

BURTON

HISTORICAL COLLECTION





COVER PHOTO BY: KENNETH GABRIEL
ABOVE: THE BURTON READING ROOM IN THE EARLY 1920S
OPPOSITE PAGE: MR. WALKER RESEARCHING AN OLD MANUSCRIPT

THE DETROIT PUBLIC LIBRARY

BURTON

HISTORICAL COLLECTION

ESTABLISHED SEPTEMBER, 1915



WITH THE DONATION OF THE COLLECTION OF
CLARENCE MONROE BURTON

DETROIT, MICHIGAN

2015

COME CELEBRATE WITH US...

Welcome to the 100th anniversary of the Burton Historical Collection (BHC) at the Detroit Public Library in Detroit, Michigan. This year, we pause to celebrate a landmark moment in our city's history: the donation in 1914 by Clarence Monroe Burton of his voluminous, and by then renowned, historical collection. The collection opened to researchers in 1915.

Burton's collection, and his contribution to the preservation of Detroit history, cannot be quantified. Here, the word "priceless" appropriately applies. A gentle, intelligent and generous man, Burton was born in the middle of the 19th century, less than 20 years after Michigan became a state, and died three decades into the entirely different 20th century. His personal witness alone of the changes wrought by this time period would have value. But his near obsession with collecting all manner of historical evidence of these times — especially from Detroit, Michigan and the Northwest Territory — would translate in 1915 to a repository of immense value, both in sheer volume and in importance.

Reconciling the Detroit, the Michigan and the United States of 1915 with today's landscape is a picturesque, revealing and ultimately inspirational journey. Burton loved nothing better than guiding people along on such journeys. And today, we continue his legacy of bringing yesterday's pioneers to today's seekers. Whether you are searching for genealogical information, early Detroit history, or Indian tradition, this is the place to be.

Since Burton first donated his thousands of books, documents and other materials 100 years ago, the BHC has been the grateful recipient of scores of other invaluable donations from individuals, organizations and family estates. The BHC now proudly offers to the public more than 500,000 books, 250,000 images, 4,000 manuscript collections and about 1,000 newspaper titles. All of this affirms some 400 years of North American history.

It is most accurate, in fact, to call this an Americana collection, because it contains items from virtually every aspect of American history such as, the Salem Witch Trials, the Lewis and Clark Expedition and the California Gold Rush.

All of this would not have been possible without Mr. Burton: his love of history, his dedication to the search, his generosity. We invite you to read about him, his successors and some choice items from our collection in this booklet as we commemorate the extraordinary act of kindness of a Detroit gentleman collector 100 years ago.



DIRECTOR'S LETTER

Clarence Monroe Burton's enduring legacy is shaped by his ability to recognize value in the "old," which resulted in the establishment of a rich archival collection that has served the city of Detroit and beyond for the last 100 years. Family genealogists, history buffs, scholars and researchers, are among those who have delved into the Burton Historical Collection to uncover links to the past.

At the January 7, 1914 meeting of the Detroit Library Commission, Mr. Burton officially offered to donate his private collection of historical documents to the Detroit Public Library (DPL). Frank B. Woodford, author of *Parnassus on Main Street: A History of the Detroit Public Library* writes that if the DPL had rejected the collection, Mr. Burton was prepared to offer this spectacular gift to the University of Michigan. Fortunately, the library commissioners had the foresight and wisdom to accept the collection and it became the nucleus for what has become one of the nation's most significant collections.

The Burton Historical Collection set DPL on a path of developing and maintaining additional archival collections that reflect the character of the city of Detroit. In keeping with Detroit's historic connection to cars, the Library established the National Automotive History Collection in 1953. Because music mattered in Detroit, a 1943 gift of original materials from the Detroit Musicians Association led to the establishment of the E. Azalia Hackley Collection of African Americans

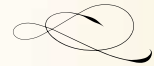
in the Performing Arts. DPL's Special Collections also include rare books and bibles, baseball memorabilia, manuscripts, journals, photographs and much more.

In a March 16, 1914 resolution, the Detroit Library Commission acknowledged Mr. Burton's gift as a "rare instance of patriotism, unselfish devotion of scholarship and unprecedented private generosity to the Public Library of Detroit." As the Detroit Public Library prepares to celebrate its 150th anniversary, the current Commission recognizes the important role the Burton Historical Collection has played in our institutional history for 100 years. Mr. Burton's lifelong passion for the history of Detroit, his tenacity as a dedicated collector and his vision for the long-term value of connecting contemporary researchers with the stories of yesterday, have resulted in a collection that ranks among the nation's best. We invite you to visit the Burton Collection – in person or electronically. You will be informed, impressed and inspired.

Jo Anne G. Mondowney

Executive Director

Detroit Public Library



HE BEGAN IT...

In 1914, Clarence Monroe Burton gave Detroit a precious possession: *a key to its history.*

He donated, along with his Victorian mansion on Brainard Street, a vast collection of historical documents, books, letters, records and artifacts that he had assembled over 40 years. This treasure trove consisted of 30,000 volumes, 40,000 pamphlets and 500,000 unpublished papers. Burton had collected these items out of his passion for history, specifically Detroit history. He was 61 when he made this gift. By then, he was Detroit's official historian, or "historiographer," as he was addressed in one 1924 letter. He soon would write several books on Detroit's history and its early heroes, including the city's founder, Antoine de la Mothe Cadillac.



