a swimming pool. Cost was \$2 million.

Hotel Dearborn

The Hotel Dearborn off Michigan Avenue in east Dearborn was built in 1925.

The city bought it in May 1972 and turned it into a senior citizen residence and recreation center. When Hubbard Manor East opened in late 1977, the residents were transferred there.

The hotel was eventually razed.

Kandt Hotel

Charles Kandt built the Kandt hotel on the southeast corner of Michigan Avenue and Mason about 1908. It featured sleeping rooms, a restaurant and a bar.

This building later housed a drug store. During World War II, it was the office of draft board office No. 56. In July 1947, this building was moved south one block and rotated so its front faced Mason. The previous site was then used for new stores. The buildings on the new site, on the northeast corner of Mason and Newman, were razed to make space for the former Kandt hotel building. These old buildings, all wooden, were built about 1915.

Great Lakes Motel

This motel at 4001 S. Telegraph in Dearborn Heights operated at least in the 1970s. It was razed in the 1980s. A Blockbuster now occupies the site.

Hotel Edsel

The Hotel Edsel, a 125-room hotel for transients and residents was built in 1926 at Calhoun/Bingham and Michigan Avenue. The hotel opened November 1926.

Johnson Hotel

This hotel was on the southwest corner of Michigan Avenue and Monroe. A fire destroyed it in 1896. The Wagner Hotel was then built in its place.

Marvin Hotel

Fire destroyed the former Marvin Hotel, 1931 Wyoming, July 28, 1973. The building had been given to the city of Dearborn a few months earlier.

It was razed in August 1973 for a parking lot.

Mercury Motor Inn

Opened January 1960 on the southeast corner of Michigan Avenue and Military. Official dedication was March 1960.

Papke's 10 Mile House

Papke's 10 Mile House was at southeast corner of Monroe and Michigan. Burned down around 1900. Similar to Six Mile House at Schaefer and Michigan and Seven Mile House and Eight Mile House on Gratiot.

Recess Hotel

Recess Hotel was at Mason and Michigan.

It was moved to become a mansion for minister of First Methodist Church.

Ten Eyck Tavern

Ten Eyck Tavern was first lodge in Dearborn, built in 1820s at Michigan Avenue at Rouge River near Hyatt Regency-Dearborn is today.

Conrad Ten Eyck built the small tavern, which included modest overnight accommodations in 1828 on Michigan Avenue opposite what would eventually become the site of the southern entrance to the Henry Ford Estate along old Dearborn Road.

A marker now stands on the site of the former entrance.

Tuxedo Hotel

The 220-room Tuxedo Hotel in Dearborn's South End was at one time owned by John Muirhead, who later owned Muirhead's store.

Wagner Hotel

Wagner Hotel, southwest corner of Michigan and Monroe, opened 1896. Was a first-class hotel.

Two hotels, at least, apparently previously occupied that site. A reference is made to the Dearborn Hotel at that location. Immediately preceding the Wagner Hotel was the Johnson Hotel, which burned down in 1896, the same year the Wagner Hotel was built.

Dearborn Inn cottages

The Dearborn Inn in 1937 built five cottages as replicas of famous homes. These ranged from five to 14 rooms.

Homes re-created were Barbara Fritchie in Frederick, Md.; Edgar Allen Poe in Virginia; Patrick Henry in Charlotte County, Va.; Walt Whitman on Long Island; and Gov. Walcott in Connecticut.

The city proposed a new Rotunda Hotel for the triangular piece of land bounded by Schaefer, Maple and Ellar, in 1936.

The six-story \$1 million hotel would have 270 single rooms and 75 three-room suites. It would be 500 feet long.

The land at the time was mostly owned by Detroit Edison. Construction would also have meant the condemnation of the apartments fronting Ellar Street.

Hotels in 1935 in Dearborn included:

Lansing Hotel, 1826 Mulkey

Washington Hotel, 1843 Salina

Hotels in 1939 in Dearborn included:

Roosevelt Hotel, 1637 Ferney

Tuxedo Hotel, 1834 Ferney

Wayne Hotel, 1821 Mulkey

Marvin Hotel, 1931 Mulkey
Wilson Hotel, 1903 Mulkey
Lincoln Hotel, 1902 Mulkey
Washington Hotel, 1843 Salina
Capitol Hotel, 1924 Salina
Paris Hotel, 2120 Salina
Alana Hotel, 2114 Salina
Hotel Dearborn, 4616 Calhoun at Michigan
Hotel Fordson, 4818 Jonathon at Michigan
The Dearborn Inn

Historical Houses

Nowlin 'Castle'

The house known as the Nowlin Castle was built on the northeast corner of Monroe and Madison in 1854. The home still stands, next to the Players Guild of Dearborn playhouse.

John Nowlin bought the land in 1853. A year later, he tore down the log cabin on the land and built the existing house.

Woodworth House

The Woodworth House, Michigan Avenue at Woodworth, was built in 1868 by Josiah Woodworth on his 255-acre farm.

Roy and Donnie Lancaster bought the house in 1953 with plans to turn it into a historical restaurant. Roy Lancaster was the founder and former publisher of the Dearborn Guide. The restaurant opened Aug. 17, 1953. It was supposed to close in November 1978, but that was delayed until Jan. 6, 1979.

At that time, a McDonald's was scheduled to be built on the west side of the house and a Michigan National Bank on the east side of the house. The bank was never built.

The house was razed July 1981 for a Burger King. Work started July 23, 1981.

Old house in Dearborn Heights

One of the oldest houses remaining in Dearborn Heights is the old Cone family farmhouse at 24624 W. Warren. It was built in 1844 or before.

Now home to the Dearborn Heights Chamber of Commerce and private law offices, the house was part of a 104-acre farm owned by the Cone family. The last member of the family to live in the house was Frank Cone, who spent his entire life in the house. He died in 1937.

Lapham House

The Lapham House, built in the late 1800s by Samuel Lapham, 22210 (?) Morley, next to Wagner Court, was the first house in Dearborn with running water.

Water was pumped into a huge reservoir in the basement and then into an 8x10-foot rectangular tank in the attic. From there, it gravity feed the taps in the house.

The Haigh House

("Michigan: A Guide to the Wolverine State" p.227)

The Haigh House, 22734 Michigan Ave., was built about 1833 by Col. Joshua Howard, then lieutenant of U.S. Army Engineers and in charge of construction of the Detroit Arsenal at Dearbornville.

Some of the old walls are three feet in thickness. The original house was of the general style of the Arsenal buildings, a sober Georgian Colonial with simple detail, but in the course of time, it became the stately mansion of today. Acquired by Richard Haigh about 1850, the exterior was refashioned in 1870 with a heavy-bracketed cornice. Richard's son, Henry A. Haigh, the present owner, rebuilt it after a serious fire in 1900.

From that time stem the high four-columned Ionic portico with console cornice, the broad flight of stairs, and

other features, designed by A.C. Varney of Detroit.

The mansion has a distinguished and appropriate setting of great elms, hedges and orchards.

It has since been razed, despite its connection to history.

Sloss House

The Sloss home was built in 1860 on the south side of Michigan Avenue at Tenny.

David A. Sloss, grandson of the original owners, sold the house to Henry Ford, who had it dismantled and moved, possibly to Greenfield Village, in February 1940.

The house had to be moved or razed because the land was given to a private developer. One of the possible uses of the site was a new post office.

PEOPLE-MISCELLANEOUS

Michael Adray

Local philanthropist Michael Adray was the founder of Adray Appliance, Photo and Sound Center in west Dearborn. He made numerous generous contributions to local sports and arts programs and funded the Adray League amateur baseball circuits.

J. Ross Baughman

J. Ross Baughman was the 1978 winner of the Pulitzer Prize for Feature Photography.

Baughman lived in Dearborn for a few years while growing up in the late 1960s and early 1970s. He also was a one-time photographer for the Dearborn Guide.

Michael Berry

Michael Berry, a prominent Dearborn lawyer, was a longtime chairman of the Wayne County Road Commission.

To honor him for his many years of dedicated service, the county decided to name its new International Terminal at Metro Airport the Michael Berry International Terminal. The \$11.5 million facility was dedicated July 12, 1974.

Herman Blankertz

Herman Blankertz was Dearborn's only official city lamplighter. He was born Jan. 3, 1863.

He would go out each evening with a five-foot ladder and a five-gallon can of kerosene going from lamp to lamp, refilling the empty ones and then lighting the kerosene-soaked wicks. He received \$35 a month.

When the village of Dearborn incorporated in 1893, he was the village's first marshal. As part of his job, he put town nuisances in jail, which was in the basement of the Commandant's Quarters. He served in that post for 12 years.

His son, Walter Blankertz, was killed in World War I. A local VFW post is named for his son.

Eddie Caspar

Eddie Caspar, a Dearborn native, was part of the dance chorus in the national touring company of "Oklahoma!" in 1951.

Gayle Ann Chancey

This Dearborn woman was chosen as Miss Michigan 1966 as the state's entry in the Miss America pageant that year.

She lost her title a couple of months-later when pageant officials disqualified her because of an infraction of the rules. She had broken curfew. A new Miss Michigan 1966 was then chosen.

M. Chauvin

M. Chauvin was the first territorial governor of New France, 1603-12. New France was what eventually became the Northwest Territories.

John C. Dahlinger

In 1977, John C. Dahlinger claimed he was Henry Ford's illegitimate son.

His mother was Evangeline Cote Dahlinger, who allegedly had a 12-year affair with Henry Ford beginning in the

1920s.

The Dahlinger estate was in the River Oaks subdivision. The house was built shortly after Henry Ford's Fair Lane.

William Dear

This Fordson High School graduate directed such movies as "Harry and the Hendersons," "Angels in the Outfield" and "Wild America."

Tom DeCerchio

DeCerchio, a graduate of Dearborn High School, was the director for the motion picture "Celtic Pride."

Chad Everett

Chad Everett released an album "Chad," featuring him singing, in 1977. Born Ray Cramston, this Fordson High School graduate went on to star in the CBS television series "Medical Center."

Francis Fellrath

Fellrath was the president of the village of Inkster from 1929 to 1933.

He was the first landowner in Inkster to receive water from the newly extended water main along Michigan Avenue in 1931.

James Finn Garner

Garner, originally from Dearborn, is the author of the popular "Politically Correct Bedtime Stories" and several sequels and other books. He is a Divine Child High School graduate.

Eddie Gasper

Eddie Gasper, a 1947 graduate of Fordson High School, was in the chorus of "Oklahoma!" on Broadway in 1951 and was an understudy for the role of Curley.

Gary Paul Gates

Gary Paul Gates, a 1953 graduate of Fordson High School, was the author of "Air Time: The Inside Story of CBS" and co-author with Dan Rather of "The Palace Guard."

James N. Greenlaw

(DH Leader-Inkster Star Ledger, P.2, March 30, 1961)

Candidate for re-election to the township board of trustees is James N. Greenlaw (D) who has served in that post for the past eight years.

Married and the father of two children, Greenlaw lives at 7191 Amboy, is a member of St. Linus parish and served the District 4 school board for 12 years. He also was a member of the Fire Commission for four years and has long been an active worker in community affairs.

Born in Detroit in 1906, Greenlaw went to the Detroit Public Schools and attended St. Catheraine Collegiate Institute. He has been a resident of Dearborn Township since 1940.

U.S. Sen. Robert F. Griffin

Robert F. Griffin, a U.S. senator from Michigan, was a 1941 graduate of Fordson High School.

Ralph Guy Jr.

The Fordson High School graduate was a U.S. 6th Circuit Court of Appeals judge.

Robert Herndon

Robert Herndon was a developer who bought land in 1919 north of Michigan Avenue near Telegraph to create a golf course and subdivision. For many years, he operated the Dearborn Hills Golf Course as a privately owned public golf course.

He is credited with extending Telegraph Road north from Michigan Avenue, where Telegraph originally ended, and continuing that road north to Cherry Hill.

Herndon died April 27, 1986, at age 97. The Dearborn Hills Golf Course, now city-operated, contains his name in the Robert Herndon Dearborn Hills Golf Course.

Joshua Howard

Col. Joshua Howard was the first commander of the Detroit Arsenal. He was appointed while still a lieutenant. Howard is credited with suggesting the name Dearborn for this area.

Marian Ilitch

The Fordson High School graduate and her husband, Mike, own Little Caesars, the Detroit Tigers, the Detroit Red Wings, the Fox Theater and Detroit's Second City, among other properties.

Art James

Television game show host Art James is a graduate of Fordson High School. A native of Dearborn, he earned his bachelor of arts degree from Wayne State University.

His first ambition was professional baseball. He tried out for the New York Yankees in 1946. When this failed to develop for him, he switched his goals to broadcasting.

James became a disc jockey for a radio station in Saginaw. He later was on WWJ-TV and WJR as an announcer. He also spent two years in the military working for Armed Forces Radio.

In 1959, James moved to New York City. He became the announcer for "Concentration" and sometimes substituted for Hugh Downs as host and as announcer of "The Jack Parr Show."

James then hosted various other small-scale programs, including the syndicated "Matches & Mates."

His big break came in December 1967, when he was named host of the game show "Temptation." He hosted several game shows after that, including "Blank Check" and "Magnificent Marble Machine."

Joseph Karmann

Karmann is a former mayor of Fordson and a city assessor.

His grandfather, Mathias Karmann, came to this country from West Price, Germany, as a youth.

Mathias Karmann settled on the banks of the Rouge River near Maple Road, thanks to a government grant. His farm was where the Rouge Plant is now. He had a large apple orchard on his farm.

Mathias' son - the mayor's father - was Joseph Karmann, who celebrated his 55th wedding anniversary Jan. 27, 1935.

Casey Kasem

This creator of the "American Top 40" radio program is a graduate of Fordson High School.

Eugene C. Keyes

Eugene C. Keyes, owner of the Keyes Hospital on Maple Street north of Michigan Avenue and one-time Dearborn city Councilman, was elected lieutenant governor Nov. 3, 1942. This forced him to resign as a councilman effective Dec. 31, 1942.

Leslie E. Kimball

Leslie E. Kimball retired January 1973 after 38 years with the state highway department. Half of his tenure with the department was spent supervising the work on I-75 from Detroit to Toledo. He was assigned to that project in 1948 and stayed with it until his retirement.

In recognition of his work, the highway department named a two-acre roadside park on M-91 south of Lakeview in Montcalm County for him.

Stella Thomas Kronberg

Stella Thomas Kronberg was the wife of William T. Kronberg, former Dearborn Township supervisor.

She died Jan. 16, 1939, from complications arising from trying to save a rabid dog in the icy Rouge River Dec. 21, 1938.

The dog bit her on the face. She did not seek professional attention. It seemingly all but healed. Instead, she ended up dying of hydrophobia caused by the bite.

At the time, the city was in the midst of its worst rabies epidemic ever.

Charles Krueger

Charles Krueger is considered to be the father of professional baseball in Dearborn.

He organized the Dearborn Hawks, a semi-professional baseball team in the Michigan-Ontario League in 1924.

Krueger was born in Ecorse Township in 1870. He was the highway commissioner of Springwells Township 1907-22 and was on the Springwells/Fordson City Council 1924-26. He was appointed the Fordson superintendent of streets in 1928. When that office was abolished in the city merger of 1929, he became a foreman in the Dearborn DPW.

He died Aug. 11, 1959.

Samuel D. Lapham

Samuel D. Lapham, son of David P. Lapham, was village president 1905-07. He helped build the David P. Lapham Bank with his dad at Mason and Michigan Avenue in 1896.

S. LeRoy Manning

S. LeRoy Manning of Dearborn set a world speed record for tri-motor planes Sept. 29, 1930. His speed was 164.43 mph over a 100-kilometer course at Ford Airport.

Manning was the chief test pilot and operations manager for the Ford Motor Co. Airplane Division at the time.

Pere Marquette

Pere Marquette, also known as Fr. Jacques Marquette, was a French Jesuit missionary priest and explorer.

He and Louis Joliet in 1673 were the first white men to enter Illinois at the convergence of the Mississippi and Illinois rivers.

Pere Marquette was the name of the railroad line that

runs diagonally through east Dearborn.

Dennis Martz

Dennis Martz of Dearborn Heights set the world's stair-climbing record June 26, 1978, by climbing the 1,600 stairs at the Plaza Hotel at the Renaissance Center in 10 minutes, 24.5 seconds. He was 31 years old at the time.

Michael McKee

Michael McKee (aka Tod Windsor) of Dearborn, a 1957 graduate of Roosevelt High School in Dearborn Township, appeared on several television shows and in Columbia Pictures' "A Matter of Conviction."

His parents owned the Red Coach Inn at 26156 Michigan Ave.

Robert G. McLachlan

(DH Leader-Inkster Star Ledger, P.2, March 30, 1961)

Incumbent township trustee Robert G. "Bob" McLachlan is seeking re-election to the board to which he was appointed a little over a year ago.

Active in township affairs for the past five or six years he is a past president of the Southwest Dearborn Township Civic Association, has served on the Governmental Study Commission, the Needs Committee, the former Annexation Committee and the City Committee.

He makes his home at 24704 Eton with this wife and family.

Lila M. Neuenfelt

Judge Lila M. Neuenfelt married Dr. William L. Purves Sept. 6, 1933. They were separated July 19, 1936, and divorced January 1937.

The judge seldom used her married name.

Fr. Patrick O'Kelley

Fr. Patrick O'Kelley was the founding pastor of Sacred Heart Church.

He was born in 1792 in Kilkenny County, Ireland. He immigrated to the United States in 1820. He was the eighth priest in New York State.

Fr. O'Kelley built the first Catholic church in Rochester, N.Y., in 1823.

In 1829, he joined five other priests in assisting Fr. Gabriel Richard in the Michigan Territory ministering to Catholics in Wayne County.

He built the first English-speaking Catholic church in Michigan in 1831 near Ann Arbor. In 1837, he built the first Catholic church in Milwaukee. He returned to Michigan in 1843.

Fr. O'Kelley was appointed pastor of St. John's Catholic Church (Sacred Heart) April 26, 1856. He served until his death Oct. 7, 1858.

George Peppard

This Dearborn High School graduate went on to star in the television series "Banacek" and "The A-Team," plus a number of guest appearances in various television shows and movies.

His father, George W. Peppard, was a well-known builder in the Dearborn area in the 1920s and 1930s.

Mrs. Jesse Pocklington

Mrs. Jesse Pocklington of Normandale Street in Dearborn was one of the survivors of the sinking of the British liner Athenia. The ship was torpedoed following the decla-

ration of war of Germany against England in September 1939.

Walter Reuther

The famed president of the United Auto Workers Union is a graduate of Fordson High School.

Elizabeth Ross

Elizabeth Ross, a descendent of one of Dearborn's early families (her maiden name was McFadden), donated in her will her home, the original Detroit Arsenal powder magazine, and the surrounding land to city of Dearborn for use as a historical museum. She died Dec. 31, 1950, age 84.

Kevin St. Onge

Kevin St. Onge of Dearborn Heights set a world record in playing-card throwing June 12, 1979. He threw a playing card 185 feet, 1 inch. This broke his old record of 172 feet, which he set in fall 1978.

Buddy Schwab

Buddy Schwab, a Dearborn native, was part of the dance chorus in "Guys and Dolls" at the 46th Street Theatre in New York City near Broadway.

Martin Shakar

Fordson High School graduate Martin Shakar played John Travolta's father in the movie "Saturday Night Fever."

Thom Sharp

The Hollywood comedian of the 1980s and 1990s is a graduate of Sacred Heart High School.

Tom Skeritt

Actor Tom Skeritt, a former member of the Players Guild of Dearborn, was in the movies "M*A*S*H" (one of the three main surgeons) and "Top Gun" and in the television show "Picket Fences," among other Hollywood projects.

He studied at Henry Ford Community College. He starred in the Players Guild of Dearborn's "The Rainmaker."

Arthur T. Sloss

Arthur T. Sloss was born Dec. 20, 1849, and died March 10, 1931. He was the son of David Sloss and Marie Teneyui, who was the daughter of Conrad Ten Eyck.

The Sloss estate made up a large part of the village of Dearborn south of the MCRR. This became known as the William Sloss addition to Dearborn. William Sloss founded the Sloss general store.

Arthur Sloss served as village trustee and as township clerk in 1886.

W.D. Snodgrass

This Dearborn resident won the Pulitzer Prize for Poetry in 1960. His winning work was titled "Heart's Needle."

Clara Louise Snow

Clara Louise Snow was the founder of the Dearborn public library system. She was the granddaughter of Dearborn pioneer Dr. Edward S. Snow.

Miss Snow died Aug. 18, 1973, at age 89. At the time, she was still chairwoman of the Dearborn Library Commission. The city previously had proclaimed May 2, 1970, Clara L. Snow Day in honor of her achievements.

The Princeton Branch Library was renamed for her in

1962.

Myron Stevens

Myron Stevens, long-time Dearborn city clerk, began his political career as Dearborn Township clerk in 1917. When Dearborn became a city in 1927, he was elected the new city clerk.

When Dearborn and Fordson consolidated in 1929, he lost to Fordson city clerk Bernard Esper. He was then appointed deputy city clerk by Esper.

When Esper died in September, Stevens was appointed acting city clerk by the City Council. Stevens was then made permanent city clerk by the council Oct. 29, 1929.

Stevens continued as city clerk until her retired at the end of his term ending in 1957. He was age 73 when he retired.

He died Sept. 20, 1965, at age 81.

Edward A. "Eddie" Stintson

Edward A. "Eddie" Stintson was an aviation pioneer and leader from Dearborn.

He died Jan. 24, 1932, after his plane crashed into a flagpole while making a forced landing in Chicago. He was the president of the Stintson Airplane Co.

Conrad Ten Eyck

Ten Eyck was one of the early pioneers of the Dearborn area. He operated a tavern in the early 1800s at Michigan Avenue and the Rouge River. It was a regular stop for travelers heading to and from Detroit. The state's nickname, Wolverines, is credited with being coined at his saloon.

William H. Thorne

(DH Leader-Inkster Star Ledger, P.2, March 30, 1961)

Veteran township clerk William H. Thorne is seeking re-election to the post he has served for the past eight years. A Democrat, Thorne has been a resident of Dearborn Township for 21 years, has three children and has been a widower since 1959.

He attended the University of Western Ontario. Elected a District 8 school board member in 1938 and re-elected continuously until his resignation in 1957, he served during this time four years as secretary and 15 years as president.

Thorne is a past president of the Michigan Townships Association and past president of the Wayne County Association of School Board members and past president of the Westwood Rotary Club. He is a member of the Dearborn Democratic Club and the 16th District Democrat Club.

As a member of the township board since 1949, Thorne has had a part in forming politics which created the Planning Commission, the Fire Commission, the Juvenile Study Committee, the Police Department and many similar programs.

Mike Villella

Mike Villella, a 1940 graduate of Fordson High School, was the star of the low-budget film "Slumber Party Massacre."

Hattie E. Wordon

Dearborn resident Miss Hattie E. Wordon, 57, tried to be the first woman to fly around the world alone in fall 1948. She was a Canadian citizen living in Dearborn at the time.

She mortgaged her Dearborn home at 6933 Marvin and boat to purchase the plane.

She never made it past the eastern seaboard. She flew from Dearborn to Ottawa to St. John to Portland in November.

There, the U.S. government impounded her plane, claiming federal regulations prohibited non-citizens from owning or registering airplanes in this country. Her choices were to find an American citizen who would register the plane in his or her name or sell the plane outright. She ended up selling the plane.

Richard A. Young

(DH Leader-Inkster Star Ledger, P.2, March 30, 1961)

Seeking re-election to a second term as Dearborn Township treasurer is Richard A. Young, an attorney and accountant.

Young is married, father of three children and active in civic circles and 1960 winner of the Jaycees Distinguished Service Award.

A graduate of Detroit's Mackenzie High School, he graduated from U-D in 1950, from WSU with a law degree in 1956 and is presently working on his master's in business at U-M.

A World War II veteran, he is a former accountant with a CPA firm, tax department; an instructor in tax accounting and business law at Walsh Institute and U-D.

Fr. Alexander M. Zaleski

The Most Rev. Alexander M. Zaleski, pastor of St. Alphonsus Church and auxiliary bishop, was elected administrator of the Archdiocese of Detroit in November 1958 to head diocesan affairs until Pope John XXIII named a successor for Edward Cardinal Mooney, who died in October 1958.

He was appointed pastor of St. Alphonsus March 1956, following the death of the previous pastor, Msgr. Wm. P. Schulte, who died March 9, 1956. Schulte was born Aug. 14, 1884. He is buried in St. Alphonsus Cemetery.

Mary Lila Zang

Mary Lila Zang was a longtime local theater director who worked with the Fordson High School drama program for many years as well as many community theater projects.

In 1938, she married and became Mary Lila Bottoff.

Local Sports People

Tom Anastos

This Fordson High School graduate played for the Montreal Canadiens and is commissioner of the Central Collegiate Hockey Association.

Frankie Andreu

Andreu, a Dearborn High School graduate, was a cyclist on the 1988 and 1996 U.S. Olympic teams, and has raced in the Tour de France for several years.

Tyji Armstrong

Armstrong, a Robichaud High School graduate, played tight end for the Tampa Bay Buccaneers and the Dallas Cowboys.

Jamie Arnold

Arnold, a Dearborn native, is a relief pitcher for the Los Angeles Dodgers.

Ed Bagdon

The Fordson High School graduate played football for the Chicago Cardinals and the Washington Redskins. While at Michigan State University, he won the 1949 Outland Trophy as the nation's top lineman.

Bill Behm

Longtime trainer for the Detroit Tigers during the 1960s, 1970s and 1980s. He was part of the World Champion teams of 1968 and 1984.

C. King Boring

Well-known for his local recreational involvement, Boring was also the one-time owner of the Detroit Gems, a forerunner to the Los Angeles Lakers, and the Vagabond Kings, a semi-professional basketball team that at one time was a member of the National Basketball League, a forerunner to the NBA.

Jim Bunning

This popular Baseball Hall-of-Fame Detroit Tiger pitcher of the 1950s was a one-time resident of the Dearborn Highlands neighborhood.

Paul Butcher

The St. Alphonsus High School graduate played for the Detroit Lions and the Los Angeles Rams.

Norm Cash

The longtime Detroit Tiger lived in Dearborn during his many years with the baseball team.

Jeff Chadwick

The Divine Child High School graduate played wide receiver for the Detroit Lions and the Seattle Seahawks.

Ron Chandler

A graduate of Fordson High School, Chandler was a one-time pitcher for the Detroit Tigers.

Jim Cummins

The Edsel Ford High School graduate plays a right wing for the Phoenix Coyotes of the NHL. He used to play for the Chicago Blackhawks and the Detroit Red Wings.

Gary Danielson

The Divine Child High School graduate played quarterback for the Detroit Lions and the Cleveland Browns. He is a football commentator for ESPN.

Tom Dohring

The Divine Child High School graduate played offensive tackle for the Kansas City Chiefs.

Robert Goodenow

A Dearborn High School graduate, Goodenow is the National Hockey League Players Association executive director.

Jon Hamood

Hamood, a Fordson High School graduate, played basketball for the Houston Rockets.

Jim Herrmann

The Divine Child High School graduate is the defense coordinator for the University of Michigan's football team.

In 1997, when U-M shared the national championship, he won the Broyles Award as the nation's top assistant coach.

Mike Iaquaniello

The Fordson High School graduate played football for the Miami Dolphins and the Detroit Lions.

Mike Jolly

Jolly, who attended Sacred Heart High School, played defensive back for the Green Bay Packers.

Liet Jones

Jones, a Robichaud High School graduate and now the school's principal, played offensive guard for the Toronto Argonauts of the Canadian Football League.

Fred A. Knorr

Fred A. Knorr, former owner of WKMH (now WNIC), was also at one time part owner of the Detroit Tigers. This allowed station WKMH to be the flagship radio station for the ball club for a time. He headed an 11-man syndicate that bought the Tigers in 1956 from the Briggs family for \$5.5 million. He was the group's first president. When John Fetzer bought two-thirds interest in the club in October 1960, Knorr continued to head the syndicate group that retained a minority interest in the club until that interest sold out.

Knorr was also a director of the Dearborn's Boy's Club and a past director of the Dearborn Chamber of Commerce.

Knorr died Dec. 26, 1960, at age 47, from burns of his hands and feet he received after slipping in the bathtub while trying to adjust the water.

Knorr also owned stations WKMF in Flint, WSAM in Saginaw and WKMA in Jackson and WELL in Battle Creek.

Derek Lowe

The Edsel Ford High School graduate is a relief pitcher for the Boston Red Sox. He previously pitched for the Seattle Mariners.

Bill McCartney

McCartney, who coached football and basketball at Divine Child High School, coached the Colorado University football team to the 1990 national championship. He is founder of the religious group Promise Keepers.

Barney McCoskey

Barney McCoskey, professional baseball player, lived in Dearborn from 1940 to past 1950. He played with the Detroit Tigers 1939-53 and the Philadelphia Athletics, the Cleveland Indians and the Cincinnati Reds.

As of 1950, his lifetime batting average was .320.

Young "Kid" McCoy

Young "Kid" McCoy, aka Adam Pianga, was a welterweight boxer who was defeated for the national title during the 1940s. He was a graduate of Maples School and Fordson High School.

He was a Goldeu Gloves winner in 1937. He held the world welterweight champion in 1941 to a draw.

In 1941, he was the state welterweight boxing champion.

In 1942, he was one of the top challengers for the national welterweight title. He joined the army in early 1942, putting his boxing career temporarily on hold.

He was also the city's last constable. He was appointed Jan. 6, 1970, to the end of the existing term in January

1971, when the office was to be eliminated.

Silas McKinnie

The Robichaud High School graduate played pro football, mainly in the Canadian Football League.

Joe Nagy

Nagy was the first Dearborn resident to swim the English Channel. He did so in 17 hours, 3 minutes on Sept. 30, 1964.

Van Patrick

A one-time resident of Dearborn, Van Patrick was the longtime announcer for the Detroit Tigers and the Detroit Lions.

Mike Rucinski

Rucinski, a graduate of Dearborn High School, played hockey for the NHL's Hartford Whalers.

Tom Sadock

Sadock, a graduate of Fordson High School, played football for the Philadelphia Eagles.

Norbert Schemansky

A four-time Olympic medallist in weightlifting, Schemansky is a longtime Dearborn resident. The city renamed Elmhurst Park Norbert A. Schemansky Park in 1997 in honor of him.

Alex Smail

The Fordson High School graduate played football with the Detroit Lions and the Pittsburgh Steelers.

Jim Snyder

Snyder, a graduate of Fordson High School, is a former player for the Minnesota Twins and manager of the Seattle Mariners.

Pete Stoyanovich

The Crestwood High School graduate is a kicker for the Kansas City Chiefs of the NFL. He used to play for the Miami Dolphins.

Chris Tamer

The Crestwood High School graduate is a defenseman for the NHL's Pittsburgh Penguins. He also played for the Detroit Red Wings, and the New York Rangers.

Eric Towe

Towe, an Edsel Ford High School graduate, played for the Detroit Lions as a lineman.

Ron Vanderlinden

The Divine Child High School graduate is head football coach at the University of Maryland.

Gary Wayne

The Crestwood High School graduate pitched for the Minnesota Twins and the Colorado Rockies.

Tyrone Wheatley

The Robichaud High School graduate is a running back for the NFL's New York Giants.

JOHN CANFIELD

(From DH Leader-Inkster Star Ledger, Page 2, March 30, 1961)

John L. Canfield, 43 (in 1961), Democrat, married and the father of two daughters, has lived in the township for the past nine years, making his home at 3962 Edgewood.

He originally became active in the civic association in his neighborhood, and in 1955, was elected to the Park Commission, then was elected trustee in 1957, and in 1959, elected to the top township post.

"During the past two years as supervisor," Canfield said. "Many improvements have been made in Dearborn Township. To list a few, a much needed administration building was built, a new library was put into operation, the first two lighted ball diamonds were installed, a police department is even now being organized, all without an increase in taxes ... in fact a small reduction in township taxes was made.

John L. Canfield took a medical leave effective August 30, 1974.

The doctors said he had about five to six months left to live and that he should slow down.

Council chairman John Harris, by city charter, was named mayor pro tem in Canfield's absence.

FRANK CHOVIN

(from Dbn. Independent, Dec. 4, 1931, P.1)

Born here in 1853, he was playmate of the Ford brothers and John S. Haggerty.

Frank T. Chovin, one of Dearborn's early citizens and from whom a street in Dearborn was named, passed away suddenly in Pasadena, Calif., Monday (Nov. 30) after an illness of a few days.

Mr. Chovin, whose early boyhood was spent as companion of Henry John and William Ford and John S. Haggerty, attended the old rural school on what was known until a few years ago as Emerson Road and played games in the old fields of Springwells that Mr. Haggerty later turned into brick yards.

While an employee of the Michigan Central Railroad, Mr. Chovin was a fellow employee of Sen. Frank Couzens. Chovin was employed by the railroad for 33 years, starting in 1876. He retired as an engineer in 1909. Couzens during Chovin's early days of railroading, was a car checker in the yards at which Mr. Chovin worked.

Mr. Chovin retired nine years ago and left Dearborn six years ago for Pasadena, where he has resided since 1925. He was born in Dearborn in 1853.

Mr. Chovin made several journeys to Detroit and Dearborn since going to California, the last trip being made a month ago. He made the journey to from Pasadena by automobile, driving the car himself. During his stay here, he visited his brothers, John E. And Charles Chovin and Henry and William Ford.

During his later years as an engineer, Mr. Chovin served as secretary of the first division, Brotherhood of Locomotive Engineers, holding the position for 12 years. He was one of the most popular and best-known railroad men in this part of Michigan and Ohio.

Besides his brothers, Mr. Chovin is survived by three sisters, Mrs. Ella Doran of Detroit; Mrs. Susie Osborne of Fullerton, Calif.; and Mrs. Gertrude Horen of Denver. Funeral services were held Thursday in Pasadena.

JAMES DALY

(from Dearborn Ind., March 23, 1932, P.1)

"The last of Squire Daly's boys has gone."

That's what old timers of Dearborn township said when they learned of the death of James Daly, 84, at his home at the corner of Jim Daly Road and Michigan Avenue early Sunday morning (March 19). He had been in good health up until Christmas Day.