Mr. Burton's Brainard Street Residence
Original Site of the Burton Historical Collection

Burton was a passionate history lover who carried a burning curiosity about the past and a sense of responsibility to preserve it for future generations. Burton searched for items anywhere he could find them; on one occasion, he found the treasure of what we now call the William Woodbridge Papers (see page 52) stuffed into an outbuilding. On another occasion, he wielded a pitchfork to scoop up papers littered all over the floor of a home. They filled seven barrels. Among these papers was the original "The Journal of Pontiac's Conspiracy," about the Ottawa chief who led a siege against Detroit in 1763 (see page 26). The journal had last been seen in the 1840s.



Nothing escaped Burton's hunt. A 1906 *Detroit Free Press* article described his plan to go to Paris and London to search for Cadillac's birthplace. Even by then, the article described, "perhaps no man in the United States is better qualified to undertake a search of this kind."

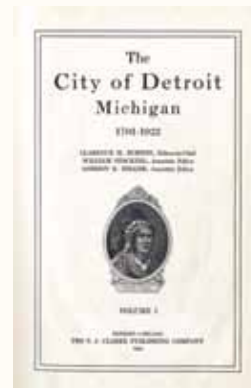
Burton told the newspaper, “There are archives in these cities which were closely identified with our early history. Paris holds many. I want to go over them all.”

The genesis of Burton’s collecting began in 1874 when he was earning his law degree from the University of Michigan “Law Department” in Ann Arbor. A guest spoke to his class. His presentation was titled “The Northwest in the Revolution.” The speaker exhibited a 1780 account book, telling his audience that “every professional man” should “have a hobby outside of his regular vocation.”

“To this hobby, he should give as much of his time as possible, together with his close thought and enthusiasm,” the guest added.

Burton took that to heart. He loved books, and vowed to collect one each day thereafter. One of his first positions, with the law firm of John Ward and Eugene Skinner, fed his increasing obsession with Detroit history as he combed through family histories; birth, death and marriage certificates; wills; and much more while researching land and title claims. In 1891, Burton bought out his employers and established the Burton Abstract and Title Company.

When his beautiful home was bursting with his collection, Burton made the decision in 1914 to donate the collection and home to the Detroit Public Library. “I believe that my collection of manuscripts is the most valuable collection in the country, not excepting the collection in the Congressional library,” he was quoted as saying. “I want to be sure that it will be continued intact and preserved . . . I think that it ought to remain in the city of Detroit.” He vowed to continue collecting, which he did until his death in 1932 at age 79.



Today, the Burton Historical Collection honors Burton’s original passion and intent. It includes items as diverse as 17th century Catholic Jesuit missionary reports to 20th century Indian Village Neighborhood Association records. One recent addition is a photo of a 22-year-old Elvis Presley with members of the Detroit Police Department Women’s Division, taken when he performed at Olympia Stadium in 1957.

The BHC remains, as Burton described it, one of the nation’s most valuable collections. And it remains in the fair city of Detroit.



SHE SUCCEEDED HIM...

This commemorative booklet has been made possible by a legacy gift to the Detroit Public Library Friends Foundation from Carl and Alice Dalligan. She was manager of the Burton Historical Collection for 15 years. In gratitude, we hereby dedicate this booklet to this generous couple.

Burton himself could not have selected a better successor to care for his collection, and all the donations it has amassed in subsequent years, than Alice Dalligan. A Detroit native and an alumna of the University of Michigan and Wayne State University, Dalligan began working at the Detroit Public Library in 1949, and served as manager of the BHC from 1973 to 1988, when she retired.

An ever-present figure in the BHC, Dalligan diligently evaluated, acquired and catalogued historical materials. She shared Burton's all-consuming passion for history until her death at age 88. One niece quoted in Dalligan's obituary remarked that "she was fascinated by what parts of the past remained to us."

It was, appropriately, at the BHC that Alice met her future husband, Carl, while he was doing research for the Society of Manufacturing Engineers. They had been married 48 years when Alice passed away in 2009. Carl continued to support the Friends Foundation until his death in 2013.

In 1980, the Michigan Senate honored Dalligan with an official tribute. Part of the Resolution pronounced that "as an historian, Mrs. Dalligan enjoys a deep and abiding appreciation for those enterprising and wise souls who have for centuries sought to preserve the wisdom of the ages, valiant deeds and the progress of nations for the benefit of coming generations."



Clarence Monroe Burton could not have said it any better. Dalligan's contribution and dedication continue to be honored.



U.S. 115
12-19-28

DETROIT RIVER BRIDGE
McCLINTIC-MARSHALL CO.
ENGINEER & CONTRACTOR

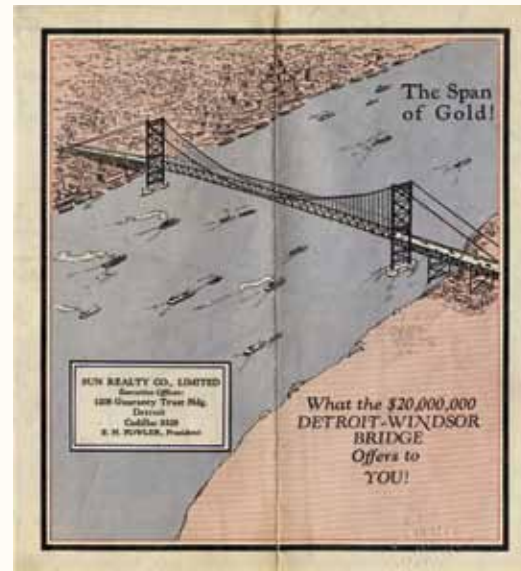


AMBASSADOR BRIDGE



When the Ambassador Bridge opened on November 15, 1929, it was the longest suspension bridge in the world. The George Washington Bridge in New York displaced this record in 1931, yet the Ambassador remains the world's largest international bridge. Its center span is 1,850 feet and its total length is 7,490 feet. It is made of 21,000 tons of steel and rises 152 feet above the river.

Proposals to build a bridge over the Detroit River date back to the mid-1800s. None succeeded until John W. Austin and Joseph A. Bower connected in the mid-1920s. The McClintic-Marshall Company, based in Pittsburgh, Pennsylvania, was chosen for the project, which launched in May 1927 and finished ahead of schedule. Thus, the handshake between two friendly nations was complete.



The BHC includes hundreds of photographs of the bridge under construction. It also has other items, such as an April 1927 bulletin for The Association of Technical Societies of Detroit, which describes the “Proposed Detroit River Bridge” in technical terms; a 1953 brochure claiming the “Always

Open-No Delays” bridge as the “best route” between many cities; and a 1927 Sun Realty Co., Limited brochure ad which calls the bridge “The Span of Gold!” This is more fact than exaggeration. Today, the Ambassador Bridge sees 10,000 vehicles a day, is North America’s busiest international border crossing and handles 25 percent of all U.S.-Canada trade.

BELT FOR BELLE ISLE



The combined French, British and Native American history of Belle Isle is literally woven together in one item: a wampum belt. That was part of the payment given by Lt. George McDougall on May 5, 1769 to Native Americans for what was then called Hog Island.

McDougall was an officer in the garrison of a then-British Detroit. In 1762, he built a small house on the island. In 1763, McDougall played a heroic role during Pontiac's siege of Detroit, even suffering capture. Five years later, in 1768, McDougall, for whom the Detroit street is named, applied to King George III for an official grant to his Hog Island stake. The king essentially allowed McDougall to occupy the entire island.

McDougall then called a council of the Ottawa and Chippewa chiefs. He arranged for the British government to purchase a deed from them, paying the following: eight barrels of rum, three rolls of tobacco, three pounds of vermilion (a bright red pigment used in paint), three pounds of paint and the wampum belt.

The deed, bearing three chiefs' totem signs, and the wampum belt are both part of the BHC's Campau Family Papers. Wampum belts were made of white shell beads, tanned deer hide strips and fine cording, usually linen thread. Woodland and Eastern Native Americans made these to commemorate sacred events, promises, laws and treaties. The French also made these belts. Wampum belts played a role in many exchanges, but most are lost today.

The 37-by-2¾ inch Hog Island belt was probably made by a French woman. It likely took 149 hours of hard labor to make.

Note: Hog Island was renamed Belle Isle on July 4, 1845, in honor of Lewis Cass' daughter Isabella.





WESTERN UNION TELEGRAPH COMPANY.

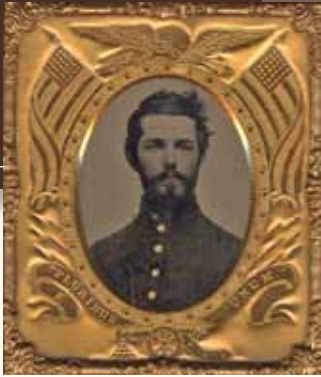
NO. 2.] TERMS AND CONDITIONS ON WHICH MESSAGES ARE RECEIVED BY THIS COMPANY FOR TRANSMISSION.

The prices are notified that, in order to guard against abuses in the transmission of messages, every message of importance ought to be retained, by being sent back from the station at which it is to be received, to the station from which it is originally sent. If the usual price for transmission will be charged for repeating the message, and while the Company will, as heretofore, use every provision to secure correctness, it will not be responsible for mistakes or delays in the transmission or delivery of repeated messages, beyond an amount exceeding five hundred times the amount paid for sending the message; nor will it be responsible for mistakes or delays in the transmission of compressed messages that wherever sent they may arrive, and for delays arising from interruptions in the working of the Telegraphs, and for any mistake or omission of any other Company, other than those a message is to be sent, and to reach the place of destination. All messages will hereafter be received by this company for transmission, subject to the above conditions.

A. STAGER, Gen. Sup't, Cleveland, Ohio. I. B. ELWOOD, Sec'y, Rochester, N.Y.
Gen Austin Blair *By Telegraph from Washington 10.30 1864*
 No. 1 *By* *3. 1864*

Private & Confidential. My Dear Sir,
 I should not want the half of those hundred thousand (100,000) men troops if I could have them now if I had but fifty thousand more additional troops here now I believe I could substantially close the gap in the (2) West but time is everything if I got fifty thousand (50,000) more men in a month I shall have lost thirty thousand (30,000)