Squire Daly was William Daly, hardy Irishman who came to Dearborn Township in an ox cart to settle a homestead, the eastern border of which was Gulley Road. He died some 30 years ago. He was married to Hanna Ready and to this union was born five boys: James, John, Thomas, Patrick and Michael, and a daughter, who was Mrs. Marcella Gleason. Death came to but James some five to 25 years ago.

All of the Daly boys followed in the footsteps of their father, who hewed and drew the logs for the old Sacred Heart church, was located on Mason Street just south of the MCRR; established the Daly School and donated the land for the Mt. Kelly Cemetery to the Sacred Heart Church. They all took a keen interest in the development of their community.

James Daly at the age of 28 purchased a tract of land adjoining his father's estate and became an outstanding farmer of the community. The old homestead is the house in which he died. He was born Aug. 14, 1848. While William Daly held many political offices in the township, he asked that his sons stay out of politics which took up considerable of his time during the development of the township. This was the reason that James remained in the background of civic life during the years he was a farmer and after he retired.

Surviving Mr. Daly are four sons, Clarence, director of the Daly Bros. Funeral Home; Edwin W. And Leo J., who reside in the old home, and Walter S. Of Detroit. Harry T., another son who was associated in business with Clarence, died eight years ago.

Services were held at 9 a.m. Wednesday from the Sacred Heart Church, the Rev. Fr. A.X.M. Sharpe officiating. Interment was made in Mt. Kelly Cemetery.

HENRY FORD-THE MAN

At the turn of the century, two small villages and surrounding townships continued their slow growth. However, vast changes were soon to come -- the transition of farm and village into an industrialized giant, changes which would make the name of the city of Dearborn famous the world over.

In 1863, on a farm which stood where today Ford Road crosses Greenfield, a son was born to William and Mary Ford. Henry Ford grew up as a farm lad typical of his day. The farm, without any mechanical aids, was a demanding taskmaster. As soon as he was old enough, he was given his share of duties on the farm. He attended the Scotch Settlement School and later Miller School, where he picked up the rudiments of an education. Henry is said to have hated the drudgery of farm life and to have had no great love for school. As a young adult, he went to Detroit, where over the years, he had a number of jobs, always involving mechanical things. He became well-known as a mechanical master and, before he entered the automobile business, he had risen to be the chief engineer of what is today Detroit Edison.

Henry still had a dream. In the early 1890s, Henry joined the ranks of men working independently on developing motors for horseless carriages, Henry started working, too.

In a shed near his home in Detroit in 1896, he built his first automobile, the Quadricycle, a combination bicycle and buggy. In it went an engine which immediately proved superior to others. Two abortive attempts at producing and marketing a Ford car were tried over the next few years. During this period, Henry Ford also entered the racing field, where his genius at building engines produced old 999, which proceeded to break many records in the early days of the automobile. It was not until 1903 that the right combination of financing and partners was brought together, and the Ford Motor Company began.

The first production was in a small wooden building on Mack Avenue in Detroit. The first Ford cars were an immediate success. Henry Ford started with the then-radical idea that the motor car would soon replace the horse and that it must become sturdy and cheap enough to become available to the masses. In those early days, the motor car was still a toy for the rich, but part of Ford's genius was his vision of the future. From the start, he kept in mind the farming people in Dearborn and Springwells townships, whose lives were hard. He could see mechanical aids would greatly lighten the burden of arming and a sturdy car could give the country people access to markets and to the city, thus broadening their constricted lives. He worked toward a car that would fulfill this dream. The dream was realized with the development of the Model T.

This car of the century was introduced in 1909. Its success was phenomenal. Within a short time, Ford built his Highland Park plant to produce the Model T. He kept lowering the price of the "T," and with each reduction in price, he was able to snare more of the market. In the new plant, he had introduced a complete utilization of the process of mass production. In 1914, he startled the world with the introduction of the \$5 per day pay for his workers. In a few short years, he had become known all over the world, as the "man who put the world on wheels." He was considered a mechanical genius, a humanitarian and a man of the people. He also became one of the world's richest men.

Mr. Ford's interests also included the farm tractor. He returned to Dearborn to build a factory for the development of this idea. In 1914, he also started the construction of a permanent home, Fair Lane Estate, on the banks of the Rouge where he had roamed as a boy. With America's entry into World War I, he contracted to build Eagle Boat submarine chasers for the Navy. The first buildings in what was to become the Ford Rouge Plant went up for this purpose. His tractor, the Fordson, played an important part in winning the war for England. He began buying farm property all around the villages of Dearborn and Springwells for use in experimenting with drops and testing farm machinery.

In the early 1920s, the Rouge Plant was completed, with every type of operation needed to take raw materials in one end of the plant and have finished cars roll out the other. It is still one of the largest manufacturing complexes on earth and remains the major manufacturing plant of the Ford Motor Company. This plant was built on farming land far from Detroit, near the villages of Dearborn and Springwells, which between them had less than 5,000 inhabitants, according to the 1920 census.

Yet, the Rouge Plant at one time employed 85,000 men. Where were the workers to come from? The word had gone out, before World War I, about Mr. Ford's factories and his \$5/day wages. There was a heavy influx into the area from many countries of the world. The 1920s saw thousands more come to the Dearborn area, expressly to work for Ford.

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HENRY A. HAIGH

(from Dearborn Press, May 21, 1942, P.1)

Henry A. Haigh, who carried more of Dearborn's history in his head than is contained in most books on the subject, has joined in Valhalla those departed old-timers he liked so much to talk about.

The master at the mansion at Michigan and Haigh died about midnight Saturday night (May 16, 1942) of coronary thrombosis at his townhouse, 762 Seminole, Detroit. He was 88.

Death came suddenly and unexpectedly. He apparently was in good health and did not retire until almost 12 o'clock, when the attack occurred. Thus closed another chapter in the story of Dearborn's pioneers.

Haigh, who wrote many old-timer articles for the Dearborn Press in recent years, was born in the Haigh mansion on March 13, 1854. That house, now one of Dearborn's most beautiful residences, was built more than 100 years ago by the first commandant of the old Detroit Arsenal.

Until 1910, when he became relatively inactive in business affairs, he lived with his family in the mansion. Upon his semi-retirement, he took up residence in Detroit, but spent each summer here.

He studied law at Michigan College and at the University of Michigan. He became associated with various law firms in Detroit and then shifted to the transportation field. Associated with the Andrew Comstock family, he participated in the construction of interurban railroad lines in Michigan, New York state, Cincinnati and Wisconsin. Later, he entered the banking field and became a director of the First National Bank of Detroit following the merger with the Peninsula State Bank, of which he also was a director. With others, he founded the Peninsula State Bank of Highland Park, which also was merged with First National.

In recent years, his interest centered mostly in history of Dearborn and Detroit. He had an excellent memory despite his age. He went to his office almost every day, including last week.

He once served with the Dearborn Historical Commission and the Historical Society of Detroit.

Funeral services were conducted from the Detroit residence Tuesday morning with the Rev. Hedley G. Stacey officiating. Burial was at Northview cemetery.

He is survived by his widow, Caroline, two sons, Andrew C. And Allyn, and five grandchildren.

-End-

JOE HAMOOD

(from Dbn Press, Page 1-A, Aug. 27, 1970)

A former star athlete at Fordson High and his companion were killed last Wednesday, Aug. 19, when their car went out of control and hit a tractor-trailer parked on Industrial Drive. Joe Hamood, 27, of Dearborn, and Fouad Tanana, 29, also of Dearborn, were the victims.

According to police, the car had been traveling at a high rate of speed and pavement was extremely slippery due to rain. The car, driven by Tanana, had apparently gone out of control and careened into the parked tractor-trailer owned by Signal Delivery Service. Both men were taken to Oakwood Hospital, where they were pronounced dead on arrival.

Hamood graduated from Fordson in 1962 after gaining honors in both football and basketball. He was an All-Conference and 2nd team All-Suburban quarterback, missing first team honors only because, as his former coach Bob Olsen put it, "He had five long touchdown runs called back because of penalties. Joe was a great guy," he added. Hamood was a standout in basketball gaining All-Conference and All-Suburban honors.

Upon graduation, Hamood received an athletic grant from the University of Houston. While at Houston, he gave up football to devote his time to basketball.

The effort paid off as Hamood was named to Look magazine's All-Regional team for two straight years. He received honorable mention All-American in both those years. Last year, Hamood led Dix Recreation's team to the Class A city basketball championship.

Hamood is survived by his mother and father and five brothers and four sisters. Tanana is survived by his wife, Betty, and five children.

CHARLES T. HORGER

(from Dbn Press, Page 15-A, Sept. 21, 1967)

The village of Springwells, like the village of Dearborn at the turn of the century was a small community struggling to progress and contribute to the area. It took many dedicated citizens with a pioneer foundation and a pioneer determination to succeed. Another Dearborn found participated in that goal

On March 31, 1879, Charles T. Horger was born to Mr. and Mrs. John Horger in old Springwells Township. The Horger family was one of the earliest to settle this general region of Wayne County.

Young Charlie received his early education at St. Alphonsus School. Later he attended the Smith Business School. With a flair for business, he was soon to become not only a business leader in the community but a noted civic leader, too.

Horger's first exposure as a public servant began when he was 28. His fellow citizens in 1907 elected him to a two-year term as township treasurer. Later, he became township supervisor and served five years. It was during these years Charlie became the prime mover of a village form of government for Springwells.

In 1921, the village of Springwells was incorporated and Horger was elected its first president. While holding this office, he helped the village attain city status in 1924.

During Horger's tenure as village president, the present early American-style city hall was erected. Also during this period, he worked to build a system of water mains and trunk sewers; the first sewage disposal plant; and the first street car lines from Detroit. His last public post was commissioner of public safety.

Charlie Horger's business interests were diversified. He was an executive associated with the old Hunton, Myles and Weeks Lumber Co. He also was affiliated with the Arthur L. Holmes Lumber Co. and the Ternes and Guinan Supply Co. The latter firms are as well known in Dearborn as is the Horger family.

Horger also held an interest in the old Hellner Realty Co. In the early 1930s, he worked for Ford Motor Co.'s service department.

In 1902, Charlie married the former Christine Hellner. They had four daughters: Viola, Ruth, Mary and Maurice. This Dearborn founder died March 18, 1936, after an extended illness at his Morrow Circle home. He was 56.

Charles T. Horger was honored in death as he had been honored in life. Twenty-four firemen and policemen served as honorary pallbearers. The large funeral procession motored to his final resting place, Holy Sepulchre Cemetery.

(from Dbn. Ind. P. 8, 6-12-31)

Charles J. Horger, one of Dearborn's pioneers is a man that has had a varied career in this community. Horger was born in Springwells township and has lived in this vicinity ever since.

Horger was elected the first president of the village of Springwells in 1921. He held this office until 1923, when Joseph M. Karmann became the first mayor of the city of Springwells.

Horger was a member of the old Springwells charter commission and a member of the charter commission that drafted the present charter of the city of Dearborn. Much

valuable information was obtained from Horger because of his familiarity with the needs of the city and his lifelong residence here. He was a valuable asset to the rest of the commission in helping to draft that great document.

When the two cities were consolidated in 1929, the city charter provided for a safety commission similar to the one in the city of Detroit. Charles J. Horger was appointed on this commission by Mayor Clyde M. Ford.

This position he has held ever since, and from reports received from the rest of the members, his familiarity with the rapid growth of this city and its needs, has made him a good commissioner.

Horger has very liberal views on current events and takes an active interest in all civic affairs. He is married and has three daughters and lives on Morrow Circle at Esper Boulevard.

LOUIS W. HOWE

(May 12, 1955, *Dbn. Press*, P. 3)

In the background of any city, there are men who work quietly and effectively to help the community grow and prosper. Only occasionally do they come out into the spotlight to be recognized.

The spotlight brought recognition to one of these community citizens recently when the Board of Education named the new elementary school at Oakwood and Linden the Louis W. Howe School.

The Howe family is one of the area's pioneers. Elba Howe, Louis Howe's father, came to this area in 1861 as a railroad agent when Indians were the white man's neighbors. There were still faces of Indians when Howe was born in 1873. Today, his china blue eyes and sparkling smile make him look much younger than his 81 years.

Howe grew up to be township clerk and treasurer. Later, he was village clerk and treasurer when Dearborn became a village. As village clerk, Howe could literally count the population of the village on his fingers. He almost did that in 1900 when he personally conducted the federal census. He counted 844 people. The government also wanted to know the number of chickens each farmer had and how many eggs were laid during the year. So, besides counting people, Howe found himself counting chickens.

Public office was a civic responsibility. For a living, Howe was (and still is) a funeral director following in the tradition of his father, who was one of the first funeral directors in the area. At that time, a funeral was a community affair. The township owned the hearse, and the family of the deceased supplied the horses to draw it.

The Dearborn's pioneers were a hearty group, so business was often slack, and Howe added the duties of fire chief of the voluntary fire department to his activities. He also sold insurance.

As a very close friend of Henry Ford, he was instrumental in Ford's establishing the Dearborn Country Club. Howe served as the club's first president.

Through Howe's efforts, Ford Field is what it is today. One day, while walking the ridge along the field with Ford, Howe remarked, "Dearborn High could use this field for athletics." A few days later, the rich farm land was being converted into a recreation area.

From 1918 to 1924, Howe served on the Dearborn School Board. Dearborn High was built during this period.

He was a charter member of Dearborn Rotary Club and of the Order of Eastern Star. He also served as master of the Masonic Lodge in 1904.

Howe lives with his two sisters-in-law at 22259 Morley. His wife, Jennie Clark, died several years ago.

He is quick to remind people that school naming honors came first to his house through his wife and sisters-in-law, because the William H. Clark School at Lawrence and Silvery Lane is named after their father.

(*Tara Gnau's School Sketches*)

The Howe School was named for Louis W. Howe, one of Dearborn's pioneers. Louis Howe was the son of Elba Howe, Dearbornville's station agent for the Michigan Central Railroad and the area's first undertaker.

Louis Howe was born in 1873 in Dearborn and served as township clerk and treasurer and then village clerk and

treasurer after the incorporation of the village of Dearborn.

He personally conducted the 1900 census in Dearborn, and in addition to counting the people, Howe found himself counting chickens for the federal government as well. He served on the school board from 1918 to 1924, was a charter member of the Dearborn Rotary Club and served as a master of the Masonic Lodge.

Howe followed in his father's footsteps, serving as Dearborn's volunteer fire chief, a funeral director and insurance salesman. A good friend of Henry Ford, he inspired Henry Ford to build the Dearborn Country Club and convinced Ford that Dearborn High School needed an athletic field (the present Ford Field).

When the school was named for Howe in 1955, he remarked that school naming was becoming a tradition in the family as his wife, the former Jennie Clark, was the daughter of William Clark, after whom the Clark School was named.

(*From Dbn. Independent June 1961*)

A man, who at 16 made his life's job that of bringing peace to Dearborn's bereaved families, met his own lasting peace Monday at the age of 87.

Louis W. Howe, who lived when burials were tactless community affairs left to the lot of anyone who had the time to conduct them, died with the assurance of last rites in befitting solemnity and dignity.

His services will be conducted at 2 p.m. today, from Howe-Peterson Funeral Home, which got its real beginning from Lou Howe (as he is known), some 40 years ago when the majority of funerals were still conducted from private homes.

In his last years, Mr. Howe looked with pride at the developments in mortuary science and the contributions he and his father, Elba Howe made in Dearborn. Because Elba Howe had the understanding and knack of doing things right in trying situations, the pioneer village usually gave him the task of making a funeral. And his chief helper was his son, Lou.

And strangely enough, he lived on the old Howe farm, where the modern funeral home stands now.

Throughout the years, Mr. Howe continued to improve the longtime inefficient methods of burying the dead. Such refining techniques as embalming were unknown in his early days and funerals were held as soon as possible after death.

But as he and his father developed the Howe and Son funeral business, Lou Howe went off to learn new methods of arterial embalming and returned with his diploma.

He was married to the former Jenny Clark in 1889. They resided at 22259 Morley.

Lou Howe was just as interested in helping the living as he was in caring for the dead.

As early as 1900 he took the village census. There were exactly 872 residents.

The high point of his career as a public servant was during his long membership on the Board of Education. He was president of the board from 1918 to 1924 when the original Dearborn High School was built.

When the village of Dearborn was incorporated, Louis Howe was the first village clerk, and later on, served as

village treasurer. he was also township clerk and township treasurer and a member of the Dearborn Historical Society.

Mr. Howe was the oldest past master of Dearborn Lodge 172 F and AM and a charter member of IOOF Lodge 318. As a close friend of Henry Ford, Lou Howe was invited to be the first president of the Dearborn Country Club.

Howe Elementary School was named after him in 1955.

...
Entombment is in Evergreen Cemetery.
♦

SHEPHARD L. HOWARD

(from Dearborn Press, Friday, Aug. 30, 1938, FP)

Shephard L. Howard died Aug. 26, 1918, after a brief illness resulting from a paralytic stroke. He was 88.

Howard was a long and well-known resident of Dearborn, coming here in 1836 from Chelmsford, Mass., as one of the family of Cyrus Howard, Esq. He was a nephew of Col. Joshua M. Howard, a U.S. Army ordinance officer who was in charge of the construction of the arsenal at Dearborn 1834-36.

The Howard family history goes back to the first days of New England. John and James Howard, at that time spelled Hohard, came to Plymouth, Mass., in 1820. John, from whom this family descends, lived in the home of Capt. Miles Standish, and was considered by that venerable warrior of sufficient age to bear arms.

Col. Edward Howard commanded a regiment in the Revolution. The family also had representatives in the Indian Wars and the War of 1812.

Shephard L. Howard in his younger manhood days was a railroad engineer on the only road then running between Detroit and Buffalo. He was the first engineer to take a train across the suspension bridge above Niagara Falls in 1855.

Mr. Howard enlisted with the Dearborn Co. D. 24th Michigan Infantry. Col. Henry A. Morrow's regiment, of which Henry Haigh was captain, the only remaining veteran of this company, Iron Brigade, Army of the Potomac, Aug. 8, 1862, and served in that organization until the close of the war.

Close application and diligent attention to his duties as a soldier gained him rapid promotion through the various grades of non-commissioned officers. Dec. 3, 1864, he was commissioned first lieutenant.

He was engaged in all of the battles with his regiment from First Fredericksburg, Dec. 13, 1862, until the close of the war, except when incapacitated by wounds. He was twice severely wounded - at Fitzhugh Crossing, Rappahannock River, battle of Chancellorsville, April 29, 1863,

and again at Spotsylvania Courthouse, Laurel Hill, May 12, 1864.

Howard was identified with the history of Dearborn for longer than any person now living, and filled many offices to the credit of himself and profit to our township.

He joined Dearborn Lodge of Masons, No. 172, in 1867 and has been a consistent Mason to the end, making him the oldest Mason in Dearborn. He as a member of Reuban A. Corey Post, G.A.R. Wayne, Mich.

His wife died some 10 years ago. He is survived by one son, Keith Howard, and three daughters, Mrs. Maxwell, Mrs. Harlan and Mrs. Orr, who were all present at the bedside when the end came.

--END--

Capt. James Huard

(from Dearborn Guide Oct. 4, 1973, P1)

Dearborn's only official Missing in Action serviceman in the Vietnamese War, Capt. James Huard, has been declared "presumed killed in action" by a U.S. Air Force review board.

The son of Mr. and Mrs. Neil Huard of Dearborn, Capt. Huard was the subject of an intense private campaign by Howard Elementary School fourth graders last year, when they discovered he had been an alumnus of their school.

His name was placed on the war record bulletin board in front of City Hall, the only MIA so listed. Howard students held a birthday party for the missing airman on St. Patrick's Day, and a tree was planted and dedicated to his memory.

Of the government decision, Mrs. Huard, the captain's mother, said, "It worries me. When men are declared missing in Indochina, that means the government is not going to search for them anymore."

She expressed concern for the fates of 1,300 American servicemen who are missing in action in Vietnam, fearing that some may still be alive.

(from Oct. 25, 1973, Dbn. Press P 13)

Dearborn's only MIA, Capt. James Huard, has recently been declared "presumed killed in action" by the United States Air Force review board.

His parents, John and Viola Huard, remain optimistic. Mr. Huard admitted, "It was an awful blow, naturally. But in as much as we haven't been given any more concrete evidence of his death than on the day he went down, the chance of him being alive are as good now as they were then." Jim underwent basic training at the Lackland Air Force Base in San Antonio, then transferred to Webb Air Force Base, where he received his wings. Since he graduated seventh in his class, he was allowed to choose what type of plane he wanted to pilot.

His selection was a F4 Phantom jet. For this, he had, again, to be transferred to Tampa Air Force Base.

In October 1971, he was assigned to Uban Air Force Base in Thailand.

Serving his 149th mission on that fateful July 12, 1972 day, Jim started off this mission as he had all the others.

But he never returned. It was as if he had disappeared into thin air. No evidence of him or his plane ever found.

His last known position was 17 miles north-northwest of Dong Hoi.

Mrs. Huard, wearing a POW bracelet bearing her son's name, lovingly recalls, "When Jim was five, we moved to Dearborn. H attended Howard, Bryant and Dearborn High. Then he went on and graduate from Central Michigan University in 11968 with a math-science major.

"He taught one year at Woodworth Junior High prior to his enlistment in the Air Force in 1969."

Both Huards are active in the POW-MIA program and will remain to do so. Said Mr. Huard, "Just because we received the verdict doesn't mean that we accept it. There are 1,300 still unaccounted for. It seems reasonable to assume that many of that are still alive."

Mr. Huard further reasoned that in all the reported plane crashes that there must be injured soldiers. All the POWs who were released were walking, had no burns and none had missing limbs.

"Where are the injured men?" he asked. "Did they do away with them or are they caring for them?"

These and any other questions plague the Huards, as well as thousands of other MIA families.

According to Article 8B of the peace treaty signed last year, the two parties should help each other in finding MIAs, determining their location and finding graves of those who died and returning them to their native country. To date, the Vietnamese have refused to let any investigators into the country to search for MIAs or to allow bodies to be exhumed from graves.

The Huards are definitely bitter about this. But their emotions are not only for their son, it is a sentiment felt for all men who have been declared missing in action.

Said Mrs. Huard, "even if our son is dead, we can't give up for the other men who are still there. We owe it to them to look for them. They went there to defend us, we can't just give up.

The couple feels the greatest honor that has been bestowed upon their son was the dedication of a freedom tree at Howard School, a school that their son had attended.

The plaque under the tree reads: "This Freedom Tree is dedication in honor of Captain James Huard and all the other POW and MIA men in Southeast Asia."

DR. EDWIN HUBBARD

(from Dbn. Independent, Dec. 31, 1931, P.1)

One of Dearborn's best-known and most beloved officials, Dr. Edwin E. Hubbard, passed away at the Harper Hospital, Detroit, at 10:40 a.m. Tuesday (Dec. 29) following an illness of more than a year. He had been confined to the Detroit hospital for two weeks.

Dr. Hubbard was a member of the Dearborn City Council and had been medical director of the Fordson School District of Dearborn for the past seven years. He also was a member of the Wayne County Board of Supervisors and belonged to several fraternal organizations of Dearborn, Wayne and Detroit.

Illness during the past year caused Dr. Hubbard to spend several weeks in California last spring, where his condition was believed to have improved. He returned to Dearborn and resumed his work as councilman as well as directing the medical work of the Fordson School District. He took an active part in the city primary and general elections in September and November.

Dr. Hubbard first entered local politics in 1928, when he was elected a member of the Fordson City Council. He also was elected a member of the Dearborn charter commission in 1929 and elected councilman of the consolidated cities of Dearborn and Fordson the same year for a term which expires Jan. 5. He was defeated for re-election at the November election.

One of Dearborn's youngest officials, Dr. Hubbard was active in political, social and business circles here for the past seven years. As head of the medical department of the Fordson School District, he outlined and directed the organization of the orthopedic department of the Harvey H. Lowrey Junior High School which provides necessary facilities for the education and welfare of crippled children of the district.

Born in Adrian Oct. 12, 1897, Dr. Hubbard moved to the village of Wayne, where he attended the public schools. He graduated from the Wayne High School in 1915 and from the Michigan State Normal College in Ypsilanti in 1917. He later attended the Detroit College of Medicine and Surgery, graduating with the class

of 1923. He began the practice of medicine in Fordson in 1924.

In 1920, Dr. Hubbard was united in marriage to Miss Ruth E. Lapham, who with a son, Charles Edwin, 2 years old, survives. The parents of the late Dearborn official, Mr. and Mrs. Freeman Hubbard of Wayne, died during the past two years, Mrs. Hubbard having died on Christmas Day 1930.

As a member of the Dearborn City Council, Dr. Hubbard was an active member of the finance and city affairs, public safety, transportation and recreation committees of that body. He took an active part in creating an independent post office in Dearborn and was a consistent support of civic improvement programs, the maintenance of a low tax rate and promoted programs of high standard regarding public health.

A charter member of the Dearborn White Shrine, Dr. Hubbard also was a member of the Wayne Blue Lodge No. 112, F&AM; Olive Branch, Masonic Order, Dearborn; Detroit Consistory; Dearborn Lodge, Loyal Order of Moose; Fordson Lodge, Independent Order of Oddfellows; Order of Eastern Star; Wayne County, Michigan State and American Medical societies; the Fordson Rotary Club and the American Legion.

He also was a member of the Dearborn Country Club, Phi Beta Pi fraternity, and the Mt. Olivet Community Church. Dr. Hubbard lived at 4805 Horger Avenue and conducted a medical office at 13535 Michigan Ave.

MARGUERITE JOHNSON

(from Dearborn Press, March 4, 1959, P.1)

Funeral services Thursday at 3 p.m. for Mrs. Marguerite C. Johnson will bring to a close one of the most extraordinary public careers in American life.

As director of public safety for Dearborn, reputedly the only woman in the United States to hold a "police commissioner" job, Mrs. Johnson attracted world-wide attention for her woman's approach to a field dominated by men.

Perhaps more important was her prominence and oft-times decisive role in Dearborn political affairs in which she was a colorful and controversial figure.

Mrs. Johnson died at 1:30 a.m. Tuesday (March 3) at her home, 6649 Oakman, after an illness of six months. She was 57. She had been in and out of Jennings Memorial Hospital in Detroit intermittently since last September. At her bedside was her husband, Herbert S. Johnson, an executive of the DT&I Railroad.

The couple's only son, Herbert Jr., his wife and son, Gary, rushed from their home in Berwyn, Ill., to be at the bedside.

Three policemen and three firemen will be pallbearers and a corps of uniformed men from the two departments will form an honor guard for the services to be conducted from the Howe-Peterson Funeral Home. Rev. Edgar M. Wahlberg will officiate. Mayor Orville L. Hubbard and City Councilmen will lead a formation of city officials in the funeral procession. Burial will be at White Chapel Memorial Cemetery, 18 Mile Road at Crooks Road, Birmingham.

Mrs. Johnson's mother, Mrs. Mae Brosseau, of Ferndale, and a sister, Mrs. L.E. Wagoner, of Toledo, also survive.

Mayor Hubbard, who ordered flags on city buildings flown at half-staff, said that Mrs. Johnson will be missed in the community and in the city government.

"Mrs. Johnson was the ideal type of public servant - able, and with unusual drive and enthusiasm for public service. She had her heart and soul wrapped up in Dearborn, and it is the community's loss that she had to suffer from and be stricken down by cancer - man's greatest killer.

"I have never seen anyone else get so much fun out of doing things for people. She had a heart of gold and was never too busy to help someone and frequently went out of her way to do so."

Although she had been failing steadily, Mrs. Johnson continually amazed City Hall colleagues with her optimistic expectation that she would return to her police department desk soon.

Mrs. Johnson was head of the Dearborn police and fire departments since 1952.

She attracted wide attention as director of public safety when she used German shepherd police dogs for police work here. Mrs. Johnson also famous for painting police cars with Easter egg colors.

Mrs. Johnson came to Dearborn in 1926. Completing her schooling at Fordson High and Wayne State University, she became active in many women's organizations and served as president of several before being elected as the only woman on the nine-member charter commission, which drafted the present City Charter in 1942.

In 1936, she led the movement which created the women's division of the police department. In 1946, she was appointed the first woman member of the City Recreation Commission.

During World War II, Mrs. Johnson worked with servicemen's organizations and was a leader in the campaign to establish the Dearborn Veterans Bureau.

She was the first woman elected to the City Council in 1947, re-elected in 1949 and was selected by her colleagues as president for 1950 and 1951. Her battles with Rep. Lucille H. McCollough while both were members of the council were famous.

Mrs. Johnson served briefly as City Controller from December 1956, until she returned as safety director in May 1957.

Among her other accomplishments as safety director were the replacement of police horses by steel and glass traffic control towers, the mugging of suspects on colored movie film and completion of plans for the new police-fire-communications headquarters now being built in the new Civic Center.

She also banned Dearborn police and fire field days because she said merchants were being shaken down for tickets and donations.

All through her public career, she was known as a battler. After leading an unsuccessful recall movement against Hubbard in 1950, she joined forces with the mayor and became one of his most loyal and hard-working lieutenants.

HERMAN KALMBACH

(From Dearborn Press, Page 12-A, July 6, 1967)

By WINFIELD H. ARNESON

Thirty years ago, a Dearborn founder who was actively interested in local governmental and civic affairs for many years died. Herman Kalmbach was another personality from a long list of people who helped contribute a measure of success to the rich heritage of modern Dearborn.

Herman Kalmbach was born in Franciscos, Mich., May 8, 1866. His first known business interests were management of a general store at Union City, Mich. This mercantile venture was later repeated in a similar business at South Lyon. In 1893, he sold the store to his brother, John, and moved to Dearborn.

It was here in Dearborn — a small town of about 500 inhabitants near the turn of the century — that Kalmbach pursued his abilities. He and several other men organized the famous Arna Mills. This business establishment manufactured woolen blankets, buffalo robes and a variety of work clothes. Best reports suggest that at peak production, this company employed 25 to 30 workers. In a small town, a large number of employees was a boon to the local economy.

It is historically interesting to know that the building Kalmbach and his associates used for the Arna Mills formerly was the armory building of the old United States Arsenal (called the Detroit arsenal) of early Dearbornville. For many years, the armory had been used as the storage facility (quartermaster section) of the military post. In 1910, the mill was destroyed by a spectacular fire. The three-story structure was in the area between the Masonic Temple and Fire House No. 2.

In 1907, the community elected Kalmbach village commissioner. He held that position until 1912, when he was voted village president, a position equivalent to mayor today.

Kalmbach's business interests in 1910 included plans for organizing the then "proposed Dearborn State Bank." He became a stockholder of the new bank with the following other well-known people of the era: Henry Ford, James Couzens, J.H. Johnson, John Holtz, Samuel McGeachy, Eugene Jenison, David P. Lapham,

James Guinan, Christ Thiel, Frank Nichols, M.B. Wallace, Dr. H.L. Burdeno, Charles A. Kandt and Joseph F. Whitehead.

Kalmbach became the first vice president of the banking institution. He remained the only person to hold this position for about 20 years. He also was a member of the board of directors those many years.

Henry Ford had purchased the old Lapham Bank (the first one in Dearborn), formerly located at the southwest corner of Mason Street and Mechanic (now Newman) Street. The name Dearborn State Bank was adopted. When Henry Ford retired as bank president about 1930, Herman Kalmbach assumed the position. This he held until the Depression crisis in 1933 when the bank went into liquidation.

The bank, then located at Michigan Avenue at Mason Street, became the Manufacturers' National Bank, and Kalmbach became the manager of this branch banking facility. This position he retained until 1936, when poor health necessitated his retirement.

Another Kalmbach banking activity included directorship of the Central Trust Company in Detroit. Various community projects were always of interest to Kalmbach. He was a leading party in the building of the present Masonic Temple at Garrison Street and Monroe Boulevard in the late 1920s.

Herman Kalmbach's value to his community may, in part, be summarized from a portion of the City Council resolution passed at the time of his death: "... the City of Dearborn has suffered an irreparable loss in the sudden and unexpected passing of Herman Kalmbach, prominent citizen and former president and commissioner of the former village of Dearborn, who died March 23, 1937..." His widow was the former Annette Lardie.

CHARLES A. KANDT

(from Dearborn Press, Feb. 11, 1926, P.1)

Well Known Former Business Man Buys Large Piece of Property and Will Again Enter Business (By a Student)

An expression of the faith that an old resident of Dearborn has for this community is well exemplified in the fact that he will again, after retiring several years ago, enter business in Dearborn. Charles A. Kandt, well-known pioneer business man, broke ground Tuesday (Feb. 9) for the first unit of the new buildings to be erected for his business. The building will be a part in the general supply and lumber yard started by Mr. Kandt.

In a brief interview with Mr. Kandt, he told of the faith he held for Dearborn. Mr. Kandt told of his recent purchase of the Stevenson Estate on Michigan Ave. and the rear portion of the Samuel Orr property, where ground was broken for the buildings and upon which a private siding of the MCRR is now in use. Mr. Kandt explained that a new organization is being arranged, the details of which had as yet not been completed, but that an announcement of the same would be made in the course of the next week or two.

"As one of the old residents of this community," Mr. Kandt continued, "I knew Dearborn when it had a population of less than 1,000. Twenty-two years ago, I came to Dearborn from Detroit. I had spent my boyhood days in that city, but was a native of Macomb County."

"My first enterprise in Dearborn was in the hotel business and then later, about 1908, I started to build. The block from the corner of Mason Street, including the hardware store, was finished in 1909. At that time, I owned the hardware store, feed mill and implement business."

As a matter of most striking comparison with Dearborn as it is known to the people of this community today and as it was some 20 years ago, Mr. Kandt tells of the troubles encountered by members of the council at that time.

"As a member of the village council for eight years, I can well remember when the village budget was less than \$3,000 a year, and then we

had to stint and scrape to make things meet. Today, with a budget approaching \$350,000, the commission is better able to handle the affairs.

"In my terms on the village council, it was my constant aim to have sewers," continued Mr. Kandt, "and although I was turned down a number of times, I feel that I may claim the honor without boasting of having fathered the idea of the first sanitary sewer in Dearborn."