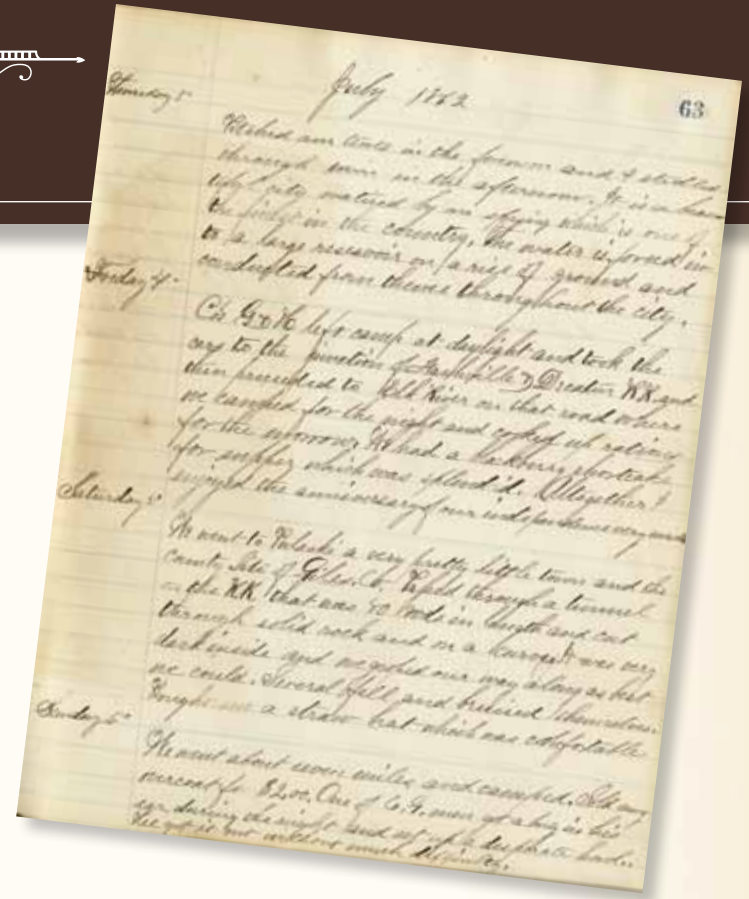
CIVIL WAR

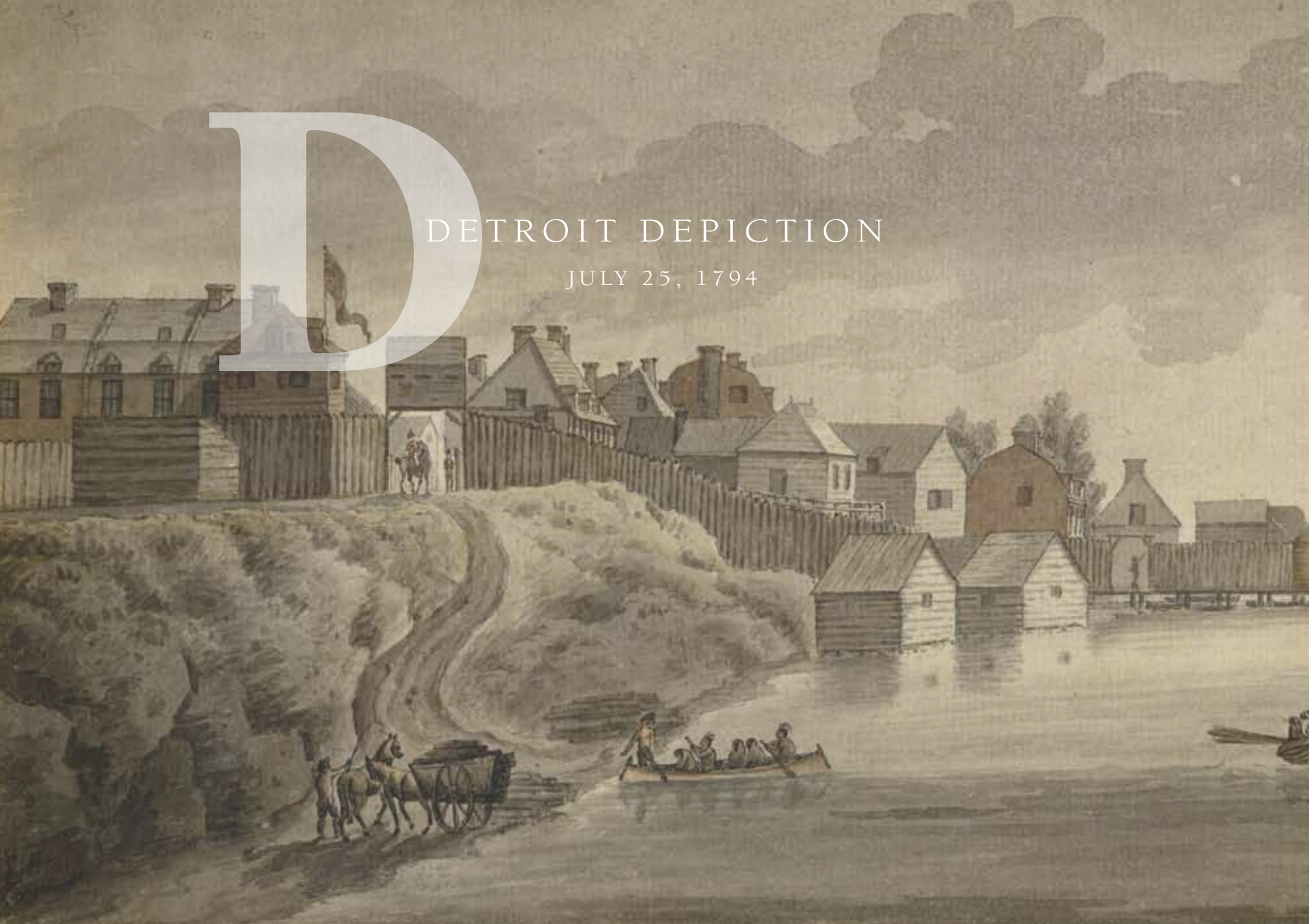


“Thank God for Michigan!” This famous quote from President Abraham Lincoln during the Civil War’s early days might have been followed by, “Thank God for Governor Austin Blair!” Michigan citizens, especially under the passionate leadership of Governor Blair, were crucial in winning the war. Blair, born in New York to abolitionist parents, was Michigan’s 13th governor. His term began in January 1861. Knowing war was imminent, he said in his inaugural address that “the Federal Government has the power to defend itself.” After the war began in April, Michigan quickly raised \$100,000 to send troops to Washington. They were the first western regiments to reach the capitol, prompting Lincoln’s response. In all, 90,000 Michigan troops served.

The BHC’s Austin Blair Papers detail this dramatic period. A July 3, 1863, Western Union Telegraph Company handwritten message to Blair sent from President Lincoln begs for troops during the Battle of Gettysburg. There are also papers from Blair’s political career in Michigan and in Washington. Blair participated in the formation of the Republican Party, was a legislator during the convention that nominated

Lincoln, and witnessed, as then-U.S. Senator, the effort to impeach President Andrew Johnson in 1868. Other BHC collections bear Civil War items such as a list of soldiers from Company D of the Michigan Volunteers, First Regiment Michigan Sharpshooters, and a framed portrait of a soldier. The diary of William Horton Kimball, a Civil War soldier, details his regiment’s July 1862 movements south.





DETROIT DEPICTION

JULY 25, 1794

The 220-year-old mystery is twofold. The first mystery is that the painter is unconfirmed. Only the initials “E.H.” appear on the image. Experts believe that they stand for Edmund Henn, a British lieutenant, but we will never know for sure.

Neither 21st century digital photography nor dramatic video can displace the romance of a painter's view of 1794 Detroit. Mystery only enhances the story of this depiction of the village produced using pencil, pen and ink, and watercolor on paper. It takes the viewer back in time to the village that was: British – note the British flag, ship and Fort Lernoult, the “new” fort built by the British in 1778; French – observe the early wooden structures, many built during the city's French era from 1701 to 1760, all of which would vanish 11 years later in the devastating 1805 fire; Native American – note the canoe on the river guided by two Indians; African-American – observe the paddler of the canoe with two fishermen; and early American – this is Detroit as she appeared just after the American Revolution.



The second mystery is how the painting ended up in a Plymouth, England shop in the early 1920s, where it was discovered by Lady Nancy Astor, an American-born British viscountess. Astor generously presented the painting, ever since known as “The Nancy Astor Picture,” to Detroit on February 21, 1923.





EASTERN MARKET

Farmers first gathered to sell their products in Detroit in Cadillac Square in 1841. They moved to the current location on Russell Street on Detroit's east side in 1891, triggering the name "Eastern Market." Much has changed since then, but much has not. Many buildings on the expanded site are original. Products and shops may be new, but the friendly seller-to-buyer bickering continues. A 1903 *Detroit Free Press* article, "Morning at the Eastern Market," is a good illustration. Photos show ladies in long dresses and billowy blouses carrying baskets, or using the "baby buggy" to haul the day's purchases. Horse-drawn wagons offer geese. Potatoes travel home via bicycle. The article describes "rich women" arriving "in automobiles;" shawl-covered women hauling "push carts and wheel barrows" to buy onions, beets and cabbages, and "boarding house keepers" buying food for the day's tenant meals.

Other BHC photographs depict the market in 1912 full of horses, wagons and one early automobile that looks more like the wagons than today's jazzy descendants. Another photo taken around 1922 portrays a bushel-loaded truck labeled, "Wm D. Lane & Co. Commission Merchants, Eastern Market."

Today, some 70,000 tons of products — everything from geese and cabbages to herbs, spices, candies and seafood — change hands here every year. The horses are gone, but the bushels remain. Saturdays are still market days, when around 45,000 buyers, a cornucopia of humanity, come from all over to buy goods. They often show up with the kids. Make a day of it. Much has changed, much has not.



Morning at the Eastern Market
Busy Scenes When Housewives and Hacksters Bargain For Table Supplies

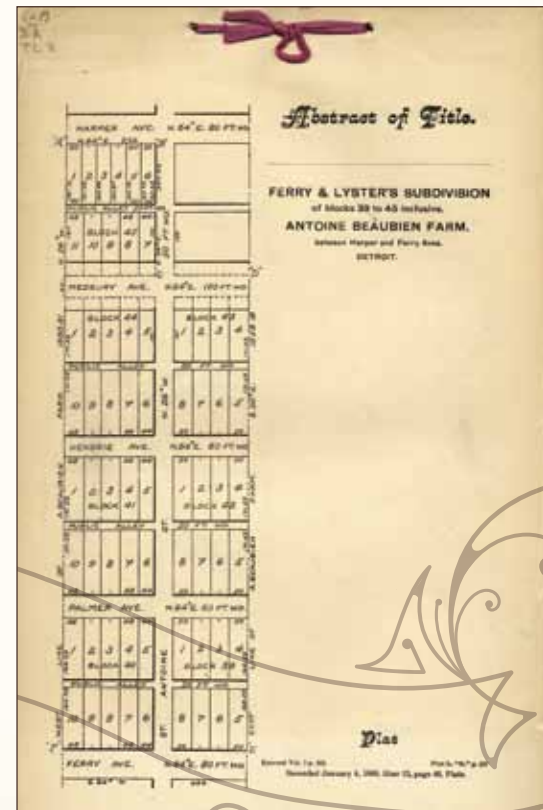


FRENCH RIBBON FARMS

When Antoine de La Mothe Cadillac established Detroit in 1701, he needed farms to go with his fort in order to make a lasting settlement. He awarded grants for an unusual style of farm that has been associated with the French ever since.

All facing the Detroit River, these farms were typically 250 feet wide, but two to three miles long. They gained the lyrical name “ribbon farms,” and they existed in French-settled areas from Montreal to New Orleans. The design made sense and marks the era. Farmers’ homes sat on the bank of the river — the interstate highway of the times — which offered instant navigation, but also proximity and fellowship, to neighboring farmers. These long lots also offered soil and drainage variation for better farming. Plowing was easier because oxen had far fewer turns to make. Surveying, a constant and crucial service, was much easier when all the farms matched.