Back some 12 years or so (1914), Dearborn floated its first bond for improvement, which was for \$20,000 for water mains. Only a short time ago, a bond issue of \$425,000 was floated for the extension of water mains. The comparison is a mere indication of the growth Dearborn has had an example of what may be estimated for the future.

"I am re-entering business in Dearborn," Mr. Kandt concluded, "a new venture which I feel assured will prosper, and with the knowledge that much can be obtained if gone after in the right way."

Charles Kandt was born Sept. 21, 1861 and died June 24, 1930. His wife, Anna, died in 1956.

Kandt helped open Kandt-Penhale Lumber Company. In 1926, he was president.

In 1911, he helped found the Board of Commerce. He was president pro tem in 1921.

He began in the hotel business in 1903 in Dearborn when he moved to the Dearborn Hotel on Michigan and Mason. He then moved across the street and engaged in the hardware business.

He established one of the first Ford agencies in Wayne County. He later operated a feed mill, which sold implements. In 1927, he found the C.A. Kandt Lumber Co.

Charles Kandt, son of Charles A. Kandt, died Sept. 2, 1945, at age 56. He was a school board member and one-time president. He also owned an ice manufacturing plant on Mechanic (Newman).

JOHN MUIRHEAD

(from Press & Guide, Feb. 17, 1977, P. 10-A)

Born in the Copper Country in Michigan's Upper Peninsula, John Muirhead calls Lauriam his hometown in Houghton County. He is No. 8 in a family of nine children, born to Mamie Moffat Muirhead and Alexander Muirhead.

Some of the Muirheads were business people. His older brother ran a book store in the UP. His father was a Protestant minister. His parents were both of Scottish descent.

"I came down to the Detroit area ahead of my family at the early age of 7," Muirhead said.

He lived in Highland Park with an older sister, Mamie, and her husband and family, for whom he has fond memories.

"There were no black sheep in my family," said Muirhead. "They were all great people to have around."

He remembers his sister spending several hours each day helping him with his studies and credits Mamie for being able to finish school a year early. He graduated from Highland Park High School at the early age of 16. Within a few years, he was making money and deep into the business world.

Muirhead worked hard at many jobs, for a building contractor and the Ford Motor Co., when the late Henry Ford brought about the \$5 work day. He attended the University of Michigan and the Detroit College of Law. Orville L. Hubbard shared his double seated desk in law school, Muirhead remembered.

Keeping up his interest in building investments, the young businessman was owner of the 220-room Tuxedo Hotel on the city's southeast side before age 21. He was working in downtown Detroit in the Penobscot building as a practicing attorney when he met his Canadian-born wife, Alberta.

A strong believer in God and Christianity, Muirhead said his milestones came through "gracefully only through Divine guidance,"

Many Dearbornites remember the flat-iron building which housed a Muirhead's filling station at the corner of Michigan and Military, leaving his law practice to get into the oil refinery business, Muirhead came to Dearborn on a business call when he met David Sloss, owner of the Sloss building, which used to be adjacent to Muirhead's.

Muirhead bought the corner lots from Sloss and built his own independent gas station. He had connections from the Trenton refinery and was able to sell gasoline on a volume basis with a 2 percent discount.

It was Alberta who encouraged "Mr. M," as she called him, to open the toy store, still in operation on the lower level of Muirhead's and known as one of the biggest toy stores in the world, carrying imports from all over the world. Muirhead's toy store was a most popular spot at Christmas time. Santa arrived at Muirhead's and a train ride was offered parents and children in connection with the Santa visit.

Muirhead always like to promote Christmas-time. He staged the annual Christmas parade for the city of Dearborn down Michigan Avenue.

"We had two parades, one in the east end of town and one in the west," Muirhead said.

Today, besides the toy shop, Muirhead's now has three levels of fashions and shoe departments for the entire family.

Six major building additions has changed the original store building into one of the most handsome buildings in the west Dearborn shopping section.

Muirhead hopes his connection with Ma Bell continues. He has enjoyed the same phone number for the past 39 years. Muirhead said he anticipated 40 years ago a big growth for Muirhead's and had the multi-trunk number installed. In the selection offer, he chose the easy-to-remember LO1-9200, which he plans on keeping.

The newest addition to the store will be the opening this spring of an elegant French room, which both Mr. M and his wife have been working on diligently this winter.

Heavy French moldings will grace the gold and white room with thick pile carpeting. The shop will have a Mamie Club room for customers to enjoy while shopping. The room will be lined with comfortable sofas.

The Muirheads occupy the fashionable apartment on the upper level at Muirhead's.

John Muirhead had a library built on the small campus of Michigan Christian College in Rochester.

Judge Lila Neuenfelt

(from Dearborn Press P10-A)

The Dearborn Press presents another profile in the series, Dearborn's First Ladies. Honored this week is Judge Lila M. Neuenfelt.

If you were ... the Honorable Lila M. Neuenfelt, you are one of the relatively few women in the nation – and the world – who is correctly addressed as “your honor.” This is a title accorded you by virtue of your judgeship to the Circuit Court Bench for the Third Judicial Circuit, to which you ascended in November 1965 for the third consecutive term.

In 1921, you moved to Dearborn from Highland Park, and in this year, you first served the court in Dearborn as court clerk. In 1929, you were elected to one of the two full-time judgeships with Judge Schaefer of the Municipal Court of Dearborn. You were re-elected in 1931, 1935 and again in 1939.

It was with regret some residents of Dearborn saw you move to the Circuit Court bench in 1945 ... but they helped vote you in to this position which you share with two other women and 26 men.

You knew your way around the courtroom well before your first appointment as court clerk: You are, as the law dictates, an attorney at law.

Of your job on the bench, you say: “It’s the most fascinating work in the world. I like every bit of it.” But trial work is the form of the body of law you prefer to deal with, above all others. And, as a Circuit Court jurist, you judge cases ranging from the simple defilement of building restrictions to murder, first degree.

Trial cases usually involve juries, but they only serve to arrive at the verdict. I say, a person accused of murder comes before your bench, whether or not he has a jury, if he is found guilty, it is you who must impose the sentence and its degree. There is, to date, no known case of a miscarriage of justice occurring within your court.

A judge who must mete out sentences which include life imprisonment and mandatory life (no parole possible) must be a special type of human being and a woman jurist, even more so. Speaking with you at length, one perceives at a judge must be fair yet disinterested: impartial and yet involved in the fundamental principles of righteousness and duty.

And at once aware where leniency is in the order of wisdom or severity, the only possible answer – for the identical charge.

When asked if, in your general disposition of sentence, you tended to be moderate or severer, you answered: “Moderate but I’m getting tougher.” Perhaps voters will be encouraged with your firm stand in view of the crime rate in the cities today and its character of viciousness.

And of this, the appalling incidence of crime, you say, “It’s terrifying. You can hardly walk down a street at night. I don’t even drive at night unless I lock my car door.”

What is the reason for it? Even you, despite your long experience with crime and criminals, don’t really know. Nor do you know if, “More severe punishment will help or not.”

You used to have a dog, a Boston bull, who, to your sorrow, died two years ago. You cannot quite bear to replace him although you love animals and especially dogs. He was appropriately named Judge.

You are a sportsman in the truest sense of words ... you have bagged to your credit thus far two bucks. Also, you are a fisherman’s fisherman. You won the World’s Prize of Hawaiian salmon in Honolulu in May 1961. You do, however, apparently disregard the old sailor’s maxim: Never change the name of ship or kill a dolphin. In Florida, in the deep waters of the Atlantic, you have killed dolphins, some weighing as much as 25 pounds. You have also caught amberjacks there and tuna.

Possibly because of the years of the wearing of somber robes in court, you prefer in private life frilly feminine clothes, lacey things in pastel shades – and this choice of apparel bespeaks a womanly aspect of your nature that the courtroom is not necessarily privileged to perceive.

You hold a position most often filled by the masculine genre but you are woman’s staunchest ally. Of womanhood, you say: “They do a lot more than men do; and they don’t get the thanks for it. They don’t get the appointments. But when men want a job done, they give it to a group of women.”

It is difficult for a writer to attempt to describe, too familiarly, a person whose title is incorporated with the word honorable. However, one may say, you are the down-to-earth, frank-speaking type of person who cuts through the frills and flowers to the bare clear truth.

Roulo Legacy

Fame is seldom forever. For example, little remains of a tribute to an early Dearborn family.

Just north of the Fairlane North complex north of Ford Road between Southfield and Greenfield contains the sole remnants of the old Roulo Creek. That small waterway was one of three former streams which wound through present-day east Dearborn, but now is all but a memory.

Not much is known about the Roulo family, for whom the creek is named. Of the family's three namesakes – the creek, old Roulo School and Roulo Street – only the two-block-long street remains intact.

The following is what we were able to find at the Dearborn Historical Museum and elsewhere about the family, the road, the school and the creek.

Roulo Creek

Roulo Creek seems to have been one of those features everyone took for granted when it was there. It then suffered the fate of the adage "Out of sight, out of mind," when it was gone.

Many people do not even realize there ever was a Roulo Creek, much less know anything about it.

The brook, like its two sister east-side streams, was a victim of progress. As subdivisions and new business took over, the creek was filled in and built over.

Roulo Creek emptied into the Rouge River about where Dix Avenue now crosses the Rouge. Going upstream, Roulo Creek went northwest through the Rouge complex, zigzagging across what is now the Rouge River canal into the complex.

The stream exited the complex at Schaefer and I-94, went past the original Ford World Headquarters on Schaefer, across where the Ford Rotunda used to be, north to the eastern edge of Fairlane Ford and over to what is now Woodworth School.

One block east of Woodworth, a branch of the creek went northward between Chase and Kendal. The main creek continued northwest, taking a southward S-shaped bend at Colson and crossing Greenfield roughly where Goodall's Shell Gas Station is now.

The diagonal strip of Colson west of Greenfield travels right over the original course of the

creek, according to comparisons of old and new maps.

Roulo Creek continued northwest into the half-square-mile vacant lot north of Ford Road. Roulo Creek turned northward, while a ditch-type creek went westward halfway into the lot. The east-west ditch is still visible from the northbound Southfield service drive just south of Paul Avenue.

The only mention of the creek in available non-atlas historical materials was a reference to a newspaper clipping from the Aug. 8, 1914, Dearborn Independent, which told about the a bridge on Michigan Avenue being constructed over Roulo Creek.

Further information on the bridge is unavailable as there is no known existing copy of the newspaper from that date.

Exactly when the creek disappeared is uncertain, although several circa 1929 maps of the area no longer showed any waterway along any part of Roulo Creek's course.

It is not known which member of the Roulo family the creek was named for. A late-1800s map of Springwells Township shows four Roulo farms, none of which intersect with the creek.

However, Campbell Creek crossed Peter Roulo Sr.'s farm, while Steer Creek went through Peter Roulo Jr.'s farm. Campbell Creek and Steer Creek are branches of Baubee (later spelled Baby) Creek, whose mouth on the Rouge was about a half-mile downstream from the mouth of Roulo Creek.

Roulo School

Roulo School has its origins in the early 1900s when Charles Roulo donated part of his land for the purpose of having a school built on it.

Apparently, the plot was not big enough as the school was not built until additional land was obtained in 1906. That year, the school, a wooden, two-room schoolhouse, was built and opened on Roulo Street. It was to serve as an annex to Bennett School in Detroit.

When the Springwells Township Schools were established in 1920, Roulo School, serving at that time grades K-2, 4 and 5, became part of the new school district.

According to available records, Roulo School was changed in 1921 to house only kindergarten

and first grade.

The rest of the students were sent elsewhere, presumably Miller School, since it was the closest school in the district at the time. Miller also began serving grades K-12 that year.

Salina School was built in 1922. Former Roulo students were probably transferred to Salina when it opened as it was closer to the Roulo neighborhood than Miller School was.

The wooden Roulo School was razed in 1925 so a brick Roulo School could be built. Construction on the new school started that summer and finished in 1926. According to available records, the school was occupied while construction was completed. Grades K-6 were housed at the new school.

In fall 1926, the Roulo students did not get a chance to completely enjoy their new facility as they had to share it with students from Salina. Just before school was to start at Salina in September 1926, the gym wall collapsed into the pool.

The Salina students were sent to Roulo while repairs were made. Roulo students attended in the morning. Salina students went to school in the afternoon.

Things got back to normal in March 1927 when Salina reopened and the Roulo students had the school to themselves once more.

The school system closed Roulo School in 1961 due to declining enrollment in Dearborn's South End. Students were transferred to Salina.

Fire destroyed the school building in 1972. The building was finally razed in 1979.

The Roulo Family

Trying to get an exact genealogy along with correct birth and death dates is difficult. There is quite a bit of conflicting or missing information for a completely accurate portrayal of the Roulo family.

Circa 1800 Detroit make two mentions in documents to Roulos. It is unknown if and how these Roulos relate to the Dearborn Roulos.

The Roulo who played the largest part in Dearborn's history was Charles Roulo. It is this Roulo for whom the school and street were named.

When Peter J. Roulo died in 1879, sons Charles, Edward and Joseph, and their families apparently divided his 13-acre farm. Charles then acquired additional land nearby to continue farming.

Peter J. Roulo's farm ran from Dix to what is now half-way between Amazon and the city limit, northwest (parallel to Amazon) to Lapeer, north-

east to the city limit, northwest to Eagle, southwest to Amazon, southeast to Roulo and back to Dix.

Three other Roulos are mentioned on late 1800s Wayne County atlases.

P. Roulo Sr. (presumably Peter F. Roulo), owned the equivalent of a three-block wide and three-block long parcel of farm land on the east side of Miller Road just south of Rotunda Drive. He was married to Theresa Roulo.

Charles Roulo's grandfather, probably Peter F. Roulo Sr., had originally operated a grist mill on the Rouge River, presumably at the mouth of the Baubee Creek into the Rouge.

An L. Roulo and a Mrs. A. Roulo each owned smaller parcels of land in what is today the Rouge complex. Several Roulos split a square piece of land at the mouth of Baubee Creek.

Peter J. Roulo Jr. was married to Margaret Cicotte Roulo. The haphazard record-keeping of the time might explain how Peter J. and Peter F. Roulo are referred to as Roulo Jr. and Roulo Sr.

Charles Roulo died at age 90 in 1938. He sold his land during World War I to Henry Ford, who wanted to use it as part of his Rouge complex.

One surviving story regarding Peter F. Roulo Sr. is about how he played with the Indian children as a boy and how when the Indians would go on the warpath, his parents would take him and hide in the swamp until the danger passed.

Edward Roulo was a lifelong friend of Henry Ford's.

Roulo Street

The two-block-long Roulo Street runs from Dix Avenue to Eagle Street. The old Roulo School was built on the road.

The street was named for Peter F. Roulo Jr. as his land abutted the road for half of its distance.

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(From Dearborn Press, April 21, 1938, P.1)

One of Dearborn's earliest residents was laid to rest Tuesday in Holy Cross Cemetery after funeral services in Sacred Heart Church for Charles Roulo, 90, of 21906 Garrison.

Death of Mr. Roulo, was born in a Springwells Township farm opposite the site of the present Ford Rouge plant, fulfills the prophecy of a Gypsy woman, made 35 years ago that he would live to the age of 90. The prediction was made on a trip to Jackson prison, made by Mr. Roulo while he was serving on a Wayne County jury. Mr. Roulo died Saturday afternoon.

The son of Peter and Margaret Cicotte Roulo,

he was born August 18, 1847, in the Miller Road farm home, and on Sept. 23, 1847, was baptized in the church of St. Anne de Detroit. He remained on the farm until the death of his father when the 13-acre farm was divided between home and his two brothers.

To clear up an indebtedness of \$600 on the land, Charles Roulo bought seven additional acres, and later bought the share of his brother Edward.

Until 1916, he continued to operate the farm and at the same time conducted a fishing business. In 1916, he sold the land to Henry Ford and moved to the home where he died on Garrison Avenue.

In 1866, at the age of 19, he was married to Susan Hadler. Mrs. Roulo died about three years ago, after the couple had been wedded more than 60 years.

Surviving Mr. Roulo are a son, George Roulo of Detroit, 11 grandchildren, residing in Dearborn and Detroit, seven great-grandchildren, and a brother, Joseph, 89, who is now ill in a Detroit hospital.

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JUDGE LEO R. SCHAEFER

(from Dbn Ind., P. 6, 6-12-31)

The subject of this story is about one of Dearborn's youngest politicians.

Leo R. Schaefer was at one time accused of holding office even before he was entitled to vote, but that is not true. Nevertheless, he was elected to the office of Justice of the Peace when he was barely 21 years old.

He is the son of John H. Schaefer, grand old man of Dearborn, as he is commonly known to his hundreds of friends and associates. Leo was born in the building recently torn down at the corner of Michigan Avenue and Schaefer Road in 1901. His mother died when he was but a few years old. His father later built the present home on Calhoun Avenue.

Leo attended the St. Alphonsus School on Warren Avenue and later the University of Detroit High School. In 1929, he matriculated at the University of Detroit Law School where he graduated in 1923 with the degree of L.L.B. He later returned for a year and received the degree of L.L.M.

In the early winter of 1921 and when the town of Springwells was incorporated as a village, Leo and two associates conceived the idea of establishing a weekly newspaper. Accordingly, a canvass of the few hundreds of families living in the village was made and a hearty response greeted The Springwells Independent, the first newspaper to be published in the township. Leo edited the publication for a number of years.

He was elected to the office of Justice of the Peace, defeating Frank Horger for the office. To the present day, he has been returned to the same office at every election. He has made a good judge and has built a good friendship second to none in this city. He retains the respect of his friends and well as his foes and has done this all through his short political career.

At every election he has had the honor of leading the ticket for judge. He will be a candidate for the same office this fall. He will also be a candidate for United States representative from this district in 1932.

HARRY A. SISSON

(March 1961 Dbn. Ind. P. 1)

Builder of residential and commercial property in Dearborn for the past 35 years, Harry A. Sisson, died early Sunday of a heart attack in Battle Creek.

Mr. Sisson went through life collecting quotations to guide him, friends who loved him, and successes that made him well-known.

When Henry Ford moved his main operation from Highland Park to the Dearborn area in the 1920s, Mr. Sisson moved his real estate and insurance agency company on Schaefer near Michigan across from the old picnic grounds. He continued business in the Sisson Building location until his death.

Sisson put out a booklet entitled "Quotations selected during my mature years as being sound, logical, stimulating and inspirational." These he distributed to customers and friends. Among his favorite quotations were "One of the best things to have up your sleeve is a funny bone," "To avoid criticism, do nothing, say nothing, be nothing," and "Youth is not a time of life; it is a state of mind."

Sisson was elected Highland Park city clerk in 1917.

He was a charter member and second president of the Highland Park Rotary club; president (1925) of the United Builders of Detroit, predecessor to the Builder's association of Metropolitan Detroit; president (1930-39) of the Dearborn Association of Insurance Agents; president (1930-31) of the Dearborn Rotary Club; and president (1940-41) of the Dearborn Board of Realtors.

The Dearborn Chamber of Commerce granted Mr. Sisson the 1941 Merit Award, and in 1959, he was declared Layman of the Year by the Dearborn YMCA.

In January of this year (1961), Henry Ford Community College named a new conference room at the Fairlane campus in his honor. Mr. Sisson and his wife Ariel, who survives him, sponsored a scholarship at the college and in private donated money several times to Dearborn Public Schools.

ORA LYNN SMITH

(from Dearborn Press, Nov. 28, 1941, P.1)

With a legion of friends throughout the state paying tribute, funeral services were held Friday (Nov. 22, 1941) for O.L. Smith, 62, renowned attorney and president of the District 7 school board, who died Nov. 18, at Woman's Hospital, following a relapse after a heart attack of last June.

One of the largest gatherings to attend a funeral packed the First Methodist church, where W.J. Cameron, Ford Sunday Evening Hour commentator, delivered a 10-minute eulogy of Mr. Smith's accomplishments. The Rev. Gordon Phillips officiated. Burial was at Moscow, Mich.

Recovering slowly from the effects of the heart malady that had kept him bedridden for several months, Mr. Smith had regained sufficient strength to go to his law office in Detroit for brief periods two weeks ago.

However, he suffered another attack on Sunday, a blood clot forming at his heart. He was taken to Women's Hospital Monday afternoon. Death came at 3:30 p.m. Tuesday.

Mr. Smith moved with his family to Dearborn in 1927, retaining his residence here since then. He was elected to the District 7 School Board in 1934 and was re-elected each succeeding term. He was president of the board since 1936 except for the 1938-39 school year when Paul D. Cahow was named to the chair.

Mr. Smith was also attorney for the now defunct District 5 (Henry Ford District), which was annexed by the Fordson District this past fall. Last year, he was a candidate for Republican nomination for governor.

He was made motherless at his birth in Union City, Mich, Oct. 8, 1879. When the boy, Ora, was 10, his father, James D. Smith, a dentist, died. Three married sisters provided his care until he was graduated from Union City High School in 1900.

Working as a farmhand, laborer and section hand, young Smith saved enough from his meager earnings to enter the University of Michigan. A year of study and he was broke. He then became a school teacher in Indiana, climaxing 10 years of that vocation by becoming superinten-

dent of the Howe School. Meanwhile, he continued his own education by taking summer courses at Ann Arbor.

Now married and the father of three children, Mr. Smith resigned his position at Howe to enroll at the University of Michigan Law College, graduating in 1913. A year later, he was elected prosecutor of Gratiot County and in three terms, became one of the most successful county attorneys in the state.

It was in this post that he gained fame for his prosecution of the Arthur C. Rich case, obtaining a conviction of the wealthy Battle Creek youth on a charge of attacking and beating a college girl. He also handled the family King Purnell House of David prosecution.

His successes in that post won him appointment as assistant attorney general in 1921 under Atty. Gen. Merlin Wiley. He retired to private practice in 1926 and a year later moved to Dearborn, retaining his Detroit law office.

He was appointed acting United States district attorney in 1927 and conducted the investigation into fixing of prohibition cases in Federal Court, obtaining the conviction of Lew W. Levinson, chief clerk in the court, charged with connivance with bondsmen and attorneys.

In 1929, he was appointed special assistant to the United States Attorney General. He again retired to private practice and until his death was a member of the law firm of Cook, Smith, Jacobs and Beake.

He was a member of the Gratiot, Ingham and Wayne county bar associations, the state bar and the American Bar Association.

He leaves his wife, Genevieve, four sons, Arthur M., Stanley B. Stuart M. And O.L. Smith Jr., a daughter, Barbara E., a sister, Mrs. Edna Stanton, and seven grandchildren. His home was at 260 River Lane.

-End-

Frank B. Swapka

(From Dearborn Press, Feb. 10, 1944, P1)

Frank Swapka, civic and charter revision leader, has been appointed to the Board of Assessors for a three-year term, succeeding Lysander T. Maples, who was retired after a long and faithful public career at age 74.

A member of the Dearborn Health Study Commission of which Lt. Gov. Keyes was chairman, Swapka has been active in civic, social, fraternal and public affairs here for the past decade. He has just been appointed re-employment committeeman for Local Draft Board 55. This honorary position officially authorizes him to help returned servicemen find their old jobs or possible new jobs, according to an announcement by State Selective Service Headquarters.

Chairman of the Boy Scout Troop Committee of the Dearborn Lodge, Loyal Order of Moose, Swapka is treasurer of the lodge and holds the high degree of fellowship in the order. The lodge is sponsoring a Boy Scout troop to assist in character and citizenship building and the curbing of juvenile delinquency.

Graduated from the Collinsville High School, Collinsville, Ill., Swapka's academic education and training includes two years of college at Cass Technical School in Detroit.

For 15 years an employee of the Ford Motor Company, Swapka began at the bottom as a production worker and by diligently applying himself to his work over a period of years, he advanced to the position of general foreman in the company's Pratt & Whitney Aircraft Division with approximately 2,100 employees under his supervision. His duties have been at the Rouge and Highland Park plants.

Having become associated with Mayor Orville L. Hubbard when the mayor was nominated for state senator in 1938, he has since been the spark plug in spearheading the mayor's campaigns. He has been active in public affairs in Dearborn and in 16th Congressional District Republican circles. He has several times represented the people of his home precinct as a Republican delegate at the county and state conventions.

Born on a farm in Illinois March 7, 1909, Swapka spent his early years there. With a job offered him in Detroit two years after graduating from high school, he first settled in Wayne County 15 years ago (1929) and has been a resident of Dearborn for the past decade. A family man, property owner and taxpayer, Swapka resides at 6133 Argyle Avenue with his wife, Agnes, and daughters, Betty Mae, 13, Joyce Ann, 8, and Agnes Mary, 4.

(from DPG P3, Feb. 17, 1977)

Frank Swapka served as public works director in Dearborn Heights from 1963 until he retired in December 1976. He said he decided to run for Dearborn Heights mayor after he was encouraged by friends and residents when they learned of his retirement.

Swapka, who is in his mid-60s but said he is 39 just like Jack Benny. He claims he was forced to retire by Dearborn Heights Mayor John Harris.

"I didn't want to retire, but there was the possibility he would have fired me."

Swapka said he would make a good candidate because of his past experience in public life and because "I'm sure I can do a better job."

His career spanned more than four decades. He worked for the Ford Motor Co. in the late 1930s, working his way up to superintendent before he was appointed director of public works for Dearborn by Orville Hubbard in 1942.

In 1950, Swapka left Dearborn city government to take a job as vice president of the Garling Construction Co., where he served until 1963.

In 1963, Dearborn Township was incorporated as a city. One of the late Mayor John L. Canfield's first actions was to appoint Swapka as public works director. Swapka served as the city's first and only public works director until his retirement.

His community involvement includes the Rotary Club, which he helped found in 1964, the Dearborn Heights Chamber of Commerce, which he helped found in 1972; the Dearborn Elks; the American Sokol Club; the Dearborn Heights Goodfellows; the Dearborn Heights Moose; and a number of public works associations.

Swapka's involvement in politics goes back to 1939 when he and four companions reportedly approached Hubbard, who was then an attorney, to run for mayor of Dearborn with their backing. Hubbard, who had lost three previous bids for the position, was elected in 1941.

"I took care of the south end for Hubbard in those first few elections," Swapka said. He said he also helped Hubbard develop Camp Dearborn after the city purchased the property.

Swapka also ran a successful campaign in 1968 when he defeated Ralph Guy Jr., who is now a federal judge, for a seat on the Wayne County Board of Supervisors.

"I resigned the position after three months," Swapka said. "I found out I was an administrator, not a legislator. I had taken a leave of absence from the city, so I just returned to my public works job."

Swapka is the first person to announce his candidacy for an elected office in Dearborn Heights this year.

RUDY TWORK

(from Dbn. Press, March 17, 1949, p-3)
Helped Build City at Forge and Anvil

For nearly three-quarters of a century, the Twork family blacksmith shop was an institution as important to Dearborn as anything else that flourished in the old village, and even today, with hundreds of older residents, he is remembered as a tradition that contains in retrospect all of the nostalgia of Longfellow's famous poem, "The Village Blacksmith."

Although both the original Mason Street shop, hard by the quarters of the Dearborn Press, and its successor on Michigan Avenue a few paces east of Howard Avenue, have vanished from the local scene these many years, many can remember when as children they paused by the open door to watch the sparks fly and heard the mellow ring of the anvil.

Karl Twork was the first of the name to come from West Prussia in Germany to these parts. He did not come to Dearborn direct, but stopped first in New York City and then in Detroit to ply his trade and increase his capital.

Rudolph Twork (Rudy to everybody from the day of his christening) and his brother Charles were the two sons selected by Karl to carry on the family business of wagonmaking and blacksmithing. He lost no time in apprenticing them to their trade. Although they received a sound basic education by the time they were 16, both had a thorough knowledge of iron and woodworking.

"We hired Dewey Wall, probably the best horseshoer ever to hit these parts," Rudy recalled the other day, gazing reminiscently from his window at the place where the old original shop used to stand. "I was the one picked to help him during the winter rush period and we had some trying times with some of the Ford horses that came in to be shod.

"I'll never forget one animal that had more than his share of spirit and a definite limit to his patience. He'd behave himself fairly well till we got the first three shoes on, then would get tired of it. We never failed to finish the job, but sometimes we'd be worn out before the fourth shoe was in place and we never knew but what the critter would kick the roof right off the shop while the job was in progress."

They worked long and hard at the shop, but not too long or hard to mix in a little fun with the labor. The old Fourth of July celebrations were the high spot of the year. Dewey Wall was a practical joker of admirable invention and unrestraint, Rudy remembers, and some of the comic getups he helped devise for the annual Fourth parade are still worth chuckling about.

Rudy Twork, now 75, will celebrate another birthday April 15 (his brother Charlie, at present vacationing in Florida, is a few years ahead of him). "He was born in the old family home, which still stands on Park Avenue a few doors east of Tenny Avenue.

He went to St. Paul's Lutheran School and for a short time was one of Frank Ward's pupils in the Village School on the Square. He married Henrietta Heinzmann in 1904 in St. Paul's Church - which his father and six other early

residents founded - and still lives in the house at 22122 Park Avenue in which he and his bride set up housekeeping.

"I'll end my days on this street, where I started them," he says. "Never a day goes by but what I recall many a happy hour spent around here, crowded with plenty of good living and few regrets." Much of the happiness went out of the hours though, when Mrs. Twork passed away seven years ago.

Most of Rudy's relatives still live in the vicinity. Of the four brothers, two who took up railroading have died, but some of their families live in Dearborn, and there are three sisters: Mrs. Minnie Paschke of Taylor Township; Mrs. Ed Blake and Mrs. Mary Dapprich, both of Dearborn. Rudy has three sons, William, Warren and Lester, all of Dearborn, and three daughters, Mrs. Loretta Manos of Inkster; Mrs. Dorothy Turio, who is now mistress of the Park Avenue home, and Mrs. Bernice Prokop of Los Angeles.

After selling the blacksmith shop 30 years ago, Rudy worked at a number of things before illness put him on the retired list a decade ago. He was chief cement finisher of the first streets to be paved in town, and for a long time was in the sidewalk and concrete business with Dave Barker, his best friend.

ANTHONY WAGNER

(from Dbn Press, Page 13-A, Sept. 14, 1967)

By WINFIELD H. ARNESON

The narrative of many of the earliest Dearborn Founders followed a similar pattern during the 19th century. The majority of them came from Europe, they traveled "west" to Dearbornville via the Erie Canal, worked hard as businessmen or in farming, and left a proud legacy behind. It was typical of another of our spirited pioneers.

Anthony Wagner was born in Germany May 7, 1834, and migrated to America to seek the promise of the good life here. He settled in Detroit and was gainfully employed as a brickmaker. He worked for two very well-known companies, Lonyo and Clippert brickyards.

It was while Anthony lived in Detroit that he met Eva Mott. She was from Germany, and he married her in 1855, three years after her arrival. They had four children: Katherine, John, Joseph and Charles, all born in Detroit.

About 1867, the Wagners decided to move to a farm in Dearborn Township. Wagner engaged in farming, but he also decided to pursue his trade of brickmaking. He foresaw the potential development of the Dearborn area, and so established his own brickyards. For many years, the business was known as A. Wagner and Son.

The location of the farm the Wagners bought was in the vicinity of where the famous Dearborn Inn is today. The road which led to the farm was called Pepper Road. A portion of this road remains today known as Snow Road.

Many a motorist passes along Oakwood Boulevard today just south of the New York Central Railroad underpass and sees what are commonly called the Twin Lakes. He finds them attractive amidst the hustle and bustle of a busy city and probably wonders why they are situated there.

These two lakes were originally the site of large clay deposits Anthony Wagner used for his well-known bricks. Wagner purchased that land where the Ford Motor Co.'s experimental buildings and a portion of Greenfield Village are now situated. Some of the best clay deposits were once found here.

As is often the case when large amounts of earth are removed, springs or other sources of water are uncovered and artificial lakes develop. This caused the Twin Lakes.

In 1909 when Henry Ford purchased the acreage from Anthony's daughter Katherine, he had to fill in a considerable area prior to building the experimental plants and later the Village complex.

Wagner was an industrious businessman who prided himself for the fine bricks made at his factory. Competition was keen because over a period of years some 20 different brick companies participated in Dearborn's first major industry.

About 1875, Anthony purchased some of premier brickmaker Titus Dort's land. After a period of time, he felt that the existing companies were not making the bricks correctly. Therefore, he modified the firing methods and consequently produced a harder, more durable product.

Wagner's bricks were used to build many fine Dearborn homes as well as St. Joseph's Retreat and Eloise. Many others were shipped west. The brickyards were a thriving activity for many years. Wagner gave employment to many local folks. It has been said that at the turn of the century,

the Wagner yards and the Arna Mills were the chief employers of the day.

In addition to managing his farm holdings, Wagner in 1896 built a hotel which still stands in Dearborn. The Wagner Hotel at Michigan Avenue and Monroe Boulevard has undergone many changes, but it still remains as a product of local brickyard. It was built as a two-story structure with plans for a third floor ballroom which never materialized. At one time, the building had 28 rooms and its own water reservoir on the roof.

Anthony Wagner died at age 73 on Jan. 21, 1908. Mrs. Wagner's death was in 1913.

-30-

FLOYD E. YINGER

(from Dbn. Ind. 6-12-31, P. 4-B)

Promotions, both as a railroad employee and as an official representing the citizens of this city, mark Floyd E. Yinger, former mayor, as one of Dearborn's outstanding citizens. He has been an employee of the Michigan Central Railroad for the past 39 years, being promoted on numerous occasions for excellent service to the railroad.

Yinger became active in local political circles in March 1924 when he was a candidate for the Springwells City Council. There were four elected, Yinger finishing fifth among a large field of candidates. He was appointed as a trustee of the Fordson Board of Education in March 1924 to fill the vacancy caused by the resignation of Joseph M. Karmann, who had been elected mayor of Fordson.

In April 1924, Yinger was elected secretary of the Fordson Board of Education and was re-elected as a member of the board for a term of three years at the June 1924 school election.

In June 1927, he was again elected a member of the Board of Education and was chosen as its president. In March 1928, he was nominated for mayor and became the city's chief executive at the election a month later. In May 1928, Yinger was appointed as a member of the ways and means committee of the Wayne County Board of Supervisors.

In July 1928, Yinger was elected to the charter commission of the consolidated cities of Fordson and Dearborn. In November, he was nominated for mayor of the new city of Dearborn. He was defeated by a narrow margin in the mayoralty election held in January 1929. Yinger was again elected as a member of the Fordson Board of Education in June 1930.