Historic surveys and maps from the 16th through 20th centuries show these ribbon farms: long, vertical lines on either side of the fort, each with numbers that correspond to a list of owners’ names. The farms are long gone, but their former boundaries live on in the old French family names on street signs you pass while driving on Jefferson Avenue: Dubois, Orleans, Rivard, St. Aubin, Beaubien, Riopelle, Dequindre.





GENEALOGY

There's one in every family: the genealogist, the relentless detective peppering family elders with questions, pouring over old family albums, searching for more details, dates and names. These detectives inevitably wind up in Detroit, where they find a treasure trove in the BHC's genealogy collection. World-renowned and wide in scope, these materials include every U.S. Census from the first 1790 census through that of 1940; charts of individual families; and birth, death, marriage, baptism, military and register of deed records. There are cemetery inscriptions, heraldry books — which depict and decipher coats of arms — immigration records, obituaries, old newspapers, scrapbooks and Roman Catholic Church records.

Individual genealogy books, biographical encyclopedias, county and town histories and atlases all help to assemble the stories of families, towns, counties, states and territories. Here, you can follow trails back through time into New France, Canada, England, Europe and even the Pacific Ocean region.

Hall family (Clarence Bryant Hall, b.
1868)
929.2 GOODRIDGE, E.A.
G6252G The Goodridge genealogy... 1918.
p.285.

EXCERPTS & MISCELLANEA
83M Joy family
929.1 New England ancestry of the Joy
B95 family.
v. 4:56
(In Burton, C. M. — Scrapbooks of genealogical
clippings. v. 4, p. 56)

Still, the strongest portions of the collection center on Detroit, Michigan and New France. For instance, Detroit City Directories date back to 1837 and offer details family detectives love: exactly where family members lived during specific years. Or imagine finding your ancestor's signature on an 1860 Declaration of Intention in which said ancestor "renounces forever all Allegiance and Fidelity to each and every Foreign Prince, Potentate, State or Sovereignty" in their first step towards full U.S. citizenship.

HUDSON'S



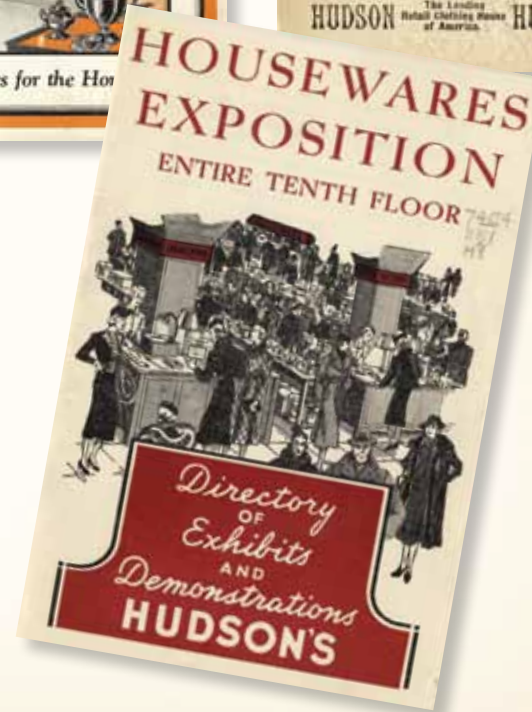
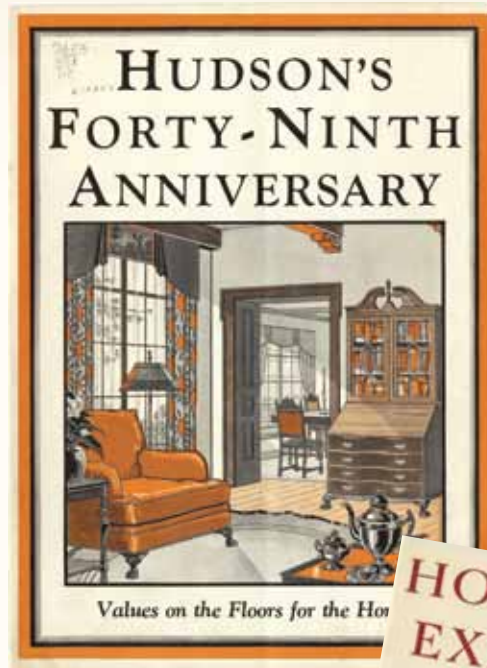
Hudson's. The very name of this famous Detroit store often elicits nostalgic tears from four generations of Detroiters. Few stores have commanded such devotion. Joseph Lowthian Hudson, 35, established J.L. Hudson Department Store in the now demolished, ornate Detroit Opera House in 1881. The store sold men's and boy's clothing. The BHC's J.L. Hudson Records contain a program from its original "Grand Opening and Reception," boasting that it was the "Largest Clothing Salesroom in Michigan." Another early 1900s poster touts men's and boy's winter suits starting at \$4.

Hudson's moved to its famous, 25-story location on Woodward Avenue in 1911, where for 50 years it was the world's largest department store. It expanded its merchandise immeasurably, adding everything from ladies' clothing and furniture to that special 12th floor for children's toys — a crystal clear memory held by generations of metro Detroiters. The store's numbers exploded: 12,000 employees, thousands of sales a day and 700 fitting rooms, all by the early 1950s. Hudson's was a destination.



But its ancillary activities upstaged its merchandise. In 1923, it hung the world's largest American flag, 3,700 square feet, across its facade on Armistice Day (now Veterans Day). A year later, it hosted the city's first Thanksgiving Day parade, a tradition that survives. In 1960, store managers hired the first African-American bus girl. Her name was Diana Ross.

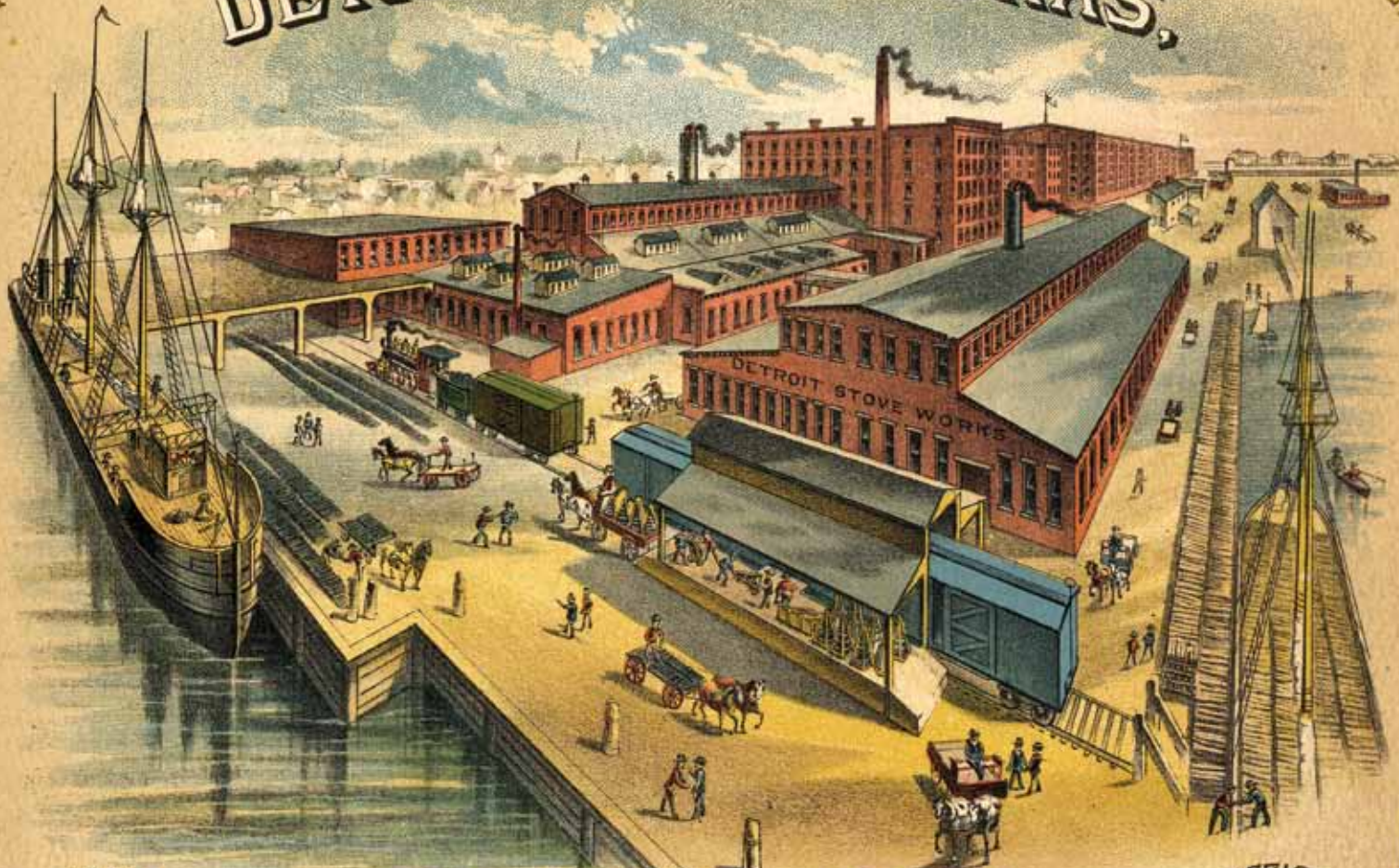
Alas, the store soon suffered, as did Detroit. It was sold in 1969 to the first of several new owners. Suburban locations pulled traffic from the Woodward store. That famous building closed in 1983, and became Detroit's most famous demolition in 1998.



1864

1883

DETROIT STOVE WORKS,



WORKS
IN HAMTRAMCK,

DETROIT, MICH.

OFFICE,
32 & 34 WOODWARD AVE.

The Engraver Lith. Co. Detroit

IRON AGE OF DETROIT

There was a time, back in 19th-century America, when stoves were ornate; most of these works of iron art were built in Detroit. That surprises people today. Indeed, as the 1800s drift further downriver, fewer of us recall Detroit's *other* manufacturing fame — iron products. Particularly, this meant stoves.



It all started with the Upper Peninsula's iron ore, the natural resource of emerging industrial America. Early improvements in foundry and engineering techniques led to the idea of heating homes with iron stoves rather than fireplaces. Like any improved idea, this one took hold, and in 1864, the Detroit Stove Works was incorporated. Soon the Michigan Stove Company and the Detroit-Michigan Stove Company were also producing heating stoves. They added kitchen and cooking stoves. Other stove makers came along, and by the 1880s, Detroit was known as a stove manufacturing hub. The BHC contains a late 19th century illustration of one of these handsome, elaborate stoves situated next to a woman wearing a classic, Victorian-era long dress. She leans on a simple kitchen table as she reads the "Garland Cook Book." Garland was the label on Detroit Stove Company products.