(from Dearborn Ind., Feb. 26, 1932, P.1)

Floyd E. Yinger, former mayor of Fordson and a member of the Fordson Board of Education, passed away at the Delray Hospital early Tuesday morning (Feb. 23) with an illness of slightly more than two weeks. Death was caused by pneumonia.

Funeral services are to be held at 2 p.m. tomorrow at the auditorium of the Fordson High School. The body, now at the Howe-Peterson Funeral Home, will lie in state at the Fordson High School from noon tomorrow until the services at 2 p.m. Services will be conducted by the Rev. E.H. Wilcox, pastor of the Mt. Olivet Community Church. Burial will be at Acacia Park Cemetery.

Born in Pulaski, Mich., 58 years ago, Floyd E. Yinger chose the railroad as a career. Beginning in the employ of the Michigan Central Railroad at age 17, he continued in active service of the company for more than 40 years. At the time of his death, he was general freight agent, with offices in Detroit.

Besides his activity in business and in affairs of the city and the Fordson School District of Dearborn, Mr. Yinger also was a vital member in the congregation of the Mt. Olivet Community Church. He was a member of the board of trustees, chairman of the official board, a member of the church's building committee and conducted the choir for a period of more than six years.

Mr. Yinger was a member of the Olive Branch Lodge No. 542, F.&A.M.; Fordson Lodge No. 560, Independent

Order of Oddfellows; Dearborn Lodge No. 1620, Loyal Order of Moose; the Fordson Rotary Club, Detroit Republican Club, National Educational Association and of the Pioneers Association of the New York Central Railroad.

Besides the widow, Mrs. Mabel Yinger, two sons, two daughters, a brother and two sisters survive. The children are Irwin and Wesley, Mrs. Helen Wright and Mrs. Cecil Bigelow, all of Dearborn. The brother is the Rev. George Yinger of Three Rivers, Mich., and the sisters, Mrs. Peter Turner and Mrs. Norris Olney, reside at Homer, Mich.

The Yinger home is at 6647 Yinger Ave.

Mr. Yinger became actively interested in political affairs of this city in March 1924, when he became a candidate for the council of the city of Fordson. He was nominated at the primaries but eliminated by a small margin in the general election, finishing fifth in a field of eight candidates.

Mr. Yinger was appointed to membership of the Fordson Board of Education in March 1924 to fill the vacancy caused by the resignation of Joseph M. Karmann, who had been elected mayor of Fordson.

In April 1924, Mr. Yinger was elected secretary of the Fordson Board of Education and was re-elected as a member of the board for a term of three years at the June 1924 school election. In June 1927, he was again elected a member of the Board of Education and was chosen as its president. In March 1928, he was nominated for mayor and became the city's chief executive at the general election a month later.

In May 1928, Mayor Yinger was appointed a member of the Ways and Means Committee of the Wayne County Board of Supervisors.

In July 1928, Mayor Yinger was elected as a member of the charter commission, a body elected to draw up governmental plans of the consolidated cities of Fordson and Dearborn. He was nominated as one of two candidates for mayor of the new City of Dearborn at primaries held in November. He was defeated by Mayor Clyde M. Ford in a close race at a record-breaking city-election.

Mr. Yinger was again selected to serve as a member of the Fordson Board of Education at an election held in June 1930. He was drafted to run for mayor at the city election last September when petitions bearing signatures of 5,000 qualified voters of the city were presented on his behalf. He was nominated at the primaries, losing at the general election last November, 7,057 to 5,016.

ADDRESS SYSTEM

(from March 12, 1931, Press FP)

The new house numbering plan for the city, which will conform to the metropolitan numbering plan, has been completed by the city and the delivery of numbers will start in the near future.

According to Superintendent of Public Works and Engineering Mark B. Owen, the order has been placed for several thousand numbers that will be needed to correct all those now being used. Representatives of the DPW will start the delivery of the numbers within the next few days, and at each residence or business place where new numbers are to be placed, they will be left.

The DPW will not attempt to install the numbers which would considerably delay their delivery, but each home owner or business place is expected to have the numbers placed at once.

By far the largest amount of changes will occur in the western portion of the city, where a separate system of numbering was used. Several streets in the eastern portion of the city which do not conform to the metropolitan plan of numbering are also to be changed:

The new plan of numbering uses the east and west base line used by Detroit, which is Woodward Avenue. The north and south base line used starts at the westerly limits of the city on Northview avenue and follows along Northview avenue to the River Rouge. The line then follows along the bed of the river to Jefferson avenue, Detroit.

The changes in the eastern portion of the city are chiefly along east and west streets including: Tireman, Warren, Ford, Michigan, Dix, Lanson, Wellesley, Lithgow, Robertson, Barclay, Schaden, Leonard, etc.

An appropriation of \$710 has been made by the council for the purchase of the 15,500 numbers which it has been estimated will be needed for the changes. The DPW expect to have all of the numbers distributed by April 1. The Michigan Bell Telephone company and the Detroit Edison company have received copies of the mimeographed books which they will use to correct their lists. The new edition of the telephone directory will have the new numbers.

The same numbering system is being used throughout the entire county. Numbers have been given in Dearborn township, Inkster and Wayne, and the system is being accepted universally as a benefit to all districts. The plan will give a person practically immediate identification of a place as the system of 100 numbers to a block is being followed. Allowances have been made in many cases to take care of corrections that are necessary but this has small effect on the definiteness of the location.

(from March 26, 1931, Press FP)

New house numbers, which are being distributed to homes throughout Dearborn in conformation with the metropolitan numbering system, will have been all delivered to their destinations by April 1, Fred W. Storrer, city engineer, told the Press today.

The Michigan Bell Telephone Co. is preparing to send its next statements to the new addresses, he said, and it is believed that the Detroit Edison company is changing its lists now. The post office is fully cognizant of the new numbers and will deliver mail without delay whether the old number or new number is used.

The process of changing numbers is a large undertaking and for its successful completion will require considerable cooperation from the residents. The city has appropriated about \$700 to purchase the new numbers and the department of public works and engineering is delivering them. The residents are required to place the numbers in a conspicuous place. This should be done immediately. The post office is urging all who correspond regularly with persons out of town to advise their correspondents of their new address as soon as they receive the new number.

Although the majority of changes are to be made in the western section of Dearborn where an individual city wide house numbering plan was in effect, there are also many changes to be made mainly on the east and west streets in the eastern portion of the city. Some of these streets are Tireman, Warren, Ford Road, Michigan, Dix, Lanson, Wellesley, Lithgow, Robertson, Barclay, Schaden, Leonard. A total of 15,500 numbers will be needed to completely change the city over to the metropolitan system, it has been estimated by Mark B. Owen, superintendent of the department of public works and engineering.

Woodward avenue, in Detroit, forms the east and west base line. The north and south base line starts at the westerly limits of the city on Northview avenue and follows along Northview avenue to the River Rouge. The line then follows along the bed of the river to Jefferson Avenue in Detroit.

(from April 30, 1931, Press FP)

A direct appeal has been made by Postmaster George H. Neisler, for the cooperation of all the people of the city who have had their house numbers changed. Apparently, some residents have neglected to put up the new numerals which were given out by the city.

It is necessary that the new numbers be placed upon the homes at once. Another point that the postmaster has called to the attention of The Press is that a number of people have taken down the old number. It will be necessary that all of the old numbers be left in place at least for six months or a year.

Postmaster Neisler pointed out that changing the numbering system creates a great deal of confusion for the post office employees. The greatest trouble being the use of two numbers, a new and old. Although the regular mail carriers who are familiar with their routes, can account for the changes rapidly, new carriers, especially during the summer months, may be confused.

If both the old and new numbers are placed on the home, it will be of great assistance to the postal authorities and it is absolutely essential that the new number be put up for mail delivery.

(from Tuesday, Jan. 6, 1931, Press FP)

But a small section remains in Monquagon township for the completion of the metropolitan numbering system which is to be put into effect some time during the month of February, it was announced by E.J. German, district superintendent of the Detroit Edison company who have undertaken the task.

Merchants and people residing in the district will be able to learn the complete numbering system either by visiting

the Edison office or inquiring at the offices of the village clerk of township supervisor, who are to be furnished maps now being compiled by the Detroit Edison engineers.

The new system not only eliminates duplication of road names in the metropolitan area, but simplifies considerably the task of locating a house or lot number.

The north and south base line is Cherry Hill road while the east and west commences at Woodward Avenue in Detroit. The lowest number is 100, thus on one side of Cherry Hill road on the street running north and south would be 100 and similarly on the other side.

There are 2,000 numbers to a mile and thus if a person is looking for 20000 Michigan Avenue, he knows he has to go 10 miles from Woodward avenue in Detroit, which would probably be in the vicinity of Telegraph Road, Dearborn.

Nankin township numbers start at Inkster road, which is 27,000, while numbers in Wayne are in the vicinity of 35000. The east and west townline at Michigan avenue is approximately 39400, while the last number on Michigan avenue in the metropolitan area is at Canton Center road, which is 45400.

(from March 6, 1930, Press FP)

Seventy-seven men and women of Dearborn, in a petition presented to the city council Tuesday night, protested against a proposed numbering system which would give this city, instead of an individual method of house number, only a share in an already huge system employed by Detroit in conjunction with other municipalities in the so-called "Metropolitan area."

The petition, which was referred to the committee on streets, sidewalks and alleys, was expected to come up for further discussion at the meeting of the council in committee this afternoon. There was no action taken at Tuesday evening's meeting which would indicate in what light the council might consider it.

The proposed system, which would cause house numbers in all the western part of the city to jump into the higher thousands, would be a hindrance rather than an aid to the distribution of mail, now that Dearborn has a post office of its own and is no longer partially dependent up on the Detroit post office, according to the signers of the petition.

The document also sets forth the argument that such a numbering system would not designate Dearborn as a separate entity, but merely as an appendage of Detroit.

In conclusion, the petition declares that such a move would lead outsiders to believe that we were but a continuation of or annex of Detroit, and would not be in keeping with our desire to hold ourselves as a modern, self-governing independent and well-established city.

According to citizens and businessmen who have expressed themselves as unalterably opposed to the change, it would be more in keeping with Dearborn's individuality if the city could be divided north and south along Michigan avenue and east and west at Schaefer or Southfield roads. From these points, of division, the numbers would branch out from the beginning to the end of streets.

In some parts of the city, such a numbering system is now in use. Examples are north and south Mason streets, which are easily distinguished although one is a continuation of the other, and Michigan avenue, which is in the western part of the city is designated as West Michigan Avenue.

It is this system opponents of the other proposal have

pointed out, which is used by Detroit itself, while some neighboring cities have allowed the number of their streets to start high in the thousands and end higher for the sake of uniformity.

(from March 13, 1930, Press FP)

Councilman Ernest G. Miller, declaring that his committee on streets, sidewalks and alleys, wished to consider the matter further Tuesday evening temporarily held up action on the proposal by which Dearborn houses would be numbered according to a continuation of Detroit's numbering system

The plan, as submitted by Mark B. Owen, superintendent of public works and engineering, would leave house numbers in the eastern part of the city much as they are, but would cause numbers in the western part to be jumped into the higher thousands.

A petition signed by 77 men and women voters, submitted to the council a week ago, protested against the system on the ground that it would make Dearborn appear to visitors to be no more than an extension of Detroit.

It was also stated by the petitioners that such a move would not be in keeping with our desire to hold ourselves as a modern, self-governing independent and well-established city.

A number of business men and other citizens have expressed themselves as in favor of a system which Dearborn's individuality, even if costing slightly more. It was suggested that a purely local system of numbering be arranged with the city divided north and south along Michigan Avenue and east and west at Schaefer or Southfield Road.

It is a system similar to this, opponents of the other proposal have pointed out, which is used by Detroit itself, while some neighboring cities have allowed the numbering of their streets to start high in the thousands and end higher for the sake of uniformity.

It is believed that the council, before finally passing on a new house numbering system, will cause a second plan to be drawn up so that it may be compared with the first. In such comparison, the merits of both might be judged and the one considered best fitted for Dearborn selected.

It is apparent that whatever action will be taken the committee in whose hands the matter has been placed, will move slowly and investigate all angles thoroughly before submitting its recommendation to the council.

(from March 20, 1930, Press FP)

With Councilman Reginald V. Bovill protesting against a system which many believe would give Dearborn the status of an "annex of Detroit," the city council Tuesday night gave its final approval to the metropolitan plan of house numbering for the city.

Before the final vote was taken, Mayor Clyde M. Ford asked if anybody in the council chambers wished to protest against the plan or discuss it. Besides Bovill, none did. The measure then was put through in accordance with the recommendation of the committee on sidewalks, streets and alleys, of which Councilman Ernest G. Miller is chairman.

Due to many protests coming from citizens in all sections of Dearborn as well as to a petition signed by 77 men and women voters against the plan, final action on the plan was held up a week ago at Miller's request. However, in the absence of further protests, the measure was decided Tuesday night without further delay.

The council's action means that Detroit's house numbering system will be continued into Dearborn. According to the recommendation of Mark G. Owen, superintendent of Public works and engineering, numbers on east and west streets in the eastern part of the city will be left much as they are, while numbers on all north and south streets and all streets west of Division road will be changed.

In the district known as West Dearborn, numbers on east and west streets will all consist of five figures, and streets running west from Monroe avenue will begin numbering above 22000.

...
The council was urged to cause another numbering plan to be drawn up in detail so that it might be considered, together with costs, in comparison with the metropolitan plan. This was not done, although the council meeting in committee a week ago today, suggested that anybody who had gone to the trouble to draw up a plan of his would be given a hearing.

(from Sept. 18, 1930, Press P2)

New street numbers for the western part of Dearborn and the business district of the former city of Fordson will not be installed until April, although new maps have been made and all is in readiness for their installation at the present time, Mark B. Owen, commissioner of the public works, said Tuesday.

The daily was ordered at the request of the Michigan Bell Telephone Company, which pointed out that to change the numbers now would result in confusion in connection with the current telephone directory. The new numbers will be listed in the next edition of the directory, which is to be published in April, it is said.

While at first, it was believed that it would only be necessary to change numbers in west Dearborn, it has since been learned that numbers in the old Fordson business district must also be changed to conform with the Detroit metropolitan system of numbering, which is the basis of the plan adopted. The business district was numbered originally in what engineers believed was conformance with the metropolitan system, but it was later learned that a variation of about 1,000 units existed through some error.

The city will provide and install the new numbers.

(from Sept. 19, 1919, Press P2)

On Wednesday evening, the village commission accepted and passed on first and second reading the plans for house numbering, submitted by Commissioner Snow.

This ordinance, which will become effective Nov. 1, provides that a standard number plate shall be placed upon each house in the village at the right side of the entrance at a height of five feet from the floor. The numbers will be installed by the clerk at the expense of the village. The plan as submitted allots one number for every 20 feet and follows closely the Cleveland system, which will be adopted by Detroit, also.

The right side of the street is reserved for even numbers, and the left will carry the odd and the blocks will contain 100 or more numbers. That is, if a block contains less than 1,000 numbers, the remainder will be dropped and the next block will be started off with the next hundred.

Michigan avenue will be the base line dividing the village into north and south sections, and all thoroughfares crossing this avenue will bear the prefix south or north. It is

estimated that the installation of this system will cost the village approximately \$400.

The first house numbering ordinance in Dearborn was started Nov. 1, 1919. Residents were required to place a standard plate number on the right side of the main house entrance five feet up.

The metropolitan number system was extended to Inkster, Garden City, Wayne, Nankin Township and Dearborn Township in summer 1930.

The cost of this renumbering was born by Detroit Edison.

MICHIGAN AVENUE

Chicago Turnpike/Toll Booths

The Chicago Road (now Michigan Avenue) was planked during a three-year building program beginning in 1835.

Toll booths date back earlier. Construction of the toll booths was authorized Dec. 16, 1816. In 1824, the Chicago Road was changed into the Chicago Turnpike, the first such turnpike in the country to be established. Four toll booths were erected in 1825. Two more were later added.

Among the six were four regular toll gates -- three in Dearborn and one in Inkster -- and two toll bridges, one on the Rouge River and one at Rievriere Aux Ecores (Ecorse Creek).

The Chicago Turnpike was turned over to a chartered company, hence the toll booths, in 1848.

The gates ceased operation in 1890 when the state retook control of the roads involved.

A marker commemorating the tollgate that for many years graced Michigan Avenue just east of the Rouge River was dedicated Jan. 7, 1951.

Parking

Until 1954, parking was regularly allowed on Michigan Avenue in west Dearborn. In February 1954, the City Council made one of the parking lanes a no-parking lane during rush hour. In the morning, parking on the east-bound lanes was banned. In the afternoon, it was banned on the west-bound lanes. The bans took effect April 1, 1954.

Parking was totally eliminated on Michigan Avenue in west Dearborn in June 1963 and the street was changed from six narrow lanes to five wider lanes.

The city also purchased property 100 feet by 800 feet along Newman west of Mason for more parking. This included the old railroad station at Newman and Tenny, which was subsequently razed.

The parking ban was subsequently expanded to Michigan Avenue from Telegraph to Gulley in January 1970.

At Outer Drive

As part of the proposed one-way Michigan Avenue through west Dearborn, some discussion went on in 1963 about changing the Michigan Avenue-Outer Drive intersection into an underpass.

At Greenfield

The Michigan Avenue-Greenfield underpass was opened Nov. 28, 1960.

At Wyoming

The Dearborn City Council proposed a grade separation for Michigan Avenue and Wyoming May 25, 1954. It made the request to the state highway commission, which chose not to follow up on the request.

Early changes

(from July 15, 1932 Independent Page One)

A project that has been in the minds of Dearborn business men and residents of this city for several years, the paying of the center strip of Michigan Avenue from Schaefer to Southfield Road, is an actual fact today. Work of filling in the center of the roadway will begin immediately, and at no cost to Dearborn.

Plans for the immediate relief of the existing hazardous conditions along Michigan Avenue from Schaefer to

Southfield Superhighway were completed at a regular meeting of the Wayne County Board of Supervisors. The proposal was placed before the board by Mayor Clyde M. Ford and Councilman Joseph W. Schaefer and was urged by other local representatives of the board.

The work is to be a portion of a program now being launched by the county. The Wayne County Road Commission will supervise the work which will also include the elimination of the bottle-neck shape of Michigan Avenue near the River Rouge and the filter station of the Ford Motor Company.

It also was made known this week that Ford Road has been widened several feet from Orchard Avenue westward to the Rouge River. It is planned that this addition will be paved within the next few weeks. That portion of the county program also includes the widening of Ford Road west of the Rouge River to Gulley Road.

The Michigan avenue program, which probably will be underway by Monday, also includes the construction of a new bridge across the River Rouge at the lane for west-bound traffic. The new bridge will be wider than the present structure it was state.

The railroad tracks lying between the strips of pavement on Michigan Avenue between Schaefer and the Ford Filter Plant can be removed at any time, according to a statement made this week by James E. Greene, corporation counsel. Green declared that no concern has authority to leave the tracks on the property. It is planned that Dearborn will remove the tracks within a few weeks.

(from Aug. 5, 1932 Independent FP)

Work will begin Monday in reconditioning Michigan Avenue from Schaefer road to west Dearborn, according to plans complete by the city council at its committee of the whole meeting Thursday afternoon.

Monday's program includes the opening of operations by a wrecking company to tear up the interurban tracks and remove the overhead wires. The wrecking company will pay the city \$250 for the material it receives.

Ties of the interurban tracks will be turned over to the Dearborn Department of Welfare to be cut for fuel to be distributed to needy families of the city during the coming winter. The property, tracks and ties and other equipment were recently given to the city by the receivers of the Eastern Michigan Railways in lieu of taxes.

Following the work of the wrecking company, the Wayne County Road Commission will immediately begin work in paving the right-of-way, joining the east and west traffic lanes.

It is planned that the work will be well under way long before fall, according to city officials. As stated several days ago by the Dearborn Independent, the state and county will assume the financial burden of transformation of the main highway of Dearborn to a modern superhighway.

Michigan Avenue Bypass

In July 1954, plans were announced (again) for a west Dearborn Michigan Avenue bypass. It would take west-bound traffic down Morley. Construction was expected to begin in six to eight months. It never did.

U.S. 112 becomes U.S. 12

(from Dearborn Guide, Jan. 11, 1962, P1)

Route signs marking Michigan Avenue and the Willow Run Expressway through Dearborn were being renumbered this week by the State Highway Department.

All US-112 signs, marking Michigan Avenue, are being replaced by US-12 markers throughout southern Michigan. At the same time, the US-12 signs are being removed from the Willow Run Expressway (Interstate 94), the state advised city officials.

Historically, Michigan Avenue, the state's oldest highway, was traveled by Indian tribes in attacks on Detroit during the American Revolution and the War of 1812.

Formerly called the Great Sauk Trail and the Chicago Road, it was the main Detroit-Chicago route and followed a well-marked Indian trail which by-passed swamps, lakes and other obstacles.

About the avenue

("Michigan: A Guide to the Wolverine State" P.214)

At the insistence of Father Gabriel Richard, congressman from Detroit and the only Catholic priest ever elected to Congress, \$10,000 was appropriated in 1824 for the survey of the Great Sauk Trail (Michigan Avenue) between Detroit and Chicago; the following year, Fr. Richard obtained an additional \$3,000 for this work.

It required seven years to complete the road, which in 1835, became a stage route through Dearborn, Ypsilanti, Saline, Jonesville, Coldwater and Niles to Chicago, following the present route of US-112. Originally known as the Chicago Road, the section within the limits of Detroit and Dearborn is now Michigan Avenue.

Dead Man's Curve

In 1962, the state lessened the danger of Dead Man's Curve by changing it from three narrow lanes each way to two wider lanes in each direction. It also added some reflectors along the railings.

The state eliminated Dead Man's Curve on Michigan Avenue and straightened the Rouge River by there in the process in 1967.

Michigan-Southfield intersection

(Dearborn News, P. 1. Tues. Nov. 13, 1928)

The first of two grade separations on Michigan Avenue over the proposed Southfield road cut-off became a reality early last Thursday afternoon when the south separation on Michigan Avenue was opened to eastbound traffic. The north separation, on which the westbound traffic on Michigan Avenue will travel, will probably not be opened for several weeks.

Thursday's opening was the completion of the first step of the proposed new super highway intersection at Michigan and Southfield roads. When completed, Michigan avenue will span Southfield Road and traffic, to transfer from one highway to the other, will travel over concrete drive-ways specially laid out for that purpose. To complete a change from one of the two highways to the other it will be necessary to make right turns only, a unique and safe plan.

In arriving at a location for the Southfield super highway south of the Michigan super highway, several different routes were studied by members of the road commission. It was determined from the first that it would be necessary to separate the grades at the crossing of this super highway with the Michigan Central railroad, and the officials therefore collaborated with the railroad in the selection of the

route with the result that the route as selected crosses the railroad at the westerly end of a proposed great railroad yard to be constructed at some future date, thus avoiding the necessity at this time or at some future time of providing a grade separation with a large number of railroad tracks at a great cost.

At the location selected for the crossing of the Michigan Central railroad, the railroad lies about 300 feet south of the proposed Michigan super highway, and the River Rouge about 200 feet south of the railroad, and at a much lower elevation than that of the railroad and of the Michigan super highway.

Taking advantage of this favorable topography, it was determined by the officials to separate the grades between the two super highways as well as between Southfield super highway and the railroad.

By raising the grades of the railroad and of Michigan super highway approximately seven feet and by constructing bridges to carry them over Southfield super highway, it became possible to carry Southfield super highway at an approximately level grade from the proposed bridge over the River Rouge, under the railroad and under Michigan super highway.

The raise in the grade of the railroad, however, required, that the existing channel of the Rouge River be closed and that a new channel be provided some 500 feet further away from the railroad.

An agreement was reached with the railroad based on this general plan and involving an appropriate division of cost of the work involved and construction was initiated last spring.

Work on the north grade separation also is progressing rapidly and it is evident that both grade separations and the bridge over the Rouge River will be completed for use by highway traffic next summer.

Both Southfield and Michigan roads are super highways and will be paved with 40-foot strips of concrete with an 84-foot space between them. At the points where Southfield highway crosses under the Michigan highway and the Michigan Central railroad, the two strips of paving will converge somewhat and will be carried under bridges which will provide four spans, each having a 30-foot clear width, and two sidewalk spans of 10-foot clear width. The spaces under the two middle 30-foot spans will not be occupied at the present time.

The space between the two concrete pavements will again widen after passing under the Michigan Central railroad until there is a clear space of 84 feet between them at the point where Southfield highway crosses the Rouge River. The bridge carrying Southfield highway over the Rouge River will, in reality, be two separated bridges, one for each pavement of the highway with a space or 84 feet wide between them.

Each of these bridges over the Rouge River will be reinforced concrete, T-beam and slab construction, having three spans, each 44 feet long -- and providing a 40-foot roadway width and a 10-foot sidewalk width. The bridge carrying the railroad over Southfield highway will provide two railroad tracks and for future expansion to care for several other tracks and will also provide clear height above Southfield highway of at least 15 feet.

Each strip of pavement of the Michigan Highway will be carried over the Southfield highway by a separated bridge, one of which was completed yesterday, the two bridges begin 82 feet apart and each providing for a 40-foot

highway and a 10-foot sidewalk.

Officials believe that, upon completion of the project, a noteworthy improvement will have been added to the county highway system and that the great possibilities of these 204-foot super highways will be better visualized by the public.

The distinction of driving the first automobile across the new grade separation goes to Allen Livesey of Dearborn, who chanced to be driving to Fordson at 4:30 p.m. Thursday, just as the barriers were removed.

I-94

The final link of I-94 from Downtown Detroit to Lake Michigan was opened Dec. 19, 1960. The last part was an 18-mile span west of Ann Arbor.

The 203-mile stretch of expressway ended in Stevensville on Lake Michigan.

This opening made I-94 the longest stretch of continuous toll-free interstate in the United States and the first border-to-border freeway.

I-94 in Detroit was started in 1947. Other short stretches in Jackson and Kalamazoo were built in the early 1950s.

By 1957, less than 50 miles was completed in three sections, most of it being the Detroit-Willow Run part.

With this completion, I-94 was said to replace US-12 (Plymouth Road), which was considered obsolete as a major highway since before World War II.

(From Press & Guide, March 28, 1991)

Major reconstruction of the Edsel Ford Expressway (I-94) through Detroit was recently announced as the system is inadequate for current needs as well as being in a deteriorated state because of its advanced age.

Interestingly, the original plans for what is now known as I-94 through Detroit called for a vastly superior system, even better than the one intended with the reconstruction. Also interesting is the fact these initial plans were announced a half-century ago this year.

A story on the front page of the Feb. 7, 1941, Dearborn Independent, announced plans for a new superhighway through Dearborn and Detroit. The planned route followed closely to where the corresponding stretch of I-94 goes today.

The expressway was originally referred to as the Harper-Stanley-McGraw highway. The highway was proposed for two reasons: to provide a long-range solution of traffic congestion and accidents, and to be part of a program to meet national defense needs. (Remember World War II was already going on in Europe.)

The state motorway plan involved some 650 miles of express roads and parkways. The cost at the time was put at upwards of \$300 million, of which nearly two-thirds would be spent inside Detroit.

The \$50 million Harper-Stanley-McGraw crosstown expressway was given top priority because of its defensive value.

Up to this point, U.S.-25 from Toledo through Detroit to Port Huron was designated by the War Department as the most important military highway in Michigan. At the time, it carried the second heaviest commercial traffic in America.

The proposed 19-mile expressway, from Southfield Road in Allen Park to Morang Drive just below the Macomb County line, would supply a new fast route between the Stinson, Wayne County, Ford, Detroit and Selfridge airports. Morang continues southward to become Cadieux where I-94 crosses it today.

Of the 19 miles the highway would traverse, nearly seven miles would be elevated, nine miles on the surface and three miles depressed.

The route would pass through the main commercial and industrial district and serve almost every plant in the area. It would also relieve the north arm of Grand Boulevard, one

of the most overburdened stretches of roadway in Detroit at the time.

The proposed freeway had been designed for speeds of 40 to 80 miles an hour. It was to have four 12-foot traffic lanes in each direction, except for the eastern third, where only two lanes each way had been deemed sufficient because of the smaller traffic loads at that end of town. There would be extra lanes for acceleration or deceleration by the exits.

The proposed highway was divided into three sections: Wyoming Avenue east to Connors, Wyoming west to Southfield and Connors east to Morang, where the road would join Mt. Clemens Drive. Here, drivers could continue on to M-29 and US-25 to the International Blue Water Bridge at Port Huron.

The section of the proposed highway affecting Dearborn would approach the Dearborn city limit on the northside of McGraw Avenue. Following a southwesterly course, it would go under McGraw, Michigan Avenue and Miller Road, then rise above the Michigan Central railroad and Rotunda Drive at the north end of the Ford Rouge plant grounds.

From that point, it would head southwest and remain elevated in passing through Ford property and over Schaefer Road. It would cross Schaefer at the south end of the Ford administration building grounds (now the Lincoln-Mercury headquarters building).

It would then return to grade level and would go over Greenfield Road, the Rouge River, Oakwood Boulevard, Outer Drive and the Wabash Railway. The route would parallel the Detroit, Toledo and Ironton railroad north of Allen Road.

The western terminus of this third of the highway was to be at Southfield Road, within a short distance of the intersection of Ecorse and Allen Roads, which furnished direct routes to Chicago and Toledo, respectively.

Motorway entrance and exit points were designed for all roads crossed in the vicinity except Rotunda Drive.

The elevated portions of the highway, with 200-foot right-of-ways, were called for when sewers and other underground services would make it too costly to carry the road under intersecting streets.

On these elevated sections, there was to be a 10-foot space between the east and westbound roadways, with emergency stairways leading down at intervals from the center space. Parking provision would be made for under the structure.

Other expressway objectives of the master program were to include a Hastings-Oakland-Woodward expressway to Saginaw, an all-elevated route parallel to Grand River Avenue in Farmington and extension of the Harper-McGraw route to Chicago and Toledo.

"Surfaceway" routes were called for Caniff-Calvert-Plymouth Road, for Dix-Vernor Highway and for a downtown loop along the Detroit, Huron and Clinton Rivers.

The Grand River elevated highway would be diverted down Second to Jefferson, and then eastward along the riverfront to a bridge connecting with the foot of Belle Isle, where it would join the island section of the parkway.

At the same time of the announcement of a "Crosstown Motorway," though not bearing directly on the new plan,

Dearborn Councilman Clyde M. Ford made a request for a plan to relieve congestion on Michigan Avenue in west Dearborn, a problem which still plagues drivers today. Ford's suggestion was to widen Newman (then Mechanic Street) from Oakwood to Telegraph Road.

(Sidebar)

I-94, also known at various sections as the Willow Run Expressway, the Detroit Industrial Expressway and the Edsel Ford Expressway, first opened to traffic in December 1942. The stretch ran from the Rouge Plant in Dearborn to Willow Run Airport near Ypsilanti.

"The War Department ordered the state to build it," said Tom Shawver of the Michigan Department of Transportation Public Information office. "It was built in record time."

The next stretch completed was from the Rouge Plant to Michigan Avenue, a 5 3/4-mile span, in June 1944. In June 1950, the .3-mile jog, from Michigan Avenue to M-153 (Ford Road) was opened.

Three years later, in May 1953, the 4.6-mile stretch from M-153 to the Lodge Freeway was completed. Next was the 2.3-mile span from the Lodge to Mt. Elliot, which opened in two sections, November 1955 and June 1957. The next 3.1 miles from Mt. Elliot to Norcross (near present-day Chalmers) opened in November 1958. The final five miles in Detroit, from Norcross to Vernier, opened in December 1959.

LOCAL ROADS

I-96

Interstate 96 was completed outstate in late 1962. The US-16 highway designation was then eliminated in Michigan as it was no longer needed.

Airport Drive

The original stretch of Airport Drive jogged north at Southfield Superhighway to what is today Village Road. The road could not continue straight at first because it would have cut through the Ford Airport grounds. Road planners had the road make a quarter-mile job to the north at the Southfield Superhighway.

After the airport was closed, Henry Ford asked that the city vacate and abandon Airport Drive west of Southfield and turn it over to him as a private road. In exchange, he would pay for the extension of Airport Drive at its southerly intersection with Southfield through the former airport grounds to Oakwood and continue it to Outer Drive.

The City Council OK'd the vacation of the north section of Airport Drive Jan. 30, 1934. The new roadway straight through the airport was built in May 1934 and opened in June 1934.

The new section of Airport Drive originally was a 20-foot concrete road.

Brady Street

Proposed extension

Orville Hubbard had the city in November 1957 look at extending Brady Road on to Ford Road as a "thank you" for residents in the area overwhelmingly voting against him in the recent election.

Most residents were opposed to such an extension of Brady. The plan was finally dropped when it was discovered the land-acquisition cost would be too high, estimated to be at least \$100,000.

South Brady moved

Originally, Brady Street south of Michigan was about 100 feet west of its current position.

In spring 1959, the last obstacle in straightening Brady was removed when the frame house on the west side of the street, previously used by the Dearborn YMCA, was vacated and razed.

The property along the west side of the street was then traded to the city by Ford Motor Co. in exchange for the land the existing roadway used but would be vacated when the new street was created.

Dartmouth barricades

Due to heavy traffic on the dirt road, the city of Dearborn installed barricades on 12 of the streets intersecting Dartmouth between Outer Drive and Telegraph in summer 1952. Only a few streets were left unobstructed.

The city's goal was to force Dearborn Township into paying Dartmouth.

In September, the city asked the county to take control of Dartmouth. The county said no. The city then asked Dearborn Township to install stop signs at the various intersections. The township said it would only consider that if the city took down its wooden-post barricades. The barricades

were finally removed.

North/South Dearborn Road

South Dearborn Road was one of two early roads the ran on either side of the Rouge River from Dearborn to the Detroit River. The other was North Dearborn Road, so called because it was on the north side of the river.

South Dearborn Road crossed Southfield Road at the original Dearborn-Allen Park city limit was where Southfield started to veer due north.

South Dearborn Road from the railroad tracks to Airport Drive (now Village Road) was vacated Dec. 8, 1931, by the Dearborn City Council at the request of Henry Ford Museum and Greenfield Village, through which the road went.

North Dearborn Road from Rotunda Drive to I-94 was legally vacated Nov. 2, 1971.

Evergreen Road

The extension of Evergreen south of Hubbard Drive was made possible in late July 1974 by a swap of 10.72 acres of University of Michigan-Dearborn property for 8.2 acres of non-adjacent Ford Land property elsewhere in Dearborn.

Ford Road

Widening plans

In 1965, plans were made for the widening of Ford Road into an expressway from Miller to Plymouth Road near Ann Arbor.

In east Dearborn, stores on the north side of the street from Chase to Horger would be razed and on the south side of the street from Horger to Miller. The alleys behind these stores would supply the room necessary for on and off ramps.

The widening was originally slated to begin in 1972, but at the city's request, was moved up a few years with the city agreeing to pay a larger part of the bill.

Parts of Ford Road at the time were already conducive to such a plan. It was six lanes wide through the farmlands in the middle of the city. It was four lanes from Wyoming to Oakman. It was six narrow lanes from Oakman to Chase.

In west Dearborn, it was four lanes wide, but much of the land adjacent to the roadway was still vacant at the time.

Early Ford Road

Ford Road was a one-lane highway from Chase to Military only originally. In 1925, the road was expanded to two lanes and paved along this stretch.

Garrison cut-off

When the idea to make Michigan Avenue one way again resurfaced in 1963, plans were made to extend Garrison from its dead-end at the time at Haigh to connect with Michigan Avenue by Nowlin.

The street would cut through the former Haigh estate. The land was rezoned along this stretch in March 1963 in preparation for the extension. The western most stretch of this area was part of the old St. Joseph Retreat land.

Initial plans called for a major development to be included along the north side of the "new" Michigan Avenue, including a major motel and shopping. This plan was dropped when it was discovered the land would be too small

to comfortably fit the proposed project.

Greenfield Road

The Greenfield Road widening project was in the works since the end of World War II.

The original roadway, now the northbound lanes between Michigan Avenue and Warren Avenue, was two lanes each way.

The plans were to take 50 feet on the west side of the road and make the road three lanes each way with a center island.

The roadway was finally built in 1964. The tall electrical towers were resituated on the center islands.

Greenfield north of Warren Avenue had been widened to seven lanes from Warren Avenue to Eight Mile Road several years earlier.

The Michigan-Greenfield underpass was opened Nov. 28, 1960.

Maple Drive

In the mid-1920s, the entrances to streets like Maple Road off of Michigan Avenue had islands in the middle, hence the name of the street being changed from Maple Road to Maple Drive.

A battle ensued over whether the islands should remain as the left only a narrow roadway for vehicles to enter the streets. The islands were eventually removed.

Military Road

Cemetery closing

Military Street through St. Hedwig Cemetery was closed in late 1973 after much debate from local residents. The street was a shortcut between Warren-Telegraph and Outer Drive.

Most residents were in favor of closing the road, but a few wanted it to remain open. The street was originally slated for closing upon completion of paving in early fall 1973, but the debate delayed the closing.

Extension donated

Mr. and Mrs. Henry Ford donated land for an extension of Military Street from Elmdale to Pelham. The Fords presented the deed for the land to the city of Dearborn Nov. 9, 1939.

The span between Rotunda Drive and Pelham was closed when Edsel Ford High School was built in the mid-1950s.

Ironically, Ford Motor reclaimed the rest of the roadway a few years after that as the street was in the middle of the Ford complex there.

MCRR viaduct

The first talk of a railroad viaduct for Military Street and the extension of the road south of Michigan to the railroad track, connecting to Lapham Street, occurred in 1929. The project was put on hold because of the Depression.

The original City Council resolution a grade separation for Military in 1929 also called for a grade separation at Mason and Monroe, but those streets were determined as not feasible for such a project because of the cost. They were determined to be possible projects for a future time when the city was in better financial shape.

Part of the county's agreement in building a grade separation for Military included the closing the Tenny Street crossing of the railroad, where they had been considerable

loss of life through the years.

The city vacated Tenny at the railroad tracks July 30, 1940. The viaduct was then built that summer.

In summer 1940, the city tried to have the county take over jurisdiction of Nowlin Street from Michigan to the tracks in the hopes of a similar grade separation being built there. The county turned down the proposal at that time.

Newman Street

In 1945, the Dearborn City Council considered making Mechanic (Newman) officially an alley from Oakwood to Howard Street. Aug. 7, 1945, the City Council officially made Mechanic (Newman) an alley east of Oakwood. The rest remained a street.

Newman was finally completely paved from Haigh to Nowlin in 1964.

Park Street

Some residents in spring 1957 tried to have Park Street between Outer Drive and Military Street rezoned for business use. This push was unsuccessful.

Schaefer Road

South Dearborn Road, Schaefer Road and Monnier Road were combined Oct. 27, 1925, to create Coolidge Highway, after the current president of the United States.

The road ran from the Detroit River in River Rouge to 10 Mile Road in Royal Oak.

Southfield Freeway

Pre-freeway days

Emerson Road, the original name of Southfield Road in Dearborn, originally went on a slight northwest-southeast diagonal, crossing Ford Road at about where Southfield is today, then angling slightly southeast so it crossed Michigan Avenue about a quarter mile east of the present Southfield roadway.

This stretch of Emerson was part of the original North Dearborn Road. The county vacated this part of Emerson Road and moved it so it went north-south like Southfield does today.

In 1928, Emerson Road was extended south of Michigan Avenue with the construction of an underpass at Michigan Avenue and a bridge over the Rouge River.

It was laid out to run along the east side of the Ford Airport to Airport Drive (Rotunda Drive).

The plan was to have the road eventually connect to Ecorse Road.

The Rouge River was moved farther south to accommodate the overpass-underpass of the railroad and river. The river was straightened at this point for the project as was Southfield Road (north of Michigan Avenue).

Plans at this time were to also continue Outer Drive through Dearborn along Military.

Original proposed route

The original proposed route of what we now know as the Southfield Freeway took it through Dearborn between St. Joseph Church and Greenfield Congregational Church on Rotunda Drive. The route was eventually changed to the existing route along Southfield.

Southfield was also supposed to be originally an eight-lane freeway. The first part of the project was to be the Plymouth Road grade separation to be built in 1953.

Work was expected to take 10 years to complete. The

existing roadway would serve as the service drive.

Ford-Southfield grade separation

Originally, Ford Road-Southfield was a regular intersection. Plans were announced in July 1954 to build a grade separation at that intersection. It was one of several planned projects announced.

First expressway stretch

The first section of the Southfield Expressway opened Dec. 21, 1961. The 2 1/2 mile span ran from Ford Road north to West Chicago.

The project, when completed, converted 13 miles of Southfield Road to expressway. Its cost was \$40 million.

Telegraph Road

The original Telegraph Road in Dearborn was what is now the northbound lanes. The section from Cherry Hill to the Rouge River was originally zoned for residential use.

In September 1951, AAA official called Telegraph in Dearborn the busiest and most dangerous highway in Michigan.

The plans of widening Telegraph was on the drawing board for more than 20 years.

The first announcement of widening the roadway came in July 1954. The original four lanes would serve as northbound lanes. Three southbound lanes would be built west of the existing lanes.

Work on the six-lane divided highway from Ford Road to the Willow Run Expressway began in 1956 with the acquisition of land and condemnation of buildings on the west side of the street south of Michigan Avenue.

In summer 1957, road work actually began. At Cherry Hill, the center median was proposed to be 74 feet. Some residents in the area protested, preferring the extra space be put on the west side of the road to create a better barrier between the road and the homes.

Work on widening Telegraph north of Michigan Avenue from its four-lane roadway (present northbound lanes) to the present divided highway began in April 1959.

The area west of the roadway was condemned and turned into the southbound lanes.

The northbound service drive between Lawrence Street and Ford Road was built in summer 1960.

I-175 – the connector between I-75 and U.S. 24, opened in December 1963. It was three miles long.

Planned Vernor Highway

In 1925, the state highway commission planned a vast James Vernor Highway to run from Grosse Pointe through Detroit, past the Rouge plant, into Lincoln Park and eventually to Toledo.

The road was to be laid out along Dix, High and Waterloo avenues in Detroit. The rest was to be built. Sections were under construction at this time.

Proposed Michigan Turnpike

In early 1955, the Michigan Turnpike Authority suggested the Saginaw-Rockwood Turnpike go through Dearborn west of Southfield along the Rouge River. It was called the cheapest route possible by Irving M. ImOberstag, head of the city Plan Commission. His reasoning was that the affected area was open land with no structures on it, thereby requiring no condemnation proceedings.

Also referred to as the Toledo-Saginaw Michigan Toll

Road, it was slated to enter Dearborn at I-94 and the Rouge River and angle northwest along the river. It was then moved slightly to enter the city at Rotunda Drive and Southfield, go northwest and exit the city at Ford Road and the Rouge River, just east of Golfview. The proposed turnpike had an exit to the Ford World Headquarters at Michigan and Southfield.

The suggested alternate route by the city was to use the Jim Daly (Beech Daly)-Gulley corridor.

Talk in 1955 was that if work began immediately in spring 1955, it would be done in three years.

By 1956, the route north of Eight Mile had been approved. The route south of Eight Mile was still under discussion.

The preferred route in Dearborn was described as being near the new Ford world headquarters. It was not specific as to whether this was the Southfield Freeway route or not. One of the delays in early 1956 was waiting for the Ford Motor Co. To decide whether it wanted the toll road to go over or under Rotunda Drive.

Proposed parkway plans

Hines Drive

In 1960, plans for river parkways included completing Hines Drive on the east to Telegraph and continuing work on the span between Telegraph and Outer Drive.

The plan was to continue the road to Michigan Avenue, connecting with the Rouge Parkway east of the Irving F. ImOberstag estate. Long-range plans were to continue Hines Drive to I-94.

The Rouge Parkway would run south of the river, eventually running to Wayne. The priority of the job was to maintain flood control. The extra of the plan were the parkways.

Lower Rouge Highway

During the 1950s, a Lower Rouge Highway, similar to the Hines Drive parkway, was planned to run along the north side of the Lower Branch of the Rouge River.

The proposed route in fall 1957 was to enter Dearborn at Gulley, cut through the Dearborn Hills Golf Course, go around Ford Field and exit at Michigan Avenue at the Fair Lane Estate road.

The plan was still on the drawing boards in 1973. By this time, the county owned everything it needed for a "ring" parkway around Wayne County except for two parcels, both in Dearborn. Ford Field and the Dearborn Hills Golf Course still needed to be obtained.

The plan for the 50-mile parkway was adopted by the Wayne County Road Commission in 1965. It did not need the approval of individual municipalities.

This plan also included an extension of Hines Drive from Ford Road to Michigan Avenue. The extension of Hines Drive would have included a re-channeling and straightening of the Rouge River near the Henry Ford Estate.

GENERAL ROAD FACTS

Wayne County road facts

With a full, rich history, Wayne County claims several firsts, including the first continuous mile of concrete pavement in the world (Woodward Avenue between Six and Seven Mile Roads) in 1908, the first cloverleaf-type super-highway interchange (at Michigan Avenue and Southfield) in 1928, and the first limited access depressed highway (the Davison Limited Highway) in 1941 and 1942.

I-75

In 1957, I-75 in Michigan was to run to Florida along the federal highway route US-24, US-10, US-15, US 11 and US 41. A proposal to make I-90, I-92 and I-94 parallel US-12, US-16 and US-10 respectively also that year.

The proposed Fisher Freeway in 1957 was referred to as the Fort-Vernor Freeway. Taylor at the time sought to have the route changed so it would not go through its community.

Fordson Island bridge

The bridge connecting Fordson Island to the mainland was rebuilt in summer 1933.

Dixie Highway

The Dixie Highway, created in the early part of the 20th century, ran from Sault Ste. Marie to Miami, about 1,500 miles.

It was one of the first modern asphalt highways in the country, although many sections were not paved even as late as the 1930s.

It was re-created in the Ford Rotunda highway of fame exhibit.

The highway became US-25 in the 1920s.

State memorial highways

During the 1950s, the state had several memorial highways.

Arthur Vandenburg Memorial Highway: US-16 from Detroit to Muskegon.

(Casimer) Pulaski Memorial Highway: US-112 (today US-12) from Detroit to New Buffalo.

Red Arrow Memorial Highway: US-12 (old roadway roughly paralleling I-94) from Detroit to Indiana State Line.

(Frank F.) Rogers Memorial Highway: US-25 from Detroit to Port Huron.

Railroad crossings

In the 1930s, west Dearborn had railroad viaducts at Oakwood and Outer Drive. Regular grade crossings were at Monroe, Mason, Tenny and Nowlin.

Repeated accidents at the Tenny crossing prompted city officials to seek a viaduct crossing for Military Street. Military at that time ended on the south at Michigan Avenue. South Military (formerly Lapham) ended on the north at Nona.

The plan was to connect the Military north of Michigan Avenue with Lapham south of the tracks with a grade separation at the tracks. Likely, city officials thought at the time, the Tenny crossing would then be closed.

The county was agreeable to this, providing Military would be extended from Elmdale through to Airport Drive (Rotunda Drive), creating a north-south thoroughfare for

traffic. Henry Ford had just donated a significant amount of land by Edison School to the city of Dearborn for use as a park. This land would abut the proposed Military extension. Ironically, the extension ended up short-lived as it would become part the Ford Motor Co. complex in the 1950s.

Plans to improve the crossing at Monroe from its concrete signal device in the center of the road to the current gate system were first promised in summer 1951. The change came after the Dearborn Guide started lobbying in its paper for a viaduct to be built at the railroad tracks at Monroe and Mason, especially Monroe. Work did not actually begin until December 1952 and completed in February 1953, when the old signal was finally removed.

Traffic on Monroe had increased substantially in recent years due to rapid housing development in the city's south-west end. New York Central, owners of the tracks, said such a project was too expensive and that the city would have to pay more than 80 percent of the project. The railroad company finally agreed to improved and safer signaling devices, but that was all.

In January 1952, five railroad companies were operating in Dearborn: Pennsylvania, Pere Marquette division of C&O, Detroit Terminal, Union Belt and the Toledo Freight division of the New York Central Railroad.

The last steam engine in Dearborn was used in January 1952. This was when the five railroads changed the last of their engines to diesel engines.

Proposed highways/bypasses

In 1926, the Fordson Highway was proposed to start at Emery (Ann Arbor Trail) and Outer Drive and proceed northwest to connect with the proposed Southwestern Highway at Plymouth Road.

A 1925 map from the National Lithograph Co. shows Outer Drive (or the proposed Outer Drive) heading south from Ford Road to the Military Road/Golfview curve and continuing south on Military Road, then east on Cherry Hill, south on what would have been an extension of Monroe Street along Monroe to Snow, then continue on Snow Road.

In October 1954, a major road project was planned for Beech Daly from Michigan Avenue to Grand River by the county Road Commission. This included a bridge over the Rouge River.

The Dearborn City Council suggested in March 1951 having a bypass built for Telegraph about a mile or so west - they suggested perhaps John Daly - to handle the heavy traffic flow.

At this time, Telegraph was just what is today the northbound lanes and all rural. The City Council said it was either this or lower the speed limit to 30 or 35 mph.

Posted speeds were dropped to 30 mph through Dearborn, although cars drove much faster. The state asked it be raised back to at least 35.

Nothing ever became of the proposed bypass.

Speed limit changes

(from July 15, 1932 Independent Page One)

The speed limit in Dearborn Tuesday (July 12) was raised to 30 mph by the Dearborn City Council. The new limit, inserted in a new traffic ordinance, limited speed in business and residential districts to 20 mph.

According to the previous limit, automobiles were not permitted to travel faster than 20 mph, with the limit in business and residential districts set at 15 mph.

The new speed limit has been brought before the council several times during the past months and was recently recommended by city officials. It has been stressed that increased speed was advisable in as much as Detroit and other suburban cities increased limits several months ago.

The new speed laws will become effective with the publishing of the new traffic ordinance. It was stated at the council meeting that very few violation tickets have been issued drivers for driving 30 mph or less.

Parking lots

The Dearborn City Council March 7, 1961, discussed condemning property on the north side of Garrison Street between Mason and Military and razing the 17 homes there for additional municipal parking. The south side of Garrison had recently been rezoned for business use.

(From Aug. 23, 1962, Dbn. Ind. 1-A)

Dearborn's Council authorized the acquisition of approximately two acres of land owned by the Michigan Central Railroad south of Michigan Avenue in west Dearborn Tuesday to permit construction of a parking lot.

The purchase price of the land and the former railroad depot is \$104,000. The cost of developing the parking lot was pegged at \$35,000.

Adjoining merchants would pay the entire cost of the land acquisition and parking lot development in the form of a special assessment.

Jacobson's, which plans to build a store at Michigan and Howard, would pay 50 percent of the cost.

The Ellar Street parking lot opened Nov. 27, 1951. It had a capacity of 230 spaces. It was off Schaefer Road.

City metered parking lots in Dearborn in December 1959 were at Michigan and Calhoun, Michigan and Schlaff, Schaefer and Ellar, Mechanic (West Village Drive) and Howard and Mechanic and Monroe.

Homes on Neckel Street between Michigan Avenue and Colson were razed in 1959 and 1960 for municipal parking. The first home to be razed was at 5020 Neckel, which was torn down in October 1959. About 30 homes were to be removed for this project.

The city closed Calhoun Street from the alley south of Michigan to Osborn in August 1963 so Wards could expand its parking. Wards acquired all eight residences.

It wanted to install an auto service area, which meant the loss of 76 parking spaces. The additional parking with the street closing created 167 spaces.

Dearborn's eastern boundary

The reason Western Street is the eastern border of south-east Dearborn is because it was the only street at the time between Lonyo and Maple south of Michigan Avenue in 1876.

When Detroit annexed the section of Springwells Township east of Western, this fact likely was a factor in the decision as to how far west to take the annexation boundary. It is uncertain whether additional streets were laid out between Lonyo and Maple by the time Detroit annexed this section.

Road paving

The Dearborn City Council Oct. 29, 1943, ordered the City Clerk to tell all petitioners for paving that the federal agencies disapproved all bids for paving contracts for being unnecessary to the war effort.

Road jurisdiction

A new state law in 1932 required counties to take over all township roads within five years.

This resulted in the abolishment of two long-time township offices: the highway commissioner and the highway overseer.

Getting state funds

Dearborn Heights gave names to three previously unnamed sections of road in March 1970 in order to receive state funds for the roads. By naming them, they then qualified for the money.

Given names were Central Park Drive, Parkland Court (from Parkland to the river) and Beech Daly from Avondale to the river.

Early route numbers

The state started number its main highways in 1920. Several were chosen in 1926 to be federal highways by the U.S. government. The original federal designations were shown on a 1926 Rand McNally street map of Michigan, issued by the Detroit Auto Club.

Local main highways with the old and new designations in pre-, post-1926 and current designations are:

Telegraph	M-10	US-24	US-24	US-24
Michigan Ave.	M-17	US-10	US-12	US-12
Ecorse Road	M-23	US-110	M-17	(none)
Grand River	M-16	US-18	US-16	M-5
Graiot	M-19	M-19	US-25	M-3
Woodward	M-10	US-12	US-10	M-1

Old M-16 originally went from Detroit to Grand Haven. In the 1930s, after it became US-16, the route was changed to end in Muskegon. The original US-16 went from Detroit to Worland, Wyo., a distance of 1,413 miles.

One-Way Streets

A Dearborn city ordinance was modified July 7, 1959, designating a number of local thoroughfares as one-way streets.

- These were:
- Bryan Street westward from Lois to Schaefer.
 - Colson Street eastward from Chase to Oakman.
 - Donaldson Street southward from Elmdale to Rotunda (Village).
 - Doxtator Street eastward from Mayburn to Telegraph.
 - Edna Street southward from Monroe to Elmdale.
 - Elm Street southward from Oakwood to Snow.
 - Grindley Park cutoff southward from Outer Drive to Grindley Park.
 - Neckel Avenue northward from Colson to Michigan Avenue.
 - Osborn Street eastward from Schaefer to Lois.
 - Outer Drive crossover westward at Grindley Park and Nona.
 - Porter Street southward from Oakwood to Beech.
 - Ruby Street westward from Oakman to Chase.
 - Wyoming/I-94 cutoff.

Traffic light installation

In August 1926, new traffic signals were installed at the intersections of Michigan Avenue-Oakwood and Michigan Avenue-Monroe.

A traffic light was proposed in September 1941 for Beech and Military, presumably to improve pedestrian safety at the nearby Southwestern (DuVall) School. The plan was approved by the city Safety Commission, who sent the proposal to the City Council. Apparently, no action was ever taken on this.

Grade separations

In 1952, Mayor Orville Hubbard's plans for the year and beyond included several grade separations. These included Southfield-Ford Road, Greenfield-Ford Road, Greenfield-Michigan Avenue, Schaefer-Michigan Avenue, Schaefer-Ford Road, Wyoming-Ford Road, Wyoming-Michigan Avenue, Ford Road-Telegraph and several railroad crossings.

In 1956, the newly passed highway construction bill for southeastern Michigan included several grade separations in Dearborn.

Previously announced were the grade separations at Ford-Greenfield and Michigan-Greenfield. The one at Michigan-Southfield was built several years earlier.

Added to the list were Rotunda-Greenfield, Rotunda-Southfield, Rotunda-Oakwood and Ford-Southfield. Completion of the Southfield Freeway, widening of Ford Road between Golfview and Outer Drive and widening of Telegraph to a six-lane divided highway also part of the package.

The grade separation at Rotunda Drive-Oakwood was never built. The one at Ford Road-Evergreen was not yet planned. The most-needed one at Ford Road-Telegraph apparently was never considered.

Construction of the Rotunda Drive grade separations was to be done in 1958-59.

Originally, Greenfield would be the lower road in its three grade separations. Rotunda Drive was drawn to go under Oakwood.

Other Original Names

The original name of Woodward Avenue was Pontiac Road, because the road goes from Detroit to Pontiac.

During the 1800s, Fenkell near Telegraph was called 12th Street.

State Highway Maps

The state highway maps finally started to list Dearborn in 1937.

First Concrete Highway

The section of Woodward Avenue in Detroit between Six Mile Road and Seven Mile Road is credited with being the nation's first concrete highway. This section was completed in 1909 at a cost of \$13,354.

Bob Ford street vacation

A new subdivision west of Fairlane Ford, then Bob Ford, was created in 1959.

The city OK'd extending Roemer Street north to Michigan Avenue in summer 1959. This doomed the A&W Root Beer stand on Michigan Avenue near Chase Road.

The land in the new subdivision was previously zoned for industrial use. The city rezoned the land to residential with space for about 35 lots.

The city vacated Lithgow Avenue in the Hamburger Subdivision and Wellesley from Charles east to the end of the subdivision and the alleys there July 5, 1960, at the request of Bob Ford Inc. The land was then rezoned for business use.

Pedestrian over/underpasses

Haggerty Street south of Lowrey School was eyed for conversion into an underpass at the school in 1931 due to perceived dangers the street presented. The road ran between the school and its playfield on the south side of the building.

The city went so far as to OK the preparation of plans for such a project. The underpass was never built.

Councilwoman Lucille McCollough suggested April 1, 1952, the construction of a pedestrian underpass under Michigan Avenue at Jonathon for children walking to Miller School. Over the previous few years, several children were injured trying to cross Michigan Avenue while going to school.

Street/alley lengths

In 1930, Dearborn had 238 miles of streets, 83 of which were paved. It also had 123.53 miles of alleys, of which .33 miles were paved.

In October 1951, the city had 230 miles of streets, 35 of which were unpaved.

First paved Detroit road

The first road in Detroit to be paved was Gratiot in 1919.

Abandonment

The Springwells City Council met with Dearborn Township about abandoning the South Town Line Road from Michigan Avenue to Emerson (Southfield) in mid-1924. The results are unknown.

Street openings

Mercury Drive from Hubbard Drive to Ford Road was opened in October 1974.

Gildow Street was opened from Firestone to Division November 1926. This required the condemnation of the property affected by the opening.

Blessor Street was opened one block north to Warren Avenue in November 1926. This required the condemnation of the property affected by the opening.

Kean between Outer Drive and Telegraph was opened in fall 1948.

Street closings - proposed

- Proposed for closing were Miller Road from Tireman to Patton, Esper from Tireman to Appoline and Littlefield from Tireman to Manor, but this did not pass the City Council.

- An attempt was made to vacate Notre Dame east of Merrick in September 1948. This failed. In summer 1948, the city suggested vacating Gertrude from Outer Drive to Donaldson. This, too, did not pass.

Street closings

FORD MOTOR LAND

- The Ford Motor Co. asked the Dearborn City Council Aug. 6, 1946, to extend Military from Elmdale to Pelham and close Snow Road from Elmdale to Pelham to better facilitate its planned office complex.

- Village Road between Oakwood Boulevard and Ro-

tunda Drive was vacated by the city Jan. 12, 1951.

- Snow Road from Rotunda Drive to Village Road was vacated May 20, 1947. The section between Village Road and Elmdale Street was vacated in March 1948.

- Village Road between Oakwood and Rotunda Drive was vacated Jan. 12, 1957.

CROWLEY PARK

- Dunning Street from Westwood to Vivian Street and Vivian Street from the MCRR to Princeton were vacated in summer 1947.

SCHOOL AREA VACATIONS

- The roads between Ford Road and Donald and Neckel and Kenny were vacated in fall 1924 by the Springwells City Council at the request of the school board as this was to be the site of the new high school.

- Edward Street from York to Mildred was vacated in 1945.

- Robindale and Nightingale between Lawrence and the north line of Highview Park Subdivision were vacated Oct. 18, 1949, for the future Clark Elementary School.

- Willow Street between Spruce and Outer Drive was vacated July 17, 1950.

- Notre Dame from Madison to Syracuse was vacated Aug. 3, 1951. Cornell north of Notre Dame was vacated Feb. 15, 1952.

- The school district asked the city close Mead from Gildow to the north end of Woodworth School in fall 1948. The street was finally closed in 1959.

- Boston Street between Gulley and Vivian was vacated July 7, 1959. The city began discussing closing Scott from Westwood to Gulley, Penn from Westwood to Vivian, Vivian from Penn to Union and Union from Westwood to Vivian Sept. 14, 1959. The streets were formally vacated Nov. 17, 1959.

- Military between Pelham and Rotunda Drive was vacated in fall 1964. The request was made by the Church of Jesus Christ, Latter Day Saints, which eventually built a sanctuary on the site east of this strip in 1969.

- Katherine and Dudley were officially vacated from Notre Dame to Whitmore by Whitmore-Bolles School Sept. 13, 1945. Katherine was eventually reopened by the city in the late 1960s.

- In the Edison School area, Francis and Gregory east of Elmdale and Alice east of Edison School were vacated June 24, 1952.

OTHER STREETS

- Maple Road south of the MCRR was completely vacated to its southern end Feb. 3, 1925. Portions had already been vacated where Henry Ford had built part of his Rouge Plant.

- South Dearborn Road from the MCRR to Airport Drive (Rotunda Drive) was vacated Dec. 8, 1931.

- Madison Street was vacated between Williams and Outer Drive in spring 1945.

- Merrick between Donaldson and Audette was vacated March 1946.

- Several streets were vacated in summer 1948 for the extension of the Willow Run Expressway past the Ford Rouge plant. Vacated were McGraw Avenue, Southern from Miller to Town Line Avenue, and Woodworth Street and Townline Avenue from Michigan Avenue to the MCRR.

- Scott Street between Bailey and Westwood except for a section between Bailey and the west line of Lot 413 in the Georgia Park Subdivision No. 1 was vacated Sept. 20, 1949.

- Byrd between Carlisle and Audette was formally vacated Sept. 18, 1950.

- Drexel and Mayburn north of Cherry Hill were vacated

March 16, 1951.

- Culver, Dallas and Hollywood between Audette and Pine were vacated March 14, 1952.

- Wildwood near Golfview was vacated in March 1952

- Calhoun between the alley south of Colson and the alley north of Michigan Avenue was vacated Sept. 2, 1952. Irving (Lois) between the MCRR and Prospect was vacated Aug. 26, 1952.

- Indiana Street between Warren Avenue and Diversey was condemned, abandoned and vacated July 1955 for the expansion of the Springwells Water Treatment Plant. All homes on Indiana along that stretch were also condemned and eventually razed.

- Mayfair and Hipp between Outer Drive and Penn were vacated in August 1957. The land ended up becoming part of Elmhurst (now Schemansky) Park.

- The platted part of Southfield Road south of Rotunda Drive in the Aviation Park Subdivision, west of the freeway, was vacated Dec. 1, 1959.

- Rouge Avenue from Miller to Dix was closed Nov. 2, 1971.

- The 230 feet of Mayburn north of Cherry Hill was vacated in February 1966. The strip north of this was already closed as it was part of the Bryant School property.

- Spruce Street, a planned street northeast of Outer Drive and northwest of Southfield, was vacated in various sections 1951-January 1952. It ran from at least Chestnut southeast to Walnut.

Early routes

Pelham originally continued north of Rotunda Drive to Oakwood Boulevard. It was completed from Ford Airport to Allen Road in 1928.

Military originally continued southeast past Rotunda Drive, ending at Pelham.

Renaming of streets

Mary A. Tierney, a resident of Beaver Street, asked the Dearborn City Council May 4, 1931, to consider changing the name of her street from Beaver to either Woodburn Drive, Woodlawn Drive or Woodlawn Park. The council referred the matter to committee. No further information could be found. The street is still called Beaver.

Residents on South Mildred asked the Dearborn City Council to rename their street Elmwood. The homeowners claimed they had too many problems with their mail being directed to homes on North Mildred. The City Council discussed the matter Dec. 6, 1949, but did not make a decision. The street was never renamed.

The Dearborn City Council proposed in 1931 the renaming of numerous streets in the city for various reasons, primarily to eliminate duplicate names within the city.

The changes proposed at the Feb. 10, 1931, meeting were: Vernor to Graham; Helen in east Dearborn to Doyle; Ross to Syracuse from Notre Dame to Park; Mohawk from Beechmont to Silvery Lane to Winona; Cromwell Avenue to Reginald Avenue; South Fordson (Outer Drive to Fordson) to Ruth; Fordson (Telegraph to South Fordson) Lily; Marlborough (Carlisle to Audette) to Dallas; Lucille to Franklin; Military (Ford Road to Fordson) to Outer Drive; Grindley Park (Michigan Avenue to Hamilton/Outer Drive) to Outer Drive; Hamilton (Grindley Park/Outer Drive to Southfield Road) to Outer Drive; and change from boulevards to avenues York, Grindley Park, Long, Lapham, Monroe, Lawrence, Chicago, Boston and New York.

Also considered was changing Schaefer to Coolidge to follow the recommended change for that road its entire length.

Of these changes, all were made official March 3, 1931, but Schaefer to Coolidge, Grindley Park Boulevard to Grindley Park Avenue, Helen to Doyle and Fordson (Telegraph to S. Fordson) to Lily. These were put on hold due to objections. None were ever made.

Shortly after this, Dearborn got Detroit to keep Schaefer Road as Schaefer instead of Coolidge as well. The rest of the length of this street is now Coolidge but remains Schaefer in Detroit and Dearborn.

Reclassifying streets

When they were first platted, York and Lawrence were originally planned to be boulevards. When they were finally paved, they were only streets.

Original platting

Small neighborhood in Porath-Wyoming area platted Oct. 8, 1891. Original street names were Freud, Edwin, etc. Names changed 1922.

Academy and Geneva in southwest Dearborn were originally platted to end on the south at Yale and start again at Notre Dame for one more block, ending again at Penn.

Map-shown streets

The Dearborn Heights plat atlas shows Currier on its 1982 map running one block between Cornell and West Point just north of the Ecorse Creek.

School-created streets

You could say that Rex, Robin and South Mead streets were created by schools.

Rex runs for one block behind Bryant Middle School, while Robin runs for one block behind the old Clark Elementary School. Each street did not exist until after their respective neighboring schools were built.

The City Council proposed naming those streets by their respective names in February 1958. The motions were carried unanimously. No information is available on why those respective names were chosen.

Robin runs between Nightingale and Robindale. Rex runs between Mayburn and Drexel.

South Mead was created when the school district asked Mead between Woodworth School and its playground in 1959 be closed. The city agreed if the school district would turn over land just north of the school, originally an alley, to the city so traffic could continue to flow along Mead and Steadman. The new street was named South Mead.

STREET NAME HISTORY

(Unnamed road): A 1904 county map shows an unnamed road running from Golfview to Ford Road through the Dearborn Country Club. The road is a continuation of present-day Kensington Street.

I-94: Federal interstate designation of Edsel Ford Expressway.

M-10: Original state highway designation for Telegraph 1920-26, before federal highway program begun.

M-14: State highway designation for Plymouth Road after its designation of US-12 was transferred to I-94. Number now just for expressway extension of I-96 at I-275.

M-17: Original state highway designation for Michigan Avenue in 1920s before federal highway program begun. Later one-time state designation for Ecorse Road.

M-23: Original state highway designation for Ecorse Road in 1920s before federal highway program.

M-39: State highway designation for Southfield Freeway. Originally was designation of Schaefer Highway from Fort Street to Grand River. Date of number transfer unknown.

M-153: State highway designation for Ford Road.

US-12: Federal highway designation of Michigan Avenue. Originally was designation of Plymouth Road. This was reassigned to the Edsel Ford Expressway in the 1950s and changed to Michigan Avenue, previously US-112, in January 1962.

US-24: Federal highway designation of Telegraph Road.

US-112: Original federal highway designation for Michigan Avenue. Route in Dearborn was changed to US-12 January 1962.

Abbott Lane: Named for James Abbott, early farmer and landowner.

Abington Lane: Named for city in Massachusetts.

Academy Street: Named for United States Military Academy.

(Adair): Previous name of Grindley Park north of Madison. Possibly named for William Adair, Detroit landowner. Date of change unknown.

Adams Lane: Named for John or John Quincy Adams, former presidents.

(Adela): Original name of Waverly north of Cherry Hill, changed November 1925.

(Adeline): Originally name of Edison, changed April 1932.

(Airport Drive): Original name of Village Drive as this was original section of Airport Drive/Rotunda Boulevard. Road had to take a 1/4-mile jog north at Southfield so as to not cut through airport grounds. After airport closed, Airport Drive was extended from southern Southfield-Airport intersection westward to Oakwood Boulevard and continued to Outer Drive.

(Airport Drive): Former name of Rotunda Drive, changed July 1940. Passed old Ford Airport at Oakwood Blvd.

(Airport Drive): Name of proposed highway running from Michigan Avenue at Rouge River crossing west-southwest to Elm Dale and Francis. Road never materialized.

Akron Street: Changed from Mitchell Street April 1, 1924. Named for city in Ohio, headquarters for Firestone Tire & Rubber Company.

Alber Street: Originally Albert, date of change unknown. Named for Fr. Cyprian Alber, who aided Fr. Anthony Buechsenmann 1915-20 at St. Alphonsus Church.

(Albert): Former name of Alber, date of change unknown.

Alexandrine Street: Named for Alexandrine H. (Sinclair) Law, wife of Dr. Theodore V. Law.

(Alfred): Suggested name for South Mead in January 1959 when utilities required a name for the roadway. John Nagy, acting city planner, suggested Alfred, after Alfred Woodworth, for whom the school on south side of street was named.

(Algonquin): Original name of Jonathon north of Michigan Avenue. Date of change unknown. Named for Indian tribe.

Alice Street: Possibly named for Alice (Woodworth) Steadman, daughter of Alfred and Phoebe (Smith) Woodworth, wife of Albert Steadman.

(Alice): Former name of Hemlock west of PMRR. Date of change unknown.

(Allen Road): Original name of Greenfield from current Allen Road to Michigan Avenue(?). Date of change unknown.

Altar Road: Named for churches along road. Formerly part of original Ford Road before divided highway next to it was built.

Amazon Avenue: Formerly Western, north of Dix; formerly Culver, changed Feb. 14, 1922. Named for river in Brazil, where Ford experimented with rubber trees.

Amboy: Possibly named for New England railroad.

Amboy Court: Named for street court connects to.

(The) American Road: Named for America.

Americana Boulevard: Named for America.

Amherst (Dbn): Formerly Pilgrim, date of change unknown. Named for Jeffrey Amherst, first English governor of Canada.

Amherst Lane (DH): Named for city in Massachusetts.

Andover (DH): Named for city in Massachusetts. Previously called Culver(?). Date of change unknown.

Andover Drive (Dbn): Named for city in Massachusetts. Andover is Celtic for Ash-tree River.

(Ann Arbor): Former name of Colgate, date of change unknown. Named for city.

(Ann Arbor): Previous name of Fair Lane Drive. Originally name was North Dearborn Road, changed to Duffield, date unknown, then to Fair Lane. Road originally connected to Ann Arbor Trail, then to Plymouth Road west of Plymouth and on to Ann Arbor. Stretch south of MCRR closed in 1912 when Ford built the Rouge plant.

(Ann Arbor Road): Original designation of Ann Arbor Trail. Date of change unknown.

Ann Arbor Trail: Stretch extending south of Dacosta originally called Dacosta, date of change unknown. Named for city to which road led. Originally called Fordson Drive west of Evergreen. Also originally called Ann Arbor Road. Date of changes unknown. This was the northern stretch of the old South Dearborn Road. In 1818, this was part of the only land route between Detroit and Ann Arbor. At that time, it was a toll road.

(Anna Avenue): Original name of Sexton. Date of change unknown.

(Anna H. Street): Original name of Melbourn north of Cherry Hill, changed November 1925. Named for Anna Katherine Hebestreit, early resident.

Annapolis: Named for United States Naval Academy in Maryland.

Anne: Probably named for Queen Anne of England.

Anselm: Named for St. Anselm Church abutting street.

Anthony Court: Named for street court connects to.

Anthony Street: Probably named for Anthony M. Esper, early Dearborn City Councilman.

Appleton Street: Possibly for Victor Appleton (pen name of Edward Stratemeyer), who wrote "Tom Swift."

Appoline Street: No information.

Edward T. Arcy Boulevard: Formerly known as Garden Court before street was cleared of homes for right-of-way to Village Plaza. Named for president of Fairborn Property Company Inc., the development company for Village Plaza.

Ardmore Park: Possibly named for Ardmore, Pa., where the Autocar Co. of Ardmore, Pa., improves its 1897 model by adding acetylene headlights and kerosene side lamps.

Argyle Street: Named for former western county of Scotland.

(Arlington Court): Former name of Winchester Drive, changed July 18, 1950.

Arlington Street: Named for city in Massachusetts.

(Arlington): Former name of Vernon south of Cherry Hill, date of change unknown.

Arnold: No information.

Arthur Street: Named for Arthur Temes, son of Albert P. & Maud Temes or Chester A. Arthur, American president.

(Arthur): Former name of Mayfair, date of change unknown.

Ash Avenue: Named for tree.

(Ash): Road no longer exists, ran due west from MCRR and Telegraph to point due north of what is today Homeplace. Later changed to Ray before finally being closed.

Ashby Lane: Named for city in Massachusetts.

Ashley: Named for Lord Ashley, later first Earl of Shaftesbury.

Auburn Street: Possibly named for city in Massachusetts.

Audette Street: Formerly Pittman from Stephens to Olmstead (formerly Francis Park), formerly Westwood southeast of Elm Dale, all changed November 1925.

Audrey Street: No information.

- Auto Club Drive:** Named after Automobile Association of America, which has offices on that road.
- Avondale:** Formerly Highland, date of change unknown. Name derived from river in England.
- (Avondale):** Original name of Hartwell. Date of change uncertain.
- Bailey Street:** Named for Henry & Nellie Bailey, who surveyed and subdivided subdivision in present-day Dearborn Heights in 1916.
- (Balch):** Early name of Howe on early map. Date of change unknown. Named for character in Shakespeare's "Much Ado About Nothing."
- Baldwin:** Possibly for Matthias William Baldwin, 1795-1866, early maker of steam locomotives.
- Banner Street:** No information.
- Barclay Court:** Named for nearby Barclay Street.
- Barclay Street:** Possibly named for Robert Barclay (1648-90), Scottish Quaker apologist whose Truth Triumphant (1692), a collection of his writings, describes and defends the tenets of Quakerism.
- Barrie Street:** Named for Sir James Mathew Barrie (1860-1937), Scottish author of "Peter Pan."
- Barrington Place:** Named for older community in Rhode Island.
- (Barry):** One time street which ran along MCRR from what is today Jefferson to Tenny.
- Bayhan:** Named for Joseph Bayhan, early settler.
- (Beamer):** Former name of Reginald, date of change unknown.
- (Beatty Place):** Changed to Woodcroft Drive Aug. 26, 1952.
- Beaver:** Named for animal.
- Bedford:** Possibly for city in New York or county in England.
- (Beech):** Original name of Beech Daly north of Ann Arbor Trail. Road ran from Ann Arbor Trail to 10 Mile Road. Jim Daly Road ran south from Warren Avenue. The Rouge River separated the two. When they were joined, the two roads became Beech Daly south of Eight Mile. Still known as Beech Road in Oakland County. Name from village of Beech, which was on Beech Road at the Pere-Marquette Railroad crossing north of Plymouth Road circa 1870-1930.
- Beech Daly:** Originally Daly Road south of Cherry Hill and Prairie from Cherry Hill to Warren Avenue, later was Jim Daly Road. When bridge was built over the Rouge River, connecting Jim Daly and Beech roads, the two were combined into Beech Daly. Daly comes from early landowner, Beech from name of village (Beech) at Pere-Marquette Railroad crossing north of Plymouth Road. Date of name changes unknown.
- Beech Street:** Formerly Oak, changed June 1919; formerly Molony, changed August 1919. Named for tree.
- Beech Tree:** Named for tree.
- Beechcrest:** No information.
- Beechmont Street:** No information.
- (Beeson):** Changed to Haigh June 1919. Named for Maria Bond Beeson, wife of Charles M. Garrison.
- Belmont:** Formerly Noble, date of change unknown. Belmont Park Subdivision. Subdivision probably named for city in Massachusetts.
- (Belmont):** Former name of Welch, date of change unknown.
- Belton Lane:** Originally called Noble, date of change unknown.
- Bennett Street:** Named for William Bennett, early farmer, landowner.
- Bennington Lane:** Named for city in Vermont.
- (Benouke?):** Planned street in north Dearborn Heights two blocks east of Inkster Road running from Ford Road south two blocks. Road was never developed.
- Berea:** Named for Biblical town.
- Berkley Street:** Possible corrupted version of English town where Edward II was murdered.
- Berkshire Street:** Named for county in England.
- Bern:** Named for city in Switzerland.
- Bertram Street:** Named for George A. Bertram, early Springwells settler (1849). He settled on 28 acres along Roulo Creek near Oakman. The creek ran roughly from where Dix Avenue crosses the Rouge River northwest through what is today the Rouge Plant to just west of Fairlane North.
- Berwick Lane:** Named for borough of England.
- Berwyn:** Previously Wakendon. Date of change unknown. Possibly named for Chicago suburb.
- (Billy Grey's Road):** Early name of Cherry Hill from Military to Rouge River. Name shown on 1893 map. Later just called Gray. Changed to Brady in June 1919. Changed to Northview, 1920. Date of change to Northview, former name of Cherry Hill, unknown. Named for William Gray, early farmer and landowner.
- Blitmore:** Named for Blitmore House at Asheville, N.C., home of railroad heir George Washington Vanderbilt II. House was world's largest private house when built.
- Bingham Street:** Originally Winfield north of PMRR and Jean south of Michigan Avenue. Date of changes uncertain. Named for Kinsey S. Bingham, Michigan governor 1855-59.
- Birch Street:** Formerly Linden, changed November 1925. Named for tree.
- Birchcrest Drive:** Originally Willow Street. Developer Fred Garing, building a subdivision southeast of Oakwood Hospital wanted two of the streets, Willow and Chestnut, be renamed to make his project distinctive. Garing was first going to ask for Willow to be renamed Hillcrest, but when the request finally went to the City Council, he asked the new name be Birchcrest. The names were officially changed Dec. 12, 1952.
- Blair Court:** No information.
- (Blanche):** Original name of Highland north of Cherry Hill, changed November 1925.
- Bland Street:** No information.
- Blessor Street:** Named for Blessor family. John Blessor, who came from Masburg, Rhineland, Germany, in 1843, owned farm south of Warren Avenue from Schaefer west to approximately Maple.
- Blossingham:** Named for Fritz Blossingham, former police chief of Inkster during the 1940s and 1950s. Street named when that area was still part of the village of Inkster.
- Boldt Street:** Named for Elizabeth Boldt, active local real estate agent until around 1932.
- (Bolles):** First name of Madison from Monroe to Elmdale, changed November 1925. Named for Laura Whitmore Bolles, niece of William Nowlin; she lived on Monroe.
- Bonair:** French for "good air."
- (Bonaparte):** Former name of Joy Road, date of change unknown. Named for Napoleon Bonaparte, presumably because of heavy influence of French settlers in area.
- Boone Lane:** Possibly named for Daniel Boone.
- Boston Street:** Originally Wexford (one map shows Rexford), changed November 1925; changed from boulevard to avenue March 1931. Named for city, one of three (originally four) consecutive city-name streets west of Telegraph.
- Bowles Street:** Named for local home builder J. Lyndon Bowles April 1965.
- Brady Street:** Formerly Gray north of Michigan, changed June 1919; formerly Mulligan south of Michigan Avenue, changed July 1971. Named for John Brady, early farmer and landowner. Plan suggested in 1954 to extend road north to Ford Road and maybe to Ann Arbor Trail; idea never developed. Brady south of Michigan Avenue originally was several yards east of current roadway. Buildings on westside of street were razed in 1958 so roadway could be moved to line up with street north of Michigan Avenue. This was completed in 1959.
- (Brady):** Name of street which ran along MCRR in west Dearborn in late 1800s and early 1900s, before area along track was closed to vehicular traffic.
- Brainard Street:** Named for Anna Elizabeth Brainard (1858-1941), wife of Mrs. Samuel B. Long.
- Brandt Street:** No information.
- Branford Lane:** Named for city in Connecticut.
- Brentwood Drive:** No information.
- Brewster Road:** Named for Massachusetts city.
- Brooklawn:** No information.
- Brookline Lane:** Named for city in Massachusetts.
- Brookwood Lane:** No information.
- Bryan Street:** Possibly named for William Jennings Bryan.
- Buckingham Street:** Named for Buckingham Palace.
- Bunning:** No information.
- Burger Street:** Probably named for one of three sons of Jacob Burger: Joseph, Mathias or Nicholas. Jacob Burger and wife Mary Meisen immigrated to Springwells in 1848 from Masburg, Rhineland, Germany. They had nine children.
- Burley Street:** Named for English land.
- Burlwood:** No information.
- (Burnette):** Former name of Princess, date of change unknown.
- Burns Street:** Named for John Burns, one-time village of Dearborn president (1899-1900) and local blacksmith. Originally Roberts Street, date of change unknown. Original plan of street had road running from Scott south to city limit.
- (Burns):** Former name of Lapeer, Roulo to city limit, date of change unknown.
- Butler Road:** Named for William F. Butler, former Wayne County Road Commissioner.
- Byfield Lane:** Named for early resident, J. Byfield.
- Byrd Street:** Named for Adm. Richard E. Byrd (1888-1957), explorer.

- Calhoun Street:** Originally Raymond south of Michigan Avenue and Hartwell north of PMRR. Dates of changes uncertain. Named for John Calhoun, vice president of the United States (1825-1832) under John Quincy Adams and Andrew Jackson.
- Calvin Street:** Originally Columbia, changed November 1925 to Coolidge, changed December 1929 to Calvin. Named for Calvin Coolidge.
- Cambourne:** No information.
- Cambridge (DH):** Named for city in Massachusetts or county in England.
- Cambridge Drive (Dbn):** Named for county in England. Section south of Michigan originally called Vivian.
- (Cambridge):** Former name of Lehigh, date of change unknown. Named for city in Massachusetts or county in England.
- Campbell Street:** Named for John A. Campbell, subdivider of Campbell's Dearborn Villa, 1919.
- Campus:** One of three consecutive streets in University Village subdivision so named because of subdivision's nearness to the then-under construction University of Michigan-Dearborn.
- Campus Court:** Named for street upon which court lets out onto.
- Canfield:** Named for John L. Canfield, first mayor of Dearborn Heights.
- Canterberry Street:** Cathedral city in Kent. Originally spelled Canterbury.
- Carlton Lane:** Named for English city.
- Carlyste Court:** Named for street on which it sits.
- Carlyste Street:** Proposal made in 1927 to extend street to Rouge Plant, going straight to Oakwood, then going northeast and then curving east to connect with the Rouge Plant. Extension never happened. No information on name origin.
- Carolee Lane:** Named for Candy Garling's mother, Carolee. Candy Garling was builder Fred Garling's wife.
- Cass Street:** Named for Lewis Cass, territorial governor of Michigan 1813-31, and U.S. secretary of state 1857-60.
- Castle Street:** Formerly Civic, date of change unknown. Possibly named for Windsor Castle.
- Cecile:** No information.
- Cedar:** Previously Elm, changed November 1925. Street ran from Oakwood southwest to Snow. Uncertain if street even still exists. Named for tree.
- (Center Street):** Former name of Monroe Street from Beech to Rouge River. Street continued south along Snow to Elmdale, at one time ending at Rouge River. Name changed August 1919. So named because road was center of downtown of original village of Dearborn.
- Central Park Drive:** Named because drive encircles city's main park around community center. Name given in March 1970.
- Centralia:** No information.
- Century Drive:** No information.
- Charles Street:** Formerly Walcutt, renamed December 1931 because name was difficult to pronounce. No information on street namesake.
- Charlesworth:** Named for Matthew Charlesworth, early farmer and landowner.
- Charlesworth Court:** Named for street court connects to.
- Chase Road:** Originally Palmer Road. Street originally turned southeast and continued along Schlaff. Roadway continuing southwest was called Drysdale. Date of changes unknown. Named for Chase family, early settlers in east Dearborn.
- (Chase Road):** Name of road part of I-94 was laid out along when expressway was first built.
- Cheltenham:** Named for municipal borough of west-central England, south of Birmingham.
- Cherokee:** Named for Indian tribe.
- Cherry Hill Road:** Formerly Northview, changed 1919. Section between Military and Rouge River called Billy Grey's Road on 1893 map. This section later just called Gray; changed to Northview, 1920; date of change to Cherry Hill unknown. Named for community of Cherry Hill in western Wayne County to which road leads.
- Cherry Street:** Named for tree.
- (Chester):** Former name of Thomas Place, changed January 1974.
- Chestnut Street:** Named for tree.
- (Chestnut Street):** Original name of Sherwood Court, changed Dec. 12, 1952.
- (Chestnut):** Original name of Park from Tenny to Monroe, changed June 1919.
- (Chestnut):** Changed to Sherwood Drive October 1952.
- (Chestnut Ridge):** Ran from Monroe to Elmdale, changed to Hamilton November 1925, changed to Outer Drive March 1931.
- Chicago Street:** Originally Norfolk west of Westwood, changed to Chicago November 1925 (road is still Norfolk farther west in Inkster); changed from boulevard to avenue March 1931. Named for Illinois city, one of three (originally four) consecutive city-name streets west of Telegraph.
- Chovin Street:** Formerly Tennyson, changed April 1924. Named for Francois (Frank) T. Chauvin (Chovin), French ribbon farmer in area.
- Christine Court:** No information.
- (Church):** Former name of Lowrey, changed April 1924.
- (Church):** Formerly Keveney, later changed to Grindley Park, date of changes unknown.
- (Civic):** Former name of Castle, date of change unknown.
- Clairview:** No information.
- Clairview Court:** Named for street court connects to.
- Claremont Street:** Named for New Hampshire city.
- (Cleveland Street):** Original name of Madison from Williams to bend by the Players Guild playhouse. Date of change unknown.
- Cleveland Street:** Originally called Oakdale from Monroe to Elmdale, changed November 1925. Named for Ohio city.
- (Clifton):** Former name of Parker from Columbia to Outer Drive.
- Clinton Lane:** Named for city in Massachusetts.
- Clippert:** Named for Conrad Clippert, founder of Clippert Brick Company and one-time Wayne County Sheriff.
- Cobb Street:** Named for Edwin, Roy and Lillian Cobb, family friends of A.K. Nash, original subdivider of area.
- Coburn Street:** Formerly Leonard, date of change unknown.
- Cofeman Street:** Named for Euphemia Cofeman, wife of Frank Cofeman, who was the overseer of the Temes family farm. The farm ran from Chase Road to Greenfield, Ford Road to Warren Avenue. Developers decided to name the street for Euphemia Cofeman because she cooked meals for the developers while they were working.
- Colgate:** Formerly Ann Arbor, date of change unknown. Named for college in Hamilton, N.Y.
- Colleen Court:** No information.
- College:** One of three consecutive streets in University Village subdivision so named because of subdivision's nearness to the then-under construction University of Michigan-Dearborn.
- Colonial Lane:** No information.
- Colson Street:** Originally called Roulto west of Greenfield.
- Columbia Street:** Named for University in New York City.
- (Columbia):** Original name of Parker from current Columbia south, changed November 1925.
- (Columbia):** Original name of Calvin, changed to Coolidge November 1926; changed to Calvin December 1929.
- (Columbus Drive):** Attempted renaming of Oakman north of Michigan Avenue. However, new name never stuck and Oakman signs were never removed. Street remains Oakman.
- Commerce Drive North:** Named for industrial park.
- Commerce Drive South:** Named for industrial park.
- Constance:** Formerly named Dow, date of change unknown.
- Constance Court:** Named for street court connects to.
- (Continental Parkway):** Changed to Reckinger Road, date unknown.
- Cooke Street:** No information.
- Coolidge:** Named for President Calvin Coolidge.
- (Coolidge):** Renamed Calvin December 1929; changed from Columbia November 1925.
- (Coolidge):** Former name of Schaefer Highway from March 1931 to April 1931; suggested change in August 1926.
- (Cooper):** Street somewhere in Dearborn Township referred to in 1934. Location unknown.
- (Cora):** One-block road which ran from Culver to Hollywood northeast of Oakwood. No longer in existence.
- Cornell Court:** Named for street court connects to.
- Cornell Street:** Named for Cornell University in Ithaca, New York.
- Coulter Street:** Possibly named for farm implement. A coulter is a blade or wheel attached to the beam of a plow that makes vertical cuts in the soil in advance of the plowshare.
- Country Lane:** No information.
- Courtyard Drive:** Named for hotel on road.
- (Cow Lane):** Informal name for 1880's road Dor's Lane, which ran from Michigan Avenue to Southfield Road.
- Cranbrook:** No information.
- Crandell Street:** No information.
- Cranford Lane:** Named for New Jersey city.
- Crescent Court:** Named for street court connects to.
- Crescent Drive:** No information.

Crestmont Lane: No information.
Crestview Street: No information.
Crestwood: Named for informal community in area.
Croissant Street: No information.
Cromwell Street: Originally Komofski from Martha to Outer Drive, changed to North Reginald November 1925, then to Cromwell from Martha to South Reginald March 1931. Named for Oliver Cromwell (1599-1658), Lord Protector of England, 1653-1658.
(Cromwell): Original name of Reginald from Nash to Reginald, changed March 1931.
Cronin: No information.
Culver Street: Named for Culver City, Calif., by Robert Hemdon, one of the developers of Dearborn Aviation Subdivision, spent 10 years in real estate in California.
(Culver): Former name of Amazon, changed Feb. 14, 1922.
(Cumberland): Original name of Evangeline. Date of change unknown. Named for city in Maryland.
Cummings: Named for e.e. cummings, American writer.
(Cummings): Two-block stretch of road running south of Ford Road due north of Cummings in south Dearborn Heights. Road was platted but never developed.
Currier: Named for the owners of the Currier Lumber Company, which built the houses in that area.
Curtis Street: Formerly Schaefer Boulevard, changed April 7, 1936. Named for Leonard G. Curtis, surveyor of the M.J. Ford Estates Subdivision 1922.
Dacosta Street: No information.
(Dacosta Street): Previous name of Ann Arbor Trail extending southward from existing Dacosta Street.
Dale Street: English suffix for valley.
Dallas Street: Formerly Marlborough, changed March 1931. Named for Texas city. One of three streets in neighborhood named for Texas and its cities.
(Daly Road): Early name of Beech Daly south of Cherry Hill. Road between Cherry Hill and Warren Avenue, where it ended, was called Prairie. The two were eventually combined and renamed Jim Daly Road. (See Jim Daly Road for more information.) Date of changes unknown.
Daniels: No information.
(Daniels): Two-block stretch of road running south of Ford Road due north of Daniels in south Dearborn Heights. Road was mapped out but never developed.
Danvers Lane: Named for city in Massachusetts.
Dartmouth Street: Named for Dartmouth College in Hanover, N.H.
(Davie): Former name of Yinger, changed April 1924.
Dawson: Possibly named for former capital of Yukon Territory.
(Dearborn Road): Original name of Industrial Street, date of change unknown. Road is continuation of Dearborn Street in Detroit. Originally called North Dearborn Road.
(Dearborn Road): Previous name of Fair Lane Drive. Street was continuation of Industrial and Dearborn Road much farther south. Originally called Ann Arbor north of Michigan Avenue. Name changed to Duffield, then to Fair Lane Drive.

Dearborn Road: Named for village of Dearborn (west Dearborn), which road originally led to.
Dearborndale: Named for Dearborn Township.
(Dearman): Originally called Townline Road, now Inkster Road. Dates of changes unknown.
Decatur Street: Previously called Fordson, originally Ford Avenue, changed to Decatur November 1925. Named for Stephen Decatur (1779-1820), American naval hero.
Deerfield: No information.
Denwood Street: Originally Washington north of Cherry Hill, changed November 1925.
(Detroit Crosstown Motorway): One of two original names used to refer to Detroit Industrial Expressway (other was McGraw-Harper-Stanley Expressway) prior to construction in early 1940s.
Detroit Industrial Expressway: Originally referred to as Detroit Crosstown Motorway and McGraw-Harper-Stanley Expressway prior to construction in early 1940s.
Detroit Street: Named for city of Detroit.
Devonshire Street: Named for county in England.
(Devonshire): Former name of Sussex, changed July 18, 1950.
(Dewey): Former name of Wyoming from Southern to Tireman, changed February 1922. Named for Adm. George Dewey (1837-1917), victor of the Battle of Manila Bay, 1898.
Diversey Street: Formerly called Rome and Esper, changed from Rome to Esper April 1924, changed to Diversey January 1928. One of three former Italian-named east-west streets in northeast Dearborn.
(Diversey): Former name of Winona, changed November 1925.
(Diversey): Former name of North Mohawk, date of change uncertain.
(Division Road): Former name of Greenfield Road north of Michigan Avenue, changed March 1930. So named because road was division between Springwells and Dearborn townships.
Dix Avenue: Named for John Dicks (Dix), early French ribbon farmer. Road further south is called Toledo Road, because it was a main thoroughfare from Detroit to Toledo in the early part of this century.
Dixie Lane: Named for nickname of south.
Dolphin Court: Formerly Lee, date of change unknown.
Dolphin Street: No information.
Donald Street: No information.
(Donaldson Street): Section between Pelham to Jackson changed to Westminster Court July 1955.
Donaldson Street: Formerly Peckham, changed November 1925. Named for Ben R. Donaldson, director and advertiser at Ford Motor Company.
(Dorothy): Former name of Hollander from Mildred to Telegraph. Date of change unknown.
(Dort's Lane): Road in 1880s which ran north of Michigan Avenue along westside of where Ford World Headquarters is now to about Southfield Road. Later called Reckinger Road. Named for Titus Dort, early politician and land-owner.
Dover Lane: Named for city in Delaware or England.
(Dow): Former name of Constance, date of change unknown.

Doxtator Street: Named for Charles and Florence Doxtator, family friends of developer A.K. Nash, who subdivided part of northwest Dearborn.
(Doyle): Proposed new name for Helen in east Dearborn in March 1931, proposal failed.
Drexel Street: Named for famed Philadelphia family which started major banking firm.
(Drexel): Former name of Frederick, changed early 1930s.
Driscoll Street: No information.
(Drysedale): Original name of Chase from Michigan Avenue to Schlafli. Date of name change uncertain.
Dudley: Possibly named for city in Massachusetts. Section between Notre Dame and Whitmore-Bolles School closed in 1945.
(Duffield): Named for Samuel Pierce Duffield (1833-1916), co-founder of Parke, Davis & Company. Came to Dearborn as physician and chemist. Originally called Dearborn Road. Road remains as Fair Lane, the back road at University of Michigan Dearborn past Henry Ford Estate-Fair Lane.
Dunning Street: No information.
Duxbury Lane: Named for Massachusetts city.
Dwight: No information.
Eagle Street: Named for eagle boats built by Ford Motor Company at the Ford Rouge Plant 1918-19.
(Eamon): East Dearborn street referred to in legal notices in 1925, ran Warren to Littlefield. Exact location uncertain.
East Brooklawn: No information.
Eastham Road: Named for city in Massachusetts.
(Eaton): Former name of Eton, date of change unknown.
Eden: Named for Garden of Eden.
Edgerton Lane: Named for B.G. Edgerton, Realtor.
(Edgerton): Renamed Kentucky August 1926. Named for B.G. Edgerton, Realtor
Edgewood Street: Formerly Nellie, changed Sept. 18, 1950, at request of residents. A few protested the change but lost. Probably so named because at the time, it was at the edge of a wooded area.
Edinborough: Named for city in Scotland. Named chosen because builder of area, Mr. Macintosh, was of Scottish descent and selected names from his homeland.
Edison Street: Formerly Adeline, changed April 1932. Named for Thomas Alva Edison.
Edith: No information.
Edna Street: Named for Edna Hattie Clippert (1887-1946), eldest daughter of George H. Clippert.
(Edna): Original name of Omar, changed December 1929.
Edsel Ford Expressway: Named for son of Henry Ford. Original roadway section was called Chase Road before it was paved for the expressway. Previously called Detroit Industrial Expressway.
Edsel Street: Originally called Ruth, changed April 1924. Named for Edsel B. Ford (1893-1942), son of Henry Ford.
Edward Street: Named for King Edward VIII of England.
(Edwin): Former name of Wyoming from Michigan Avenue southward one block, changed February 1922. Named for Edwin Mack, early resident.

Elizabeth Street: Named for Queen Elizabeth II (then Princess Elizabeth).

(Elizabeth): Former name of Rosemary, date of change unknown. Named for Elizabeth Esper, Anthony Esper's wife.

Ellar Street: No information.

(Ellis): Former name of Paul, date of change unknown.

Elm Street: Formerly Elmdale, changed June 1919. Named for tree.

(Elm): Former name of Cedar, changed November 1925. Current name of road unknown.

(Elm): Original name of Newman from Mason to Military. Date of change unknown.

Elmdale Court: Named for nearby Elmdale Street.

Elmdale Street: Probably named for tree. Proposal made in 1927 to extend street southward to connect with Monroe.

(Elmdale): Former name of Elm south of Michigan, changed June 1919.

(Elmdale): Original name of Lafayette south of Cherry Hill, changed November 1925.

Elon: Named for Elon the Zebulunite from the Bible. Originally Glendale, date of change unknown.

Elon Court: Named for street court connects to.

Emanon Street: "No Name" spelled backwards.

Emerson Street: Possibly named for poet Ralph Waldo Emerson.

(Emerson): Former name of Southfield Road from Michigan Avenue south to State Street near city limit, date of change unknown; named for Samuel Emerson, original owner of land north of Michigan Avenue where Southfield originally ended on the north.

Emery: Named for common metallic powder.

Enfield Lane: City in Connecticut.

(Esper Avenue): Former name of Patton Avenue between Springwells (now Esper) and Greenfield (now Littlefield), changed August 1926, another section formerly Rome, changed April 1924; all renamed Diversey January 1928.

Esper Boulevard: Formerly Springwells Boulevard, changed August 1926. Named for Peter Esper, early east Dearborn pioneer family, or Anthony Esper, his son and early farmer.

Essex Street: Named for historic region in southeast England.

(Essex): Original name of Hudson, date of change uncertain. Named for county in England.

Eton: Formerly Eaton, date of change unknown. Named for British prep academy.

(Euclid): Former name for part of Hamilton, changed November 1925, later part of Outer Drive, changed March 1931. Ran from Monroe to Mizner (Pardee).

Eugene Street: No information.

(Eugenia): Former name of McDonald (one source says Eugene) west of Gutley. Date of change unknown.

Evangeline: Possibly named for Evangeline Lindbergh, Charles A. Lindbergh's mother. Originally Cumberland, date of change unknown.

(Evawal): Changed December 1931 to Michaels because of difficult pronunciation.

Evergreen Road: Name for tree. Road originally did not enter Dearborn. Street extended halfway to Michigan Avenue in 1957 and then turned eastward as Gildow (now Hubbard Drive) as access road to University of Michigan-Dearborn.

Executive Plaza Drive: No information.

(F&PM): Former name of Marvin, changed February 1926. Named for Flint & Pere Marquette Railroad.

Fair Lane: Named for Henry Ford's home. Originally called Ann Arbor, then North Dearborn Road, then Duffield, uncertain when names changed.

Fairlane Park: Named for development.

Fairlane Woods Drive: Named for development it is in.

Fairmount Court: Named for street court connects to.

Fairmount Street: No information.

Fairview: Named for northern Michigan community, Fairview, where builder Fred Garling had a lodge.

(Fairview Court): Former name of Golf Crest Court, changed December 1951.

Fairview Court: Named for street court connects to.

(Fairway Drive): Former name of Golf Crest Drive, changed December 1951.

Fairway Drive: Named for golf course nearby.

Fairwood: Unknown.

Falcon Avenue: Named for bird.

(Farland): Original name of Park west of Nowlin, changed August 1919. Named for local pioneer family.

Fellrath: Named for Frank Fellrath, early farmer. Family had large farm near what is today Beech Daly south of Michigan Avenue. Road originally ran from the back of the farm southward.

Fenton: Formerly named Washington, changed December 1925. Possibly named for William M. Fenton, Michigan Lt. Gov. in 1847, for whom city was named.

Fern Street: Named for plant.

(Femdale): Former name of Vernor Highway, changed in early 1930s.

Ferny Street: Originally called Solvay Avenue from Riverside to Eagle. Changed February 1922. Named for Voltaire's estate.

(Fernwood): Previous name of Theisen. Originally called Mendota. Date of changes uncertain.

Figuroa: No information.

Firestone Street: Formerly Parkwood, changed April 1924. Named for Harvey Samuel Firestone, tire manufacturer and close friend of Henry Ford.

First: One of three consecutive numbered streets in mobile home subdivision in north Dearborn Heights.

Fleming: Named for native of Flanders.

(Fleming's Court): Road no longer exists. Court connected to Dearborn Road. Also listed as Flemmer's Court.

(Florence): Former name of Lodge Lane, changed May 1939. Possibly named for Florence Doxtator, family friend of A.K. Nash, who originally subdivided the area.

(Foley): Changed to Gregory August 1919. Named for Dr. Charles Thomas Foley (1844-1933), a Dearborn physician.

Ford Avenue: Original name of Fordson, changed November 1925. See Fordson entry for more information.

Ford Road: Named for William Ford (1826-1905), father of Henry Ford. So named because road passed through Ford's property, Springwells Township officially named section east of Greenfield in 1897.

(Ford): Former name of Lapeer, Salina to Ferry, date of change unknown.

(Ford Grand): Original name of Jonathon south of Michigan Avenue. Date of change uncertain. Ford Grand Theatre operated for 10 years 1926-36 on Ford Road.

Fordson: Originally Independence. Ran along Golfview from Ford Road to Outer Drive, continued along Outer Drive to Outer Drive Court, along current Fordson, bending westward along street originally called Myrtle, to Telegraph. Renamed Ford Avenue June 1919, then Fordson from present-day Ford Road to Telegraph November 1925. Proposed change to Lilly March 1931, Telegraph to South Fordson, proposal failed. Section along Outer Drive changed March 1931. Section along golf course changed to Golfview Sept. 18 1950. Section north of York changed to Outer Drive Court, date uncertain. Section south of Outer Drive changed to Ruth March 1931, changed back to Fordson, April 7, 1936. Named for Henry Ford and son, Edsel.

(Fordson): Original name of Decatur, changed November 1925.

(Fordson Drive): Former name of Ann Arbor Trail from approximately Telegraph to Outer Drive. Date of change unknown.

Forest Hills: Named for residential section of New York City in central Queens on western Long Island.

(Fort Boulevard): Original name of Oakwood Boulevard south of MCRR. Date of change unknown.

Fort Dearborn: Possibly named for old name of Chicago.

Fourth: One of several numbered streets in mobile home subdivision.

Foxcroft: No information.

(Francis Park): Previous name of Olmstead from Outer Drive to curve just past Nowlin, changed November 1925.

Francis Street: Probably named for Francis X. Schaden, land developer and Realtor in Springwells, Fordson and Dearborn.

Franklin Street: Formerly Lucille, from Cherry Hill to Marshall. Changed March 1931. Named for Benjamin Franklin.

Freda Street: No information.

Frederick Street: Changed from Drexel in early 1930s.

(Fresno): Original name of Northampton. Date of change unknown. One of several streets in subdivision named for parts of California by developer Robert Hemdon, who spent 10 years in real estate in California.

(Freud): Former name of Porath, changed February 1922. Named for early residents Leopold and Ilanna Freud.

Gabriel Richard: Named for Gabriel Richard Center which sits on road.

(Garden Court): Original name of Edward T. Arcy Boulevard, street leading into Village Plaza complex from Michigan Avenue. Was 80-yard one-block dead-end resident street with eight homes on it. All were bought and razed for driveway into Village Plaza complex in fall 1965.

Garling Drive: Named for early builder and developer Fred Garling.

(Garling Drive): Changed to Msgr. Hunt Drive from Town Lane to Warren Avenue.

Garrison Street: Named for Charles M. Garrison (1837-1910), president of Detroit Board of Trade, 1873, land developer. Section east of Outer Drive named February 1965.

Gary Street: Named for Albert Gary, former Supreme Court judge.

Geneva Court: Named for street court connects to.

Geneva Street: Named for Switzerland city. Roadway south of Yale closed and abandoned July 17, 1945. The section south of Notre Dame was vacated in April 1950.

(Geneva): Original name of Ward, changed November 1925.

George: Named for King George V of England.

(Georgina): Planned street in east Dearborn. Road never really existed. Street listed in 1927, but not in 1928. Location unknown.

Gertrude Street: No information.

(Gildow Avenue): Original name of Hubbard Drive, changed March 1972; formerly Pullman, west of Greenfield, changed July 14, 1931. Named for Milton H. Gilbert, president, and Charles G. Dow, secretary of Orchard Park Land Company.

(Glendale): Original name of Elon, date of change unknown.

Glengary: Named for Scotland town.

Glenis: Named for the oldest daughter of developer A.K. Nash, who subdivided part of northwest Dearborn and north Dearborn Heights.

Glover Street: Formerly Wister from Southfield to Linden, changed November 1925. Possibly named for Glover Watson, one of the subdividers of Belmont Park Subdivision.

Golfcrest Court: Named for street court connects to. Originally Fairway Court, changed December 1951.

Golfcrest Drive: Named for nearby golf course. Originally called Fairway Drive. Changed December 1951.

Golfview Drive: Originally Independence Avenue, changed to Ford Avenue June 1919, changed to Fordson November 1925, renamed Golfview Sept. 18 1950. Named for nearby golf course. Street was part of original northern boundary of old Detroit Arsenal grounds.

(Golfview Street): Original name of Ramey, date of change unknown.

Gould Street: Previously called Marconi, changed April 1924. One of three former Italian-named east-west streets in northeast Dearborn. Named for one of two Gould brothers, James, who immigrated to area in 1831, or John, who immigrated in 1832.

(Grace): Former name of Neckel, date of change unknown. Unsuccessful City Council vote held July 1924 to change name back to Grace.

Graceland: No information.

Graceland Circle: No information.

Graham Street: Formerly Vemor, changed March 1931. Named for three Graham brothers, officers in Graham-Paige Motors 1927-1940.

Grandview Court: No information.

(Graves): Original name of McMillan north of Ford Road. Date of change unknown.

(Gray): Originally Billy Gray's Road, later just called Gray. Changed to Northview, 1920. Changed to Cherry Hill, date unknown. Named for William Gray, early farmer and landowner.

(Gray): Former name of Brady Street, changed August 1922.

Grayfield Avenue: Formerly Paul, date of change unknown.

(Great Sauk Trail): Early name for Michigan Avenue from Detroit to Ypsilanti.

(Greenfield Boulevard): Former name of Littlefield Boulevard, changed March 1927.

Greenfield Road: Originally Town Line Road. Section near Butler Road originally called Allen Road. Date of change unknown. Street north of Michigan Avenue changed to Division Road in April 1924. All renamed Greenfield March 1931. Named for old Greenfield Township.

Gregory Street: Originally Foley, changed August 1919. Named for William T. Gregory, social representative for Ford Motor Company.

Grindley Park: Previously Keveney and Church, date of name changes uncertain; changed from boulevard to avenue March 1931. Called Adair north of Madison and University south of Madison (1917), dates of changes unknown. Named for Robert Grindley, early landowner.

(Grindley Park): Former name of Outer Drive from Hamilton (Outer Drive) to Michigan Avenue, changed March 1931.

Grove Street: No information

Gulley Place: Named for Alfred B. Gulley, early resident

Gulley Road: Possibly previously named Market Road, date of change unknown. Road also nicknamed "Frog Alley" around turn of the century. Named for Alfred B. Gulley, early farmer and landowner. Section north of Rouge River now called Whitefield.

Haggerty Street: Formerly Thayer east of Miller Road, changed April 1924. Named for John Strong Haggerty, local brick manufacturer and Michigan Secretary of State. The school board petitioned the city in 1929 to close Haggerty next to Lowrey School because school grounds were on the other side of Haggerty from the building. Residents successfully fought this move.

Haigh Street: Previously Beeson north of Michigan Avenue, and Lincoln south of Michigan Avenue, all renamed August 1919 to Haigh. Named for Richard Haigh Sr., Dearborn pioneer. Haigh farm abutted street to the west on northside of Michigan Avenue.

(Hamilton Boulevard): Previous name of Outer Drive from Grindley Park to Southfield Road; changed March 1931. formerly Euclid, Chestnut and Warren Avenue, changed November 1925.

Hamilton Street: Originally Kyle, changed November 1925. Named for Alexander Hamilton, first U.S. secretary of the treasury.

(Hamilton): Original name of Harding, changed to Warren north of Carlisle November 1925, all changed to Harding March 1930.

Hampshire Court: Named for British island.

Hampton Court: Named for historic section of London.

(Hannan Terrace): Former court heading west from Telegraph just north of Michigan, south of the Rouge River.

Hanover: Formerly Lancaster, date of change unknown. Probably named for House of Hanover, former rulers of England.

Harding Avenue: Formerly Warren Street, changed March 1930 to avoid confusion with Warren Avenue; Formerly Hamilton, date of change unknown. Named for President Warren G. Harding.

Harding Street: Formerly Warren Street, changed March 1930 to avoid confusion with Warren Avenue; formerly Hamilton north of Carlisle, changed November 1925. Named for President Warren G. Harding.

(Hardscrabble): Former name of Madison, name used in William A. Nowlin's "The Bark Covered House." Renamed Monroe Boulevard, Madison to Van Buren and renamed Boiles from Monroe to Elmdale, dates uncertain. All renamed Madison November 1925.

Harriet: No information.

Hartwell Street: Street originally called Avondale. Date of change uncertain.

(Hartwell): Original name of Cathoun north of PMRR. Date of change uncertain.

Harvard Street: Named for university in Charlestown, Mass.

Hass: Possibly after Julius H. Hass, president of the Peoples Wayne County Bank in the late 1920s.

Havelock: Named for Sir Henry Havelock (1795-1857), British soldier.

Hawthorne Street: Changed from Park, November 1925. Named for author Nathaniel Hawthorne, who wrote "The Scarlet Letter," among other works.

Hazel: No information.

Hazelton Avenue: Possibly after the Hazelton half of general contractors Hazelton & Clark. Originally Highland, date of change unknown.

Heather Drive: Named for evergreen bush.

Heather Lane: Named for evergreen bush.

Heinze Street: Named for Paul Heinze, surveyor of Dearborn Highlands Subdivision.

Helen Street: Michigan Avenue to north end of street, proposed change to Doyle in March 1931, but other Helen in city was changed instead. Possibly named for Helen Melissa (Woodworth) Mead, wife of William Mead, daughter of Alfred and Phoebe (Smith) Woodworth.

(Helen): Former name of Polk, name changed April 7, 1936 to avoid confusion with Helen Street in east Dearborn.

(Hellner): Original name of Van Buren, date of change unknown.

Hemlock Street: Named for tree. Previously named Alice west of PMRR, date of change unknown.

Hendrickson Drive: No information.

Henn Street: Formerly Howard, changed March 1922, formerly Reuter, changed November 1929, formerly Hubbard, changed December 1929. Possibly named for Joe Henn, former Fordson city official, including Commissioner of DPW, or member of Peter Joseph Henn family, a pioneer family of Springwells. Henn and family immigrated to Springwells in 1846. They had nine children, including four sons: Peter, Nicolaus, Joseph and Peter Joseph Jr.

Henry: Possibly named for one of the King Henry's of England.

Henson Street: Formerly Mansfield, changed July 1974. Named for William Henson, long-time chair of the Dearborn Zoning Board of Appeals. Served 31 years on board, including 25 as chairman. Dearborn City Council voted April 17, 1973, to name the next new street in town after Henson. Instead, Mansfield was renamed.

Herbert Weier Dr.: Formerly Hollander, date of change unknown. Named for first pastor of Divine Child Church.

Heritage Court: No information.

Heritage Parkway: Named for subdivision.

(Heston): Former name of Wisconsin Street, changed August 1926. Named for Thomas V. Heston, Detroit lumber merchant.

Heyden: Possibly named for Jan van der Heyden, famed 17th century Dutch painter.

Hickory Court: Named for street court connects to.

Hickory Street: Formerly Parker, changed November 1925. Named for tree.

Hickorywood: Named for wood from hickory tree.

Hickorywood Court: Named for street court connects to.

(Higgs): Former name of Sylvia, date of change unknown.

Highland Street: Originally called Blanche, changed November 1925. Named for Dearborn Highlands subdivision.

(Highland): Former name of Avondale, date of change unknown.

(Highland): Original name of Hazelton, date of change unknown.

Highview Street: Named for subdivision and land company, 1916.

Hill: Named for nearby hill.

Hillside: Named for street's proximity to side of hill.

(Hillside Terrace): Street one block west of Telegraph running north from Michigan Avenue. Road no longer exists.

(Edward N.) Hines Drive: Named for Edward Hines, early member of the Wayne County Road Commission.

Hipp Avenue: No information.

(Hoeffler): Original name of Homeplace. Date of change unknown.

(Holden): Original name of Tireman, date of change unknown. Named for Theodore Holden, early settler of Greenfield Township.

Hollander Street: Formerly called Dorothy from Mildred to Telegraph, date of change unknown. Strip between Silvery Lane and Gulley renamed Msgr. Herbert Weier Drive, date uncertain. Named for Martha and Isador Hollander, friends of A.K. Nash, subdivider of area.

Holly Street: Named for plant.

Hollywood Street: Named for Culver City, Calif., by Robert Hemdon, one of the developers of Dearborn Aviation Subdivision, spent 10 years in real estate in California.

Homeplace: Formerly called Hoeffler, date of change unknown.

Homer Street: Named for Greek poet.

Hopkins: Formerly Stanton, date of change unknown. Possibly named for Stephen Hopkins, judge and a signer of Declaration of Independence.

Horger Street: Originally Kenny, date of change unknown. Named for Charles Horger, Springwells Township supervisor and village of Springwells president.

Houston Street: Named for Texas city, one of three streets in neighborhood named for state and its major cities.

Howard Street: Named for Joshua Howard, first commandant of Detroit arsenal.

(Howard): Original name of Reuter between Michigan Avenue and PMRR. Street likely ran north from Michigan to PMRR, angled northwest along tracks and turned west at what is today Henn. Renamed Reuter, March 1922. East-west section renamed Hubbard, November 1929. Renamed Henn, December 1929. Named for Howard Temes, Springwells Township official. Diagonal section along railroad probably never developed and was eventually forgotten.

(Howard): Original name of Nona west of Jefferson extension south of railroad track. Date of name change unknown.

Howe Street: Named for Elba D. Howe, mortician and founder of Howe-Peterson Funeral Home. Road originally continued north to end at the Rouge River. Originally called Balch, according to 1876 map. Date of change unknown.

(Howe): Former name of Universal, date of change unknown.

Hubbard Drive: Previously Gildow Avenue west of Greenfield, changed March 1972. Originally Pullman west of Greenfield, changed March 3, 1931. Named for Orville Hubbard, longtime Dearborn mayor.

Hubbard Street: Named for Bessie Hubbard, wife of Jackson Howard Pardee.

(Hubbard): Originally Howard, changed March 1922. Formerly Reuter, renamed November 1929. Renamed Henn December 1929.

Hubbell Street: Named for Clarence W. Hubbell, engineer of Hubbell, Hargerling & Roth.

Hudson Street: Probably named either for explorer Hudson or J.L. Hudson. Originally called Essex, date of name change uncertain.

(Huff): Former name of Monroe south of Madison-Monroe intersection, renamed November 1925. Named for George Edward Huff, president of Huff Realty Company, 1919.

Huron Street: Named for former Indian tribe in area.

Ina Street: Originally called Washington, north of Mariboro, changed November 1925. Named for Ina B. Nash, wife of A.K. Nash.

(Independence): Original name of Golfview, changed to Fordson June 1919, changed to Golfview September 1950.

Indiana Street: Formerly Wisconsin, renamed August 1926. Named for state.

Industrial Street: Originally North Dearborn Road. Named for massive industry near road.

Inkster Road: Originally called Townline Road, later called Dearman. Dates of changes unknown. Named for city/village road crosses. City named for Robert Inkster, a Scot who operated a steam sawmill on Inkster Road near Michigan Avenue.

Iris Street: Named for flower.

(Irving): Former name of Lois. Date of change unknown.

Jackson Street: Named for President Andrew Jackson.

Janet: No information.

Jay: Named either for jay bird or for American jurist John Jay.

(Jean): Original name of Bingham south of Michigan Avenue. Date of change uncertain.

Jefferson Street: Formerly Sloss, date of change unknown. Named for President Thomas Jefferson.

Jerome Street: Formerly Terry, east of Greenfield, changed July 14, 1931. Named for George Jerome, surveyor of Westland Subdivision, village of Springwells engineer in early 1920s.

(Jim Daly Road): Former name of Beech Daly Road south of Warren Avenue. Jim Daly ended on the north at Warren Avenue. Beech started at Ann Arbor Trail on the other side of the Rouge River. When the bridge connecting the two was built, the road became a combination of the two names, Beech Daly. Originally, road was just called Daly Road south of Cherry Hill and Prairie north of Cherry Hill. Named for son of Daly family, early farming family in area. Date of changes uncertain.

(John A Street): Named for John A. Campbell, land developer. Renamed Woodside May 27, 1952.

John Daly Road: Named for son of Daly family, early farming family. Originally called Westwood north of Wilson and in Inkster and called Montana between Cherry Hill and Wilson. Date of changes unknown.

John Kronk: (extension of Southern into Detroit) Named for former Detroit City Councilman.

John Lyskawa Boulevard: Named for name-sake of VFW Post on road.

John Monteith Boulevard: Named for John Monteith, one of founders of the University of Michigan.

Jonathan Street: Originally Algonquin north of Michigan Avenue, Ford Grand south of Michigan Avenue. Date of changes uncertain.

Joy Road: Formerly Bonaparte Avenue, date of change unknown. Named for James F. Joy, influential Detroit businessman.

Kandt Street: Named after Charles Kandt Jr., former D7 Board of Education president and local lumber baron. Street named in 1954, after fire destroyed Kandt Lumber Yard.

Katherine Street: Strip between Notre Dame and Whitmore was closed in 1945 and reopened in late 1960s for housing development.

Kaufman: No information.

(Kean Street): Original name of Newman east of Tenny, renamed Mechanic August 1919; stretch renamed Newman May 1965. Named for Michael & Ellen Kean, owners of what was later Georgia Park Subdivision No. 1.

(Keane): Original name of one stretch of Newman, changed to Mechanic August 1919, changed to Newman May 1965.

Keane Street- Street officially opened by City Council in summer 1949. Section between Outer Drive to Telegraph was opened May 1950.

Keith: No information.

Kendal Street: Named for Elizabethan English town.

Kenilworth Street: Named for book written by Sir Walter Scott, 1821.

Kennedy Drive: Origin uncertain, but not named for any of political Kennedy family.

Kennedy Lane: Origin uncertain, but not named for any of political Kennedy family.

Kennedy Street: Origin uncertain, but not named for any of political Kennedy family. Originally called Winifred, date of change unknown.

(Kenny): Original name of Horger, date of change unknown.

Kensington Street: Named for Kensington Palace, England.

Kentucky Street: Formerly Edgerton, changed September 1926. Named for state.

(Keveney): Formerly Church, later renamed Grindley Park, changed 1919, renamed Outer Drive from Hamilton (Outer Drive) to Michigan Avenue in March 1931. Named for Michael Keveney (1827-99), landowner.

Kimberly Lane: No information.

Kingsbury Street: Named for William Kingsbury, early settler.

Kingsley Street: No information.

Kingston: Named for city in Jamaica.

Kingswood Drive: No information.

Kinloch: Previously known by different name, possibly Ridgeway. No other information available.

Kimmore: Referred to in early print as Kimmore.

Kimmore Court: Named for street court connects to.

Kitch: No information.

Knollwood Drive: Named for wood of trees on likely nearby small hill (knoll).

(Kornofski): Original name of Cromwell from Martha to Outer Drive, changed to North Reginald November 1925, changed to Cromwell March 1931. Named for Kart Kornofski, subdivider of Doxtator and Nash subdivisions.

Korte Street: Named for Anthony Korte, one of several Korte brothers among who the Korte farm was divided by their father when he died. The farm originally ran from Westland to Southfield from Michigan Avenue to Hubbard Drive. When developers wanted to buy Anthony Korte's land, he finally only agreed to sell if they named a street after his family.

(Kyle): Former name of Hamilton, changed November 1925.

Lafayette Street: Originally Lincoln, north of Cherry Hill, and Elmdale in Dearborn Hills, changed November 1925; Named for Marquis de Lafayette, Revolutionary War hero.

(Lafayette): Street no longer in existence running from Michigan Avenue across MCRP to what is today Nona, between Nowlin and Outer Drive, now part of Westborn Mall and parking lot.

Lamphere Avenue: No information.

(Lancaster): Former name of Hanover, date of change unknown. Named for city/county in Pennsylvania, which was named for town in England, which was named for English royal house, 1399-1461.

Lanson Court: Named for street court connects to.

Lanson Street: No information.

Lapeer Street: Formerly Ford from Salina to Ferney and Burns from Roulto to city limit; date of change unknown. Opened from Salina to Roulto May 1939. Named for Michigan city.

Lapham Boulevard: Changed from boulevard to avenue March 1931. Named for Abraham Lapham, early landowner in both ends of Dearborn.

(Lapham): Former name of Military from the railroad tracks south to Elmdale; changed March 1931.

(Laurain Avenue): Street one block east of Miller Road running north from Dix. Road no longer exists.

Law Street: Named for Dr. Theodore V. Law, early Dearborn physician.

Lawrence Street: Changed from boulevard to avenue March 1931. Named for D. Lawrence, early resident.

(Lee): Former name of Dolphin Court, date of change unknown.

Lehigh: Formerly Cambridge, date of change unknown. Named for university.

Leland Court: Named for Henry M. Leland, founder of the Cadillac Motor Car Company, 1902, and Lincoln Motor Company, 1920.

Lenore: Possibly named for poem by Edgar Allen Poe.

Leonard Street: No information.

(Leonard): Former name of Coburn, date of change unknown.

(Leonard): Former name of Marlboro, date of change unknown.

(Leonard): Former name of Murray, date of change unknown.

Liberty Avenue: No information.

Liberty Court: Named for street court connects to.

Library Street: Named for John F. Kennedy Jr. Library located on it.

Lila Lane: No information.

(Lilly): Proposed new name for Fordson from Telegraph to South Fordson (now Ruth) March 1931; proposal failed.

Lincoln Street: Named for President Abraham Lincoln.

(Lincoln): Former name of Haigh south of Michigan, changed August 1919 to Beeson, then to Haigh. One of two president named streets there. Washington Street is still there.

(Lincoln): Original name of Lafayette, north of Cherry Hill, changed November 1925.

(Lincoln): Original name of Russell, changed November 1925.

Linden Street: Named for tree.

(Linden): Original name of Birch, changed November 1925.

Lindenwood Drive: Named for wood from tree.

Lithgow Street: No information.

(Link Road): Named for small roadlet connecting southbound Outer Drive and Military, south of Ann Arbor Trail, where Outer Drive curves. When entrance into subdivision was improved, this road ceased to exist.

Littlefield Boulevard: Formerly Greenfield Boulevard, changed March 1927.

Lloyd Court: Named for William Lloyd, landowner who created subdivision and owned land around court. Originally a private road.

Loch Lomond: Named for largest lake in Scotland. So chosen because local builder, Mr. MacIntosh, was of Scottish descent and selected names from his homeland.

Lochdale: No information.

Locust: Named for tree. Previously Oak, changed July 18, 1950.

Lodge Lane: Named for maiden name of Charles Lindbergh's mother. Originally Florence, changed May 1939. Change supposedly came about because residents felt area had too many streets bearing women's names, plus Florence went past Lindbergh School, named for her son.

Lois Street: Originally named Irving. Date of change unknown.

Long Boulevard: Named for Samuel B. Long, former property owner where street now traverses.

Longmeadow Street: Named for city in Massachusetts.

Lonyo Street: Listed as Lonlo in some early records. Originally McDonald Road north of Michigan Avenue, date of change unknown. Named for early farm family.

(Lorain): Street one block east of Miller extending north from Dix. Road no longer exists.

(Lowell): Original name of Mead from Michigan Avenue to Hubbard Drive, changed February 1922. Named for city in Massachusetts.

Lowrey Street: Formerly Church, renamed April 1924. Named for Harvey H. Lowrey, longtime school superintendent for Springwells, Fordson and Dearborn.

Lucerne: Named for Switzerland city.

(MacArthur Highway): In April 1942, Dearborn city engineer Frederick R. Storer suggested in a letter to G. Donald Kennedy, state highway commissioner, that the proposed Willow Run Expressway be named MacArthur Highway. The idea was first suggested by Frank Padzieski, city planning commissioner.

Madison Street: Originally Hardscrabble Road, renamed Monroe Boulevard from Van Born to Monroe and Bolles from Monroe to Elmdale, dates uncertain. All changed to Madison November 1925. Named for President James Madison. Stretch from Williams to bend by Players Guild playhouse originally called Cleveland, because it was an extension of Cleveland Street, along what is now alley behind the playhouse. Date of change unknown.

(Maloney): Changed to Park June 1919.

Manor Street: Formerly Oakman Avenue south of Warren Avenue, Oak north of Warren Avenue, changed August 1926.

(Mansfield): Former name of Henson, changed July 1974. Named for town in Connecticut.

Maple Street: Originally Maples Street. Date of change unknown. Road originally ran to Dearborn Road, which ran along north bank of Rouge River. It was changed from Maple Road to Maple Drive in 1924. Named for Maples family, whose farm abutted street on the west.

(Maple): Former name of Hamilton from Nona to half-block past Beech. Changed to Palm November 1925. Changed to Hamilton between 1925 and 1931. Changed to Outer Drive March 1931.

(Maple): Former name of Tenny north of MCRP, changed November 1925.

(Maple): Original name of Princeton west of Telegraph, changed November 1925.

(Maples Street): Original name of Maple Street. Date of change unknown. Named for Maples family, who had a farm abutting street.

(Marconi): Former name of Gould, changed April 1924. Named for Guglielmo Marconi, inventor of trans-Atlantic wireless in 1901. One of three former Italian-named east-west roads in northeast Dearborn.

Marie Street: No information.

(Marian Street): Platted street between Nowlin and Outer Drive running from Michigan Avenue to the railroad track. It was 2/3 closer to Outer Drive than to Nowlin.

Marion Street: No information.

Mark: No information.

(Market Road): Possible early name of Guilley Road, date of change unknown.

Market Street: So named because of nearby shopping center.

- Marlboro Street:** Formerly Leonard, date of change unknown. Named for area in England.
- (Marlborough):** Former name of Dallas, Carlisle to Audette, changed March 1931. Named for city in Massachusetts.
- Marriott:** Named for hotel by road.
- Marshall Street:** Named for John Marshall, former Supreme Court justice.
- Martha Street:** Originally Melford south of Cherry Hill, changed November 1925. Named for Martha Hollander, family friend of A.K. Nash, who originally subdivided the area.
- Marvin Street:** Formerly F&PM, renamed February 1926.
- Mason Street:** Named for Stevens Thomson Mason (1811-1843), acting governor, 1835-37; territorial governor and first state governor of Michigan, 1837-39.
- (Mather):** Road no longer in existence. Street was eastern street of two which at one time ran between Nowlin and Outer Drive. Road ran from Michigan Avenue south to what is today Nona. Named for Atla Mather, land owner and minister.
- May Street:** Named for Benjamin May, early resident.
- Mayburn Street:** No information.
- Mayfair Street:** Formerly Arthur, date of change unknown. Named for residential district of London.
- McDonald:** Formerly Eugenia (one source says Eugene) west of Guley. Date of change unknown.
- (McDonald):** Original name of Lonyo north of Michigan Avenue, date of change unknown.
- (McGraw-Harper-Stanley Expressway):** One of two names used in early 1940s to refer to Detroit Industrial Expressway (other was Detroit Crosstown Motorway) before construction.
- McKinley Court:** Named for street court connects to.
- McKinley Street:** Named for President William McKinley.
- McMillan Street:** Originally Graves north of Ford Road. Date of change unknown.
- Mead Street:** Formerly Lowell from Michigan Avenue to Hubbard Drive, changed February 1922. Named for Helen Melissa (Woodworth) Mead, wife of William Mead, daughter of Alfred and Phoebe (Smith) Woodworth.
- South Mead:** Named for Helen Melissa (Woodworth) Mead. Street named in January 1959 when utilities required a name for the road. John Nagy, acting city planner, suggested Alfred, after Alfred Woodworth, for whom the school on south side of street was named. It was created when Mead Street was closed between Woodworth School and the school playground.
- Meadlawn:** No information.
- Meadow:** No information.
- Meadowgrove:** No information.
- Meadowlane Road:** No information.
- (Mechanic):** Former name of Newman, changed May 4, 1965. One stretch originally called Keane, changed August 1919.
- Melbourn Street:** Originally Anna H. Street north of Cherry Hill, changed November 1925. Possibly named for Australia's second largest city. Also spelled Melbom in early records.
- (Melford):** Original name of Martha south of Cherry Hill, changed November 1925.
- (Mendota):** Original name of Theisen. Street first changed to Fernwood, then to Theisen. Date of changes uncertain.
- Mercantile Drive:** So named because street is a business strip.
- Mercedes:** Possibly named for Mercedes motorcar.
- Mercier Street:** Named for John A. Mercier, local brick manufacturer, contractor and landowner.
- Mercury Drive:** Named for Lincoln car Mercury.
- Meridian Street:** Possibly named for prime meridian.
- Merrick Street:** Named for Scottish town.
- Michael:** No information.
- Michaels Street:** Formerly Evawal, changed December 1931 because of difficult pronunciation.
- Michele:** No information.
- Michigan Avenue:** Formerly Chicago Road. Named for state. Date of change unknown.
- Middlebury Court:** Named for nearby Middlebury Drive.
- Middlebury Drive:** Named for city in Connecticut or Vermont.
- Middlepointe Street:** Name originally two words ("Middle Pointe").
- Middlesex Street:** Named for area in England.
- Midway:** Possibly named for Midway Island, American atoll in Pacific.
- Military Circle:** No information.
- Military Court:** Named for Military Avenue, which court exits onto.
- Military Street:** Originally only went north from Michigan to Warren and Waverly, one block east of Telegraph. Formerly Lapham from Nona south to Elmdale, changed to South Military March 1931. Two sections joined Michigan to Beech 1940 when railroad viaduct was built. Named for nearby military reserve.
- (Military):** Former name of Outer Drive from Fordson (Golfview) to Ford Road. Changed March 1931.
- (Mill Road):** Short street now part of Outer Drive running from what is now Ann Arbor Trail to the diagonal curve leading away from Military by the Military Hills Subdivision. Date of change unknown.
- Miller Road:** Named for Marvin D. Miller, long-time official of Springwells Township.
- Miltrace Court:** Named for channel of river that drives a mill wheel.
- (Miriam Street):** Former street between Nowlin and Outer Drive from Michigan Avenue to Mechanic (Newman). Now part of Westborn Mail parking lot.
- (Mitchell):** Former name of Akron, renamed April 1, 1924.
- (Mizner):** Original name of Pardee north of Oxford, changed November 1925. Named for Thomas W. Mizner, owner of land in Electric Railway Addition.
- Mohawk Street:** Named for Indian tribe.
- (Mohawk):** Originally Diversey, changed to Mohawk December 1925, changed to Wilona from Beechmont to Rockford March 1931.
- (Molony):** Former name of Beech west of Lapham (Military), changed August 1919. Named for John B. Molony, land owner and developer of J.B. Molony Subdivision, 1891. Molony farm abutted street on south.
- Monroe Street:** Formerly Center Street from Rouge River to Pepper Road (Snow Road), changed August 1919; road then ran southwest along current route to Madison. It then followed Madison. Road south of Madison-Monroe intersection was called Huff, changed November 1925; changed from boulevard to street March 1931. Named for Pres. James Monroe.
- (Monroe):** Former name of Grindley Park. Date of change unknown.
- Monsignor Hunt Drive:** Formerly Garing. Named for Msgr. Hunt Knights of Columbus Hall, which sits on street. Date of change unknown.
- (Montana):** Former name of John Daly from Cherry Hill to Wilson. Date of change unknown.
- Morley Court:** Named for road upon which court opens to.
- Morley Street:** Named for Frederick Morley, Detroit newspaper man.
- Morningside Street:** No information.
- Morross Street:** Formerly Pompeii, changed April 1924. Named for Mamie Rose Morross Oakman, wife of developer Robert Oakman. One of three former Italian-named east-west streets in northeast Dearborn.
- Morrow Circle:** Named for Lt. Clifford F. Morrow, army air force pilot who flew from the airfield in the area and was killed in air crash near downtown Detroit Nov. 11, 1918.
- (Morse):** Planned east-west street in northwest Dearborn Heights south of Ann Arbor Trail. Street eliminated when area replatted.
- Morton:** No information.
- (Mulkey):** Former name of Wyoming from Dix north several blocks. Date of change unknown.
- (Mulligan):** Former name of Brady south of Michigan Avenue, changed July 1971; formerly Brady, changed September 1967. Named for Nelson Mulligan, Lincoln-Mercury auto dealer at southwest corner of Michigan Avenue and Brady, now Krug Lincoln-Mercury.
- Murray Street:** Formerly Leonard, date of change unknown.
- (Myrtle):** Former name of Walnut, changed November 1925. Named for evergreen bush.
- (Myrtle):** Original name of Fordson from South Fordson to Telegraph.
- Nash Street:** Named for A.K. Nash, subdivider of Doadator & Nash subdivisions.
- Neckel Street:** Formerly Grace, date of change unknown. City Council voted down motion in July 1924 to return street name to Grace. Named for Anthony Neckel family, early settlers and farmers. Original farm was 64 acres bounded by Schaefer, Horger, Ford Road and Michigan Avenue.
- (Nellie):** Former name of Edgewood, changed Sept. 18, 1950. Named for Nellie Campbell, wife of John A. Campbell.
- New York Street:** Changed from boulevard to avenue March 1931. Named for New York City, one of three (originally four) consecutive city-name streets west of Telegraph.

Newman Avenue: Formerly Mechanic Street, changed May 4, 1965; one stretch formerly Keane, changed August 1919. Originally Elm from Mason to Tenny. Date of change unknown. Named for David Newman, land developer in Dearborn area who owned much of land along street. He was instrumental in widening of street and its extension to West-born Shopping Center. When Dearborn City Council considered renaming, John Baja preferred new name after a Ford car. Irving F. ImOberstg wanted Newman to be Avenue or Concourse. Council agreed to Avenue.

(Newman Street): Former name of West Village Drive. Changed November 1997.

Newton Street: Named for Sir Isaac Newton.

Nightingale Street: Named for Florence Nightingale, famed English nurse.

(Noble): Former name of Belton, date of change unknown. Named for William Noble, early resident.

Nona Street: Originally called Howard, probably after Joshua Howard, west of Jefferson extension south of railroad track. Date of change unknown.

Norborne: No information.

Norborne Court N.: No information.

Norborne Court S.: No information.

Norfolk: Named for city in Virginia.

(Norfolk): Original name of Chicago west of Westwood, changed November 1925. Road farther west in Inkster and Dearborn Heights remains Norfolk. Named for city in Virginia.

Normandale Street: Combined form of Norman – Scandinavian people who invaded England with William the Conqueror in 1066 – and dale, a term for valley.

Normile Street: Named for Elizabeth (Normile) Oakman, mother of Robert Oakman.

North Brookside: Named for proximity to Ecourse Creek.

North Brookside Court: Named for street court connects to.

North Coolidge: Named for President Calvin Coolidge.

(North Dearborn Road): Early road north of Rouge River in southeast Dearborn which followed an old Indian trail. The road's route is somewhere in the Ford Rouge Plant. Industrial Highway is a remnant of this street. The section between Rotunda Drive and I-94 was officially vacated Nov. 2, 1971.

(North Reginald): Originally Kornofski from Martha to Outer Drive, changed November 1925. All changed to Cromwell from Martha to South Reginald March 1931.

Northampton Street: Originally called Fresno. Date of change unknown. Named for borough in England.

Northmore: No information.

(Northview): Original name of Cherry Hill. One section renamed 1919. Road already Cherry Hill west of Wayne Road. Date of final change unknown. Northview Cemetery is remnant of original street name. Section from Military to Rouge River originally called Billy Grey's Road as shown on 1893 map. Later just called Gray. This section changed to Brady in June 1919 and to Northview 1920. Date of change to Cherry Hill unknown.

Notre Dame: Originally Philadelphia west of Telegraph, changed November 1925. Named for university in South Bend, Ind.

Nowlin Court: Named for nearby Nowlin Road.

Nowlin Road: Named for William A. Nowlin, early settler. Plan in 1925 to extend Nowlin northward across the Rouge River to connect with Fordson and Rockford with main highway continuing north on York Street.

Oak Street: Named for tree.

(Oak): Ran from Mason ½ block west. Changed to Beech June 1919.

(Oak): Previous name of Locust. Changed July 18, 1950.

(Oak): Possible early name of Cass running one block west of Mason.

(Oak): Original name of Manor between Warren Avenue and Tireman. Was already Manor north of Tireman. Changed 1930.

(Oakdale): Previous name of Cleveland from Monroe to Elmdale, changed November 1925.

Oakland: Named for city in California.

Oakland Court: Named for street court connects to.

(Oakman Avenue): Former name of Manor Avenue, changed August 1926.

Oakman Boulevard: Formerly Oakman Highway from Tireman to Warren, changed August 1925. Named for Robert Oakman, early settler and real estate developer of Aviation Subdivision. He built subdivisions along entire route of Oakman. Hubbard off-handed suggested at a Columbus Day dinner the street be renamed Columbus Boulevard Oct. 9, 1971. The Italian-American Club then formally requested the change in December 1971. A sign was eventually posted proclaiming Columbus Drive as the alternate name. The change never took.

Oakridge: Corrupted version of name of camp where the uranium for the first atom bomb was developed.

Oakwood Boulevard: Named for former village it went into, now part of southwest Detroit. Originally Fort Boulevard south of MCRR and Porter north of MCRR. Date of change unknown. In 1927, an extension to Cherry Hill was planned. This was part of the Rapid Transit Plan for Dearborn/ Wayne County in 1927.

Old Colony: Possibly named for nickname of Massachusetts.

Olmstead Street: Formerly called Francis Park from Outer Drive to curve just east of Nowlin, changed November 1925. Possibly named for Frederick Law Olmstead, famed architect and designer of Central Park in New York.

Omaha Beach Drive: Named for one of beaches in Normandy involved in the D-Day World War II invasion.

Omar Street: Possibly named for historical Muslim leader who lead Islam to become an imperial power

Opal Drive: Possibly named for gem.

Orchard Drive: Named for fruit orchard in area.

Orchard Lane: Named for fruit orchard in area.

Orchard Street: Named for apple orchard in area.

Osborn Street: Named for Chase S. Osborn, Michigan governor 1911-13.

Outer Drive: Formerly Military from Ford Road to Fordson; formerly Fordson from Military to York; new street from York to Michigan Avenue; formerly Grindley Park from Michigan Avenue to Hamilton; formerly Hamilton from Grindley Park to Southfield Road; originally Mill Road from Military at Military Hills Subdivision to Ann Arbor Trail, all changed March 1931. Other names of stretches included Church, Chestnut, Ridge Road, Chestnut, Euclid, and Ford Road. Named because entire road was meant to be an "outer drive" around the Detroit metropolitan area.

Outer Drive Court: Formerly Fordson north of Martha. Named for main road just east of street.

Oxford Court: Named in memory of Oxford School, which previously occupied site.

Oxford Street: Originally Ridge Road west of Telegraph, changed November 1925. Named for Oxford University in England.

(Palm): Named for tree. Short-time name of Outer Drive from Nona to half-block past Beech. Originally Maple, changed November 1925. Renamed to Hamilton between 1925 and 1931. Changed to Outer Drive March 1931.

Palmer Street: Named for Calvin A. Palmer, president of the Schaefer Heights Land Company 1918.

(Palmer Road): Original name of Chase Road, date of change unknown. Named for William Palmer, who bought grocery store owned by John Jeremiah Brown at West Chicago and Chase.

Pardee Court: Named for street court connects to.

Pardee Street: Formerly Mizner north of Oxford, changed November 1925. Named for John W. Pardee, early farmer and landowner.

Park Street: Previously Molony; Chestnut (Tenny to Mason), changed August 1919; originally Whitman west of Jefferson southern extension, renamed Farland west of Nowlin, date of change unknown, all changed to Park August 1919. Named for park it passed by which was to be developed by Henry Ford in the J.B. Molony Subdivision.

(Park): Original name of Hawthorne, changed November 1925.

Parker Street: Formerly Columbia south of current Columbia and formerly Clifton north of Columbia, all changed November 1925. Named for W.S. Parker, Wayne County civil engineer, or for Charles Lorenzo Parker, early village and Dearborn Township official.

(Parker): Original name of Hickory, changed November 1925.

Parkland Avenue: Named for nearby park.

Parkland Court: Named for nearby Parkland Park. Name given in March 1970.

Parklane Boulevard: Named for abutting Parklane Towers. This was the first road built in the Parklane Towers section. It was built in September 1971.

Parkside Court: Named for nearness to Ford Field.

Parkway Circle: No information.

(Parkwood): Former name of Firestone, changed April 1924.

Patton Street: Formerly Esper between Springwells (now Esper) and Greenfield Boulevard (now Littlefield), renamed August 1926.

Paul Street: Formerly Ellis, date of change unknown. Named for Paul Temes, son of Albert P. & Maud Temes.

(Paul): Former name of Grayfield, date of change unknown.

Payne Court: Named for connecting Payne Street.

Payne Street: Named for Thomas Payne, Revolutionary War hero and author of "Common Sense," a doctrine of separation from the British in 1776.

(Peckham): Original name of Donaldson, changed November 1925. Named for Rufus Wheeler Peckham (1838-1909), associate justice of the U.S. Supreme Court 1896-1909.

Pelham Road: Named for Henry Pelham, 18th century British prime minister.

Penn Street: Named for University of Pennsylvania (Penn)

Pennie: Named for early farm family.

(Pepper Road): Changed to Snow Avenue north of original village line (continuation of Elmdale) August 1919. Rest changed to Snow November 1925. Named for Edward Pepper, path master for District No. 8 in early 1840s and pioneer in general area.

(Philadelphia): Original name of Notre Dame west of Telegraph, changed November 1925. Named for city in Pennsylvania.

(Pilgrim): Former name of Amherst, date of change unknown. Named for early American settlers.

Pine Street: Named for tree.

Pinehurst Street: Named for grove on pine trees in area.

(Pitt): Former name of Vassar in Dearborn Heights. Changed in late 1940s. Named for William Pitt.

(Pittman): Former name of Audette from Stephens to Olmstead (formerly Francis Park), changed November 1925. Named for Samuel Kemp Pittman, treasurer of Detroit Steel Products Company.

Plainfield: No information.

Pleasant Ridge E.: No information.

Pleasant Ridge N.: No information.

Pleasant Ridge W.: No information.

Polk Street: Formerly Helen, name changed April 7, 1936 to avoid confusion with Helen Street in east Dearborn. Named for Pres. James Polk.

(Pompeii): Former name of Morross, changed April 1924. Named for Roman city buried by lava from Mt. Vesuvius. One of three former Italian-named east-west streets in northeast Dearborn.

Porath Court: Named for nearby Porath Street.

Porath Street: Formerly Freud, changed February 1922. Named for Ferdinand Porath, brick manufacturer. Called pioneer contractor of area. Died November 1921.

Porter Street: Named either for George B. Porter, governor of Michigan territory 1831-34 or Capt. Moses Porter, who took possession of Detroit for the American forces in 1796. Road originally ran from Beech to Morley. Northern section renamed Oakwood because it connected with road to village of Oakwood, changed January 1925.

Powers: Formerly Williams west of Merrick, date of change unknown. Named for Michael Powers, early landowner.

(Prairie): Former name of Beech-Daly north of Cherry Hill. Date of change unknown.

Princess: Previously Burnett, date of change unknown.

Princeton Street: Originally Maple (or Maples) west of Telegraph, changed November 1925. Named for university in New Jersey.

Prospect Street: Originally Schaden from Maple to Charles.

(Pullman): Original name of Hubbard Drive west of Greenfield, changed to Gildow July 14, 1931, changed to Hubbard Drive March 1972.

Queen Street: No information.

Rainbow Drive: Formerly Cora, date of change unknown.

Ramey: Originally Golfview, date of change unknown.

Rankle N.: No information.

Rankle S.: No information.

(Ray): Later name - changed around 1926 - of Ash running due west from where Telegraph originally crossed the MCRR railroad. Street no longer exists.

Raymond Street: Formerly Beamer, date of change unknown.

(Raymond): Original name of Calhoun south of Michigan Avenue. Date of change unknown.

Raymond Court: Named for street court connects to.

Reckinger Drive: Formerly Continental Parkway. Named for Reckinger family, longtime Dearborn family.

(Reckinger Road): Former road running north-west from Michigan Avenue and what is today American Road. Part of road is now drive in front of Ford World Headquarters. Originally called Dor's Lane.

(Reckner Road): Former name of Southfield, date of change unknown. Named for former Reckner's Corners, informal hamlet near Michigan Avenue and Southfield.

Reginald Street: Originally Cromwell from Nash to current Cromwell, changed March 1931. Named for Reginald R.S. Law, son of Dr. Theodore V. and Alexandrine Law.

Republic Drive: No information.

Reuter Street: Street originally called Ward north of PMRR. Name changed 1930. Originally Howard between PMRR and Michigan Avenue. Date of change uncertain. Named for Frank Reuter, head of an early east Dearborn farming family. Family home was at Reuter and Morrow Circle.

(Reuter): Formerly Howard, changed March 1922; renamed Hubbard, Nov. 1929; renamed Henn, Dec. 1929.

Rex Street: No information.

(Rexford): Former name of Boston Street, section east of Westwood changed to Boston first, remaining section changed November 1925.

Richardson: No information.

Richmond Street: Named for Virginia city.

(Ridge): Original name of Oxford west of Telegraph, changed November 1925. Named because it ran along a ridge.

Ridgemont Court: No information.

Ridgeway: No information.

(Ring Road): Former name of road encircling Fairlane Town Center. Now called Town Center Drive.

River Oaks: Named for oak trees near river.

Riverdale Drive: Named for location near Rouge River.

Riverlane: Named for location near Rouge River.

Riverside Drive: Named for location near Baby (Baubee) Creek in Woodmere Cemetery.

Riverview Avenue: Named for location near river.

Robert Street: No information.

(Roberts Street): Former name of Saulino Court. Changed February 1960.

(Roberts Lane): Proposed street in summer 1949 to run between Dix and the MCRR.

(Roberts Street): Proposed north-south street between Banner and Telegraph from Scott south. Burns is only part actually opened. Named for W.P. Roberts, early township resident.

Robertson Street: No information.

Robin Street: Possibly named for state bird.

Robindale Court: Named for connecting street.

Robindale Street: Possibly named for many robins in area.

Rochelle Drive: Named for city in western France.

Rockdale Avenue: No information.

Rockdale Court: Named for street court connects to.

Rockford Street: Possibly named for city in Illinois.

Rockland: No information.

Rockland Court: Named for street court connects to.

Roemer Street: No information.

Roeser Street: Named for Louis Roeser, early resident.

(Rome): Former name of Diversey, changed to Esper April 1924 and to Diversey January 1928. Named for Italian city. One of three former Italian-named east-west streets in northeast Dearborn.

Roosevelt Street: Formerly named Wilson, changed November 1925. Named for Theodore Roosevelt.

Rosalie Street: No information.

Rosemary: Formerly Elizabeth, date of change unknown.

Rosetta: Possibly named for Rosetta Stone.

Rosevere Avenue: Named for Mary Rosevere Guinan, daughter of James and Mary Guinan.

Ross Street: Named for Nathaniel Ross, early farmer and landowner.

(Ross): Former name of Syracuse from Notre Dame to Park, changed March 1931 because of duplication.

Rotunda Drive: Formerly Airport Drive, changed July 1940. Named for old Ford Rotunda which abutted it. The street was originally planned to go straight west to Merrick/Donaldson, then swing over one block near Elmdale to connect with Nowlin. This was part of the Rapid Transit Plan for Dearborn/ Wayne County in 1927.

Rouge Circle: Named for river.

Rouge Court: Named for street court connects to.

Rouge River Drive: Named for river.

Rouge Road: Named for Rouge River. Section between Miller and Dix was formally vacated by city Nov. 2, 1971.

(Rougeme Avenue): Street two blocks east of Miller Road running north from Dix. Road no longer exists. Named for Rouge River.

Roulo Street: Named for Charles Rouleau (Roulo), early settler of east Dearborn.

(Roulo): Former name of Colson west of Greenfield, changed early 1930s.

Rowe Street: No information.

Royal Vale Lane: No information.
Ruby Street: No information.
Russell Street: Originally Lincoln, changed November 1925.
(Ruth): Former name of Edsel, changed April 1924.
(Ruth): One time name for South Fordson. Changed from South Fordson to Ruth March 1931, changed back to Fordson April 7, 1936.
Salem Lane: Named for North Carolina city. Winston is two blocks away.
Salina Street: Named for salt mines in area.
Sandra: No information.
Saulino Court: Named for Fr. Hector J. Saulino, founding pastor of St. Bernadette Church in SE Dearborn. Formerly Roberts Street. Changed February 1960.
Sawyer: Possibly derived from Mark Twain's Tom Sawyer.
(Schaden): Named for Francis X. Schaden, land developer and Realtor in Springwells, Fordson and Dearborn. Street no longer exists as area is now part of Rouge Plant.
(Schaden): Original name of Prospect from Charles to Maple. Date of name change uncertain.
(Schaefer Boulevard): Former name of Curtis, changed April 7, 1936.
Schaefer Highway: Stretch of Schaefer from the Rouge River to Royal Oak was known by three names: South Dearborn Road, Schaefer and Monnier Road, all changed to Coolidge in October 1925. Dearborn and Detroit strip changed back to Schaefer April 1931. Named in 1865 for Joseph Schaefer, Civil War veteran, in honor of his service. He also operated hotel and tavern at Schaefer and Michigan.
Schlaff Street: Originally called Chase from Michigan Avenue to current Chase Road. Opened from Michigan to Williamson Dec. 1963. Originally Williamson from Lithgow to Prospect. Changed Sept. 21, 1965. Named for John Schlaff, early Springwells Township official and farmer who plowed fields where Rouge Plant is now and later at Michigan and Schlaff.
(Scotch Settlement Road): No longer in existence. Named for old Scotch Settlement. Road ran along east side of old Roulo Creek from Ford Road northwest to Ann Arbor Trail/Southfield area. Road closed in 1930s.
Scott Street: Named for Sir Walter Scott.
(Scott): Original name of Williamson north of Michigan Avenue. Date of change unknown.
Second: One of four consecutive numbered streets in mobile home subdivision in north Dearborn Heights.
Sexton Avenue: Named for Jared A. Sexton, Dearborn Township supervisor 1870-71 and 1885. Originally Anna Avenue, date of change unknown.
Seymour Street: Named for Jane Seymour, third wife of Henry VIII.
Shaddick Street: No information.
Shadowlawn: No information.
Sheahan: No information.
Sherbourne Drive: No information.
Sheridan Street: Named for Union Civil War General Philip Henry Sheridan
(Sherman): Former name of Washington, date of change unknown. Named for Civil War Union Gen. William T. Sherman.

Sherwood Court: Probably named for famed forest in England. Originally Chestnut. Developer Fred Garling, building a subdivision southeast of Oakwood Hospital wanted two of the streets, Willow and Chestnut, be renamed to make his project distinctive. Garfield was first going to ask for Chestnut to be renamed Sherwood Drive, but when the request finally went to the City Council, he asked the new name be Sherwood Court. The names were officially changed Dec. 12, 1952.
Shirley Lane: No information.
Short: Presumably so named because street is so short.
(Sidney): Original name of York south of Cherry Hill, changed November 1925.
Silvery Lane: Named for silver maple trees in area. In 1931, extension proposed for street southward to Michigan Avenue, connecting it to Westwood. Originally called Westwood, date of change unknown. Original section called Silvery Lane ran from Cherry Hill to Warren.
Simone: No information.
Sims: No information.
(Sloss): Original name of Jefferson, date of change unknown. Named for David Sloss, early merchant and land owner.
SME Drive: Named for business organization located on road.
Smith Street: Possibly named for Phoebe (Smith) Woodworth, wife of Alfred Woodworth.
Snow Court: Named for street upon which both ends of street meet.
Snow Road: Formerly Pepper Road, changed from original village line just south of Elm August 1919, rest renamed November 1925. Named for Dr. Edward Sparrow Snow, pioneer doctor and local land owner.
(Snyder): Former name of Wyoming north of Michigan Avenue, changed February 1922.
(Solvey): Former name of Ferny from Riverside to Eagle, changed February 1922. Named for Solvey Process Company at 7501 Jefferson in Detroit.
South Brookside: Named for proximity to Rouge River.
(South Dearborn Road): Road no longer exists; extension of Dearborn Street in Detroit, ran along south side of Rouge River. Northwest-southeast diagonal stretch of Southfield Road is remnant of this road. Named for village of Dearborn. Road vacated Dec. 7, 1931.
Southern (DH): Named for one of railroad lines which road parallels.
Southern Street (D): Named for nearby railroad.
Southfield Road: Formerly Emerson Road from Michigan Avenue to State Street near south Dearborn city limit, also Reckner Road, date of changes unknown. Also formerly Town Line Road from Oakwood to Van Born Road. Named for township/city on north end of road.
(Springwells): Early road running from Detroit to Dearborn, possibly old North Dearborn Road. Connected to Michigan Avenue by Ten Eyck Tavern near Rouge River.
(Springwells Blvd.): Former name of Esper Boulevard, changed August 1926.
Springwells Boulevard: Named for township, village and former city, later renamed Fordson, later consolidated with Dearborn in 1929.

(Spruce): Defined in 1926 as three blocks (at that time) west of Snow running southeast from Chestnut to what is today Southfield. Named for tree.
St. Stephens Street: Named for nearby Catholic parish in Detroit.
Stanford: Named for university in California.
(Stanton): Former name of Hopkins, date of change unknown. Named for Edwin M. Stanton, U.S. Secretary of War during Lincoln's administration.
(State Street): Original name of Southfield Road starting at city's south limit and continuing to Lincoln Park.
Steadman Street: Named for Alice (Woodworth) Steadman, wife of Albert Steadman and daughter of Alfred and Phoebe (Smith) Woodworth.
Stecker Street: No information.
Stephens Street: Some early maps show street as Stephen. No information on origin of name.
Sterling Place: No information.
Stuart Lane: Possibly named for House of Stuart, former British ruling house.
Suncrest: No information.
Superior: Created 1997. Named for one of Great Lakes.
Sussex Street: Named for county in England. Originally called Devonshire, changed July 18, 1950.
Sylvan Street: Named for woods which originally was in area.
Sylvia: Previously Higgs, date of change unknown.
Syracuse Street: Formerly Ross from Notre Dame to Park, changed March 1931 due to name duplication. Named for university in New York.
Tannahill Street: No information.
Telegraph Road: So named because of telegraph line which used to run along the road.
Tennant: No information.
Tenny Street: Originally Maple Street north of MCRR. Changed November 1925. Named for Wm. J. Tenny, Realtor in 1920s.
(Tennyson): Former name of Chovin, changed April 1924. Named for Alfred Lord Tennyson, English poet.
Ternes Street: Named for Albert P. Ternes, developer of Albert P. Ternes subdivision.
Terrel: No information.
(Terry): Former name of Jerome east of Greenfield, changed July 14, 1931. Named for Waldo L. Terry.
Texas Street: Named for state, nearby streets named for two cities in Texas.
Thayer Street: Named for Thayer family, early east Dearborn farming family.
Theisen Street: Originally Mendota, then Fernwood, date of changes uncertain. Named for Jacob Theisen or Peter Theisen, early east Dearborn farmers and landowners
Third: One of four numbered streets in mobile-home subdivision in north Dearborn Heights.
Thomas Place: Formerly Chester, renamed January 1974. Named for William W. Thomas, civic leader in Dearborn Hills.
Tillman Street: Named for August Tillman, early westside resident who lived on street at 1240 Tillman. Street originally was an alley.
Timber Ridge: Named for many trees in area.
Timberlane Court: No information.
Timbertrail: Named for many trees in area.

Tireman Avenue: Formerly Holden, date of change unknown. Named for Joseph Tireman, farmer in Greenfield Township.

(Toledo Road): Original name of Vernor Highway. Name changed to Ferndale before finally renamed Vernor in 1930s. So named because road connected to highway leading to Toledo.

Town Center Drive: Named for Fairlane Town Center.

Town Lane: No information.

(Town Line Road): Former name of Greenfield, changed to Division north of Michigan April 1924, all changed to Greenfield March 1930. Named because was dividing line between Dearborn and Springwells townships.

(Town Line Road): Former name of Southfield from Van Born to Oakwood, date of change unknown. Road continue northeast past Oakwood to Rouge River. Named because it divided Dearborn and Ecorse townships.

(Town Line Road): Former name of Van Born, date of change unknown. Named because road divided Dearborn and Taylor townships.

(Town Line Road): Former name of Inkster Road, date of change unknown. Named because road divided Dearborn and Nankin townships.

Tractor Street: Named after Fordson Tractor.

Trenton Terrace: Possibly named for New Jersey city.

Trowbridge Street: Named for Luther S. Trowbridge, subdivider of Georgia Park No. 1 subdivision, or possibly Samuel Trowbridge, early farmer and landowner

Tulane: Named for university in New Orleans.

Tuxedo Street: No information.

Union Avenue: Possibly named for Union side from Civil War.

Universal: Formerly Howe, date of change unknown.

(University): Original name of Grindley Park south of Madison. Date of change unknown. Name matched other streets in area named for universities.

University: One of three consecutive streets in University Village subdivision so named because of subdivision's nearness to University of Michigan-Dearborn.

Valley: No information.

Valley View: No information.

Van Born: Originally Town Line Road, date of change unknown.

Van Born Court: So named because its entrance is on Van Born.

Van Buren: Named for President Martin Van Buren. Originally called Helfner, date of change unknown.

Vassar Street: Formerly Pitt in Dearborn Heights, changed late 1940s. Named for women's university in Poughkeepsie, N.Y.

Venice Street: Named for Italian city.

Vernon Street: Formerly Arlington south of Cherry Hill, date of change unknown. Possibly named for Mount Vernon, George Washington's home.

(Vernor Avenue): Ran from Wyoming to Lonyo, changed to Graham March 1931.

Vernor Highway: Originally called Toledo, then Ferndale. Name changed to Vernor in early 1930s. Named for Vernor family in Detroit, originators of Vernors ginger ale.

Village Road: Named for Greenfield Village, which it runs past. Originally called Airport Drive by Greenfield Village as it was original section of Airport Drive by Ford Airport.

Virgil Avenue: Named for ancient Roman poet.

Vivian: Platted street between Guley and Westwood from Michigan south. Two-block strip from Boston to Chicago partially developed in 1960s. City abandoned Vivian and extension of New York in July 1970. No longer exists in Dearborn Section from Michigan to railroad now Cambridge.

Wagner Court: Private drive named for Charles A. Wagner, attorney, early politician and former District 7 Board of Education member who lived on the street. City Council voted Sept. 24, 1957 to make drive a public street, but would have required changes to meet city codes. Mayor Hubbard ordered this because of Wagner's recent leading of an attempt at a recall election of Hubbard. The changes were halted when the City Council, in an open revolt of Hubbard's power, said no to the widening of Wagner Court and other requests of Hubbard's at the time.

(Wakendon): Former name of Berwyn, date of change unknown.

(Walclu): Changed December 1931 to Charles because name was difficult to pronounce.

Walnut Street: Formerly Myrtle, changed November 1925. Named for tree.

Walter Cassidy Drive: Name given to the road leading into Parkland Park from Ann Arbor Trail June 12, 1975. Cassidy was an active citizen, particularly for the senior citizens. He was a key figure in promoting the consolidation of the Fairlane School District with Dearborn Public Schools.

Walwit Street: Named for James H. Walsh & Wittelsberger, land developers of the subdivision (Walwit).

Ward Street: Originally called Geneva, changed November 1925. Named for John Ward, owner of a parcel of land in the Electric Railway Addition.

(Ward Street): Original name of Reuter Street north of PMRR, changed 1930.

Warren Avenue: Name for Gen. Joseph Warren, Revolutionary War hero.

(Warren Street): Formerly Hamilton north of Carlisle, changed November 1925; changed to Harding Avenue March 1930 to avoid confusion with Warren Avenue. Named for President Warren G. Harding.

Warrendale: Named for former village of Warrendale, which was named for Warren Avenue, which was named for Gen. Joseph Warren, Revolutionary War hero.

Warrington: Named for borough in west-central England.

Warwick Court: Named for county in England or for city in Rhode Island.

Washington Street: Originally called Sherman, date of change unknown. Named for George Washington.

(Washington): Original name of Ina, north of Marlboro, changed November 1925.

(Washington): Original name of North Denwood, changed November 1925.

Watsonia Street: Named for Glover Watson, one of the subdividers of Belmont Park Subdivision.

Waverly Street: Originally called Adele north of Cherry Hill, changed November 1925. Named for series of historical novels written by Sir Walter Scott.

Wayne Court: No information.

Weddel Street: Possibly corruption of name of British explorer James Weddell.

Welch Street: Formerly Belmont, date of change unknown.

Wellesley Street: Women's college in Massachusetts.

Wellington: Named for capital of New Zealand.

West Brookside: Named for proximity to Ecorse Creek.

West Canfield: Named for John L. Canfield, first mayor of Dearborn Heights.

West Circle: Early Dearborn Hills street near McMillan and Heinze. Current name unknown.

West Hills: No information.

West Point: Named for United States military academy in New York. Section between Oxford and Notre Dame officially opened summer 1949.

West Village Drive: New name of Newman from Oakwood to Military. Changed November 1997.

Westlake: No information.

Westland Street: Named for Westland Realty, subdivider of Westland Subdivision along with John W. Miner and Guy S. Greene.

Westlane Court: So named because court exits onto Westlane.

Westlane Street: Named because it is west of Henry Ford's Fair Lane.

Westlawn Street: Originally Westlawn Place.

Westminster Court: Originally Donaldson, changed July 1955. Named for abbey in England.

Westphal: Name is corruption of Westphalia, historical region of west-central Germany.

(Westwood Road): Former name of Audette southeast of Elmdale, renamed November 1925.

(Westwood): Former name of John Daly north of Wilson, date of change unknown.

Westwood Street: Named for informal name of community along eastside of Inkster.

(Wexford): Former name of Boston, date of change unknown. Named for community in Ireland.

Whitefield: Named for George Whitefield, British religious leader. A follower of John Wesley, he preached widely in the American colonies and was a central figure in the Great Awakening of Protestantism and the establishment of Methodism in America. Originally called Guley.

Whitefield Court: Named for street court connects to.

Whitlock Street: No information.

(Whitman): Early name of Park west of Jefferson extension south of railroad track. Named for early land owner. Also name of subdivision. Date of change unknown.

Whitmore Street: Named for early family of Dearborn.

Whittier Place: Possibly named for John Greenleaf Whittier, American poet.

Whittington Street: Possibly named for Richard Whittington, mayor of London in late 14th century and early 15th century.

Wild Branch: No information.

Wildwood Street: No information.

William: Could be named for one of several people, possibly William Ford, Henry Ford's father.

Williams: Possibly named for Timothy Williams, early farmer and landowner. Section between Whitmore-Bolles School and Notre Dame closed in 1945.

(Williams): Former name of Powers west of Merrick, date of change unknown. Possibly named for Timothy Williams, early farmer/landowner.

Williamsburg Drive: Named for city in Virginia

Williamson Street: Originally Scott north of Michigan Avenue. Named for either William Williamson or Stephen Williamson, early farmers/land-owners.

(Williamson Street): Former name of Schlaff from Lithgow to Prospect. Changed Sept. 21, 1965.

Willow Street: Named for tree.

(Willow Street): Original name of Sherwood Court, changed Dec. 12, 1952.

Willoway Road: No information.

Wilson Street: Named for former Wayne County Sheriff Ira Wilson.

(Wilson): Named for Pres. Woodrow Wilson. Original name of Roosevelt, changed November 1925.

Winchester Street: Named for English borough. Previously called Arlington Court. Changed July 18, 1950.

Windham Lane: Named for city in Connecticut.

(Winfield): Original name of Bingham, north of PMRR, date of change uncertain.

(Winifred): Original name of Kennedy Street. Date of change unknown.

Winona Street: Originally Mohawk from Beechmont to Silvery Lane, changed March 1931; maybe named for Minnesota or Mississippi city.

Winston Lane: Named for city in North Carolina. Salem is two blocks away. Dixie Lane is also nearby.

Wiscasset Road: Named for city in Maine.

Wisconsin Street: Originally Heston, changed August 1926. Named for state.

(Wisconsin): Former name of Indiana, changed August 1926.

(Wister): Former name of Glover from Southfield to Linden, changed November 1925.

Woodbine: Named for woody vines and twining shrubs in area.

(Woodbridge): Original name of Hartwell between Michigan Avenue and PMRR. Date of change uncertain.

Woodbury Lane: Named for Levi Woodbury, former associate justice of U.S. Supreme Court.

Woodcrest Drive: No information.

Woodcroft Drive: Originally called Beatty Place by developer Robert Hemdon. Changed Aug. 26, 1952, because Beatty Place was on the opposite side of Michigan Avenue of Bailey Street, and visitors and mail carriers occasionally confused the two because of the similarity in names. Reportedly, Hemdon was not happy when the street name was changed to Woodcroft Drive. A survey of residents at the time found a near half split on whether or not to change the name.

Woodland Drive: Named for woods in area.

Woodshire: No information.

Woodside Drive: Named for woods in area. Originally called John A, renamed May 27, 1952.

Woodworth Circle: Named for Alfred and Phoebe (Smith) Woodworth.

Woodworth Drive: Named for Alfred and Phoebe (Smith) Woodworth.

Wormer: No information.

Wren Street: Named for Christopher Wren, British architect.

Wyoming Avenue: Formerly Dewey (Southern to Marvin), Snyder and Edwin (Michigan Avenue south one block), all changed February 1922; formerly Mulkey from Dix northward a few blocks. Named for state.

Yale Street: Named for Ivy League University at New Haven, Conn.

Yinger Street: Originally Davie, changed April 1924. Named for Floyd E. Yinger, Fordson mayor 1928-29, served on Springwells/Fordson Board of Education 1924-28.

York Street: Originally called Sidney south of Cherry Hill, changed November 1925, changed from boulevard to street March 1931. Named for York Park Subdivision, named for county in England.

Yorkshire Boulevard: Yorkshire is England's largest county.

Yorkshire Square: Yorkshire is England's largest county.

Ziegler Street: Named for John Ziegler, early farmer.

STREET NAME CHANGES ACROSS CITY LIMITS

DEARBORN

Anthony
Arthur
Barrie
Calhoun
Chase
Coleman
Hartwell
Jonathon
Kendel
Maple
Mead
Miller
Neckel
Orchard
Payne
Reuter
Steadman
Ternes
Theisen
Williamson
Yinger

DEARBORN

Alice
Bennett
Denwood
Franklin
Mildred
Union
Westwood

DEARBORN HEIGHT

Colgate
Culver
Detroit
Edgewood
Kingston

DETROIT

Mark Twain
Whitlock
Sussex
Hartwell
Hubbell
Whitcomb
Sorrento
Cheyenne
Strathmoor
Decatur
Robson
Meyers
Carlin
Marlowe
Coyle
Ward
Terry
Lauder
Mendota
Freeland
Prest

DEARBORN HEIGHTS

Clippert
Tulane
Fenton
Colonial
Rosetta
Kitch
Westlake

ALLEN PARK

Cicotte
Cortland
Buckingham
Kolb
Balfour

DEARBORN HEIGHTS

Clippert
Tulane
Fenton
Colonial
Rosetta
Kitch
Westlake

DEARBORN HEIGHTS

Ann Arbor Trail
Msgr. Hunt Drive

DEARBORN HEIGHTS

Amboy
Boston
Charlesworth
Chicago
Fellrath
Plainfield
Rosemary

DEARBORN HEIGHTS

Evangeline
Kinmore
Whitefield

DEARBORN HEIGHTS

Academy
Grindley Park
Parker
Tulane (or Vassar)

DEARBORN

Alice
Bennett
Denwood
Franklin
Mildred
Union
Westwood

DETROIT

Paul
Fielding

INKSTER

Arlington
Yale
Auburn
Norfolk
Meadowdale
Brentwood
Amherst

REDFORD TOWNSHIP

Marion
Farley
Royal Grand

TAYLOR

Pine
Oak
Elm
Birch

Date settled

Area's earliest settlers traced to 1784

It is not the \$64,000 question, but it's a piece of historic trivia that has a number of people puzzled — when was Dearborn settled?

Dearborn's city seal lists the date as 1795, but a number of residents, teachers and the media recently have pointed out that that is incorrect.

TO CLEAR up the confusion, Mayor Michael Guido asked Dearborn Historical Museum officials for assistance in determining the city's true settlement date.

"It was time to clear this up," Guido said. "After checking a number of historic documents and files, we discovered that the correct date is 1784. According to historical records, during 1784, Jacques Duperon Baby sold his land to settlers within the boundaries of what would later become the city of Dearborn."

The finding is a big surprise to the mayor, who

earlier had planned to hold a special 200th birthday celebration on Dec. 7 for the city of Dearborn.

"**DEARBORN** has a long and proud history of doing things the right way," the mayor said. "In light of this new information, it would be wrong for us to celebrate 11 years late."

Guido said that researchers also learned why city officials chose 1795 as the settling date for the city seal.

"When the seal was being designed in 1963, the city officials did not have the information available to them that we have today," the mayor said. "The 1795 date was chosen because they thought that that was the year in which James Cissne became Dearborn's first settler. But records clearly show that James Cissne had settled on a ribbon farm in 1790 in the area."