Along with stoves, other iron ore products churned out in Detroit included railroad car wheels, ships and marine engines. One factory after another rose, making Detroit a place full of noise, brick factories, smokestacks and laborers. All of this helped set up an astonishingly quick transfer of the city's mainline product from stoves to, of course, automobiles. By 1915, Ford was cranking out thousands of the world-changing Model T in nearby Highland Park. That was, curiously, exactly 100 years ago, which raises the question: what's next for the City of the Straits?

JOURNAL OF PONTIAC'S CONSPIRACY

Pontiac's Conspiracy is early Detroit's classic saga of intrigue. Pontiac, an Ottawa Chief, born in 1720, was a primary 18th century Great Lakes Indian leader. His fame today descends from his nearly successful May 7, 1763, surprise attack on Fort Detroit, then under British control, and the two-year uprising thereafter. Pontiac hated the British. He had fought them during the French and Indian War. After France ceded all of New France to the British in February 1763, Pontiac was not happy. He concocted a plot to pretend to enter Fort Ponchartrain at Detroit as an ally, then launch an attack, with French support, to drive out the British and return the land to its rightful owners: the Indians.

It wasn't a bad plan, but, as in any good story, things went awry. A French settler's daughter overheard her father talking about the plot. She happened to be the sweetheart of an English merchant serving in the fort. She tipped off Cmdr. Maj. Henry Gladwin, who had his troops ready when Pontiac and his "peaceful" braves walked into the fort.

The BHC has two priceless artifacts from this dramatic episode. One is an 1862 painting by renowned painter John Mix Stanley showing a young



Indian woman in Gladwin's quarters revealing Pontiac's plans, one of many romantic but incorrect early Michigan legends. The other artifact is the detailed "Journal of Pontiac's Conspiracy," a handwritten manuscript in French likely written by French native Robert Navarre, who had been working at Detroit since 1736. He spoke several Native American languages, which enabled him to get specific details of the conspiracy from eyewitnesses on both sides. The journal covers May 7 to July 31, 1763 and is the key account of this conflict.



KEGS

Until fairly recent times, the name “Stroh’s” was synonymous with two things: beer and Detroit. That makes sense, considering that Stroh’s Brewing Company first set up shop in Detroit in 1850. The life of this brewery spans much of the history of Detroit’s brewing industry.

When Bernhard Stroh first arrived from Germany and started brewing beer in 1850, he found several competitors, all of whom had followed Detroit’s first, and only, brewery, which appeared in 1836. Its name most likely was Davis & Moore, which was listed in Detroit’s first city directory in 1837. Stroh’s was hardly the last to arrive to the party. By 1861, there were some 40 breweries. Most were small, home saloon-breweries selling to local neighborhoods.

Various ethnic groups — chiefly the Irish, English, Scots and Germans — came and went throughout the 19th century, using a variety of beer-making techniques, hence words such as “ale,” “lager,” “pilsner” and “stout.” One of the larger concerns was the Peninsular Brewing Company, established in 1863, on Jefferson Avenue. Goebel’s and E&B (Ekhardt and Becker) beers appeared in 1873 and 1883, and remain two names some elder metro Detroiters recall. Both closed in the early 1960s. The BHC maintains E&B’s financial records.



Mergers, Prohibition and newfangled inventions — such as the glass-lined and stainless steel tanks that replaced nostalgic, aromatic cedar and cypress barrels — marked Detroit brewery history into the mid-20th century.



LINCOLN



In 1860, as a clean-shaven Abraham Lincoln campaigned for President, he received a letter from a young girl urging him to grow “whiskers.” Thanks to the generosity in 1968 of an enterprising and history-loving Michigan Congressman from Royal Oak, George A. Dondero, this letter resides at the BHC.

The letter is dated October 15, 1860. It was written and signed by 11-year-old Grace Bedell, of Westfield, Chatauqua County, New York. In her two-page letter, she told Lincoln that “I have got 4 brothers and part of them will vote for you anyway if you will let your whiskers grow ... You would look a great deal better for your face is so thin.”



Any 11-year-old today should be envious of the even, neat script of young Grace’s letter. Lincoln answered her letter on October 19, from Springfield, Illinois. He addressed it to “My dear little Miss,” saying he had never worn whiskers, and “do you not think people would call it a piece of silly affection if I were to begin it now?”

But he did just that. On February 6, 1861, not long after he was elected President, Lincoln, beard and all, passed through Westfield. He specifically sought out Grace at the train station. He kissed her and said, “You see, I let them grow for you, Grace.”

Grace Bidell
Westfield Catskill Co
Oct 10 1848

Hon A B Lincoln

My letter has
just come from the west and brought home
your picture and Mr. Kenton's. I am a little
girl only eleven years old, but want you should
be President of the United States very much
so I hope you won't think me very bold to write to
such a great man as you are. Have you any
little girls about as large as I am if so give them
my love and tell her I write to me if you cannot
answer this letter. I have got 4 brothers and part of
them will vote for you any way and if you will
let your whiskers grow I will try and get the rest
of them to vote for you you would look a
great deal better for your face is so thin & all
the ladies like whiskers and they would love

their husband's to vote for you and then you
would be President. My father is a going to
vote for you and if I was a man I would
vote for you to but I will try and get
every one to vote for you that I can I think
that rail fence around your picture makes it
look very pretty. I have just got a little baby
sister she is two weeks old and is just as
cunning as can be. When you direct your letter
direct to Grace Bidell Westfield
Catskill County New York
I must not write any more answer
this letter right off Good bye
Grace Bidell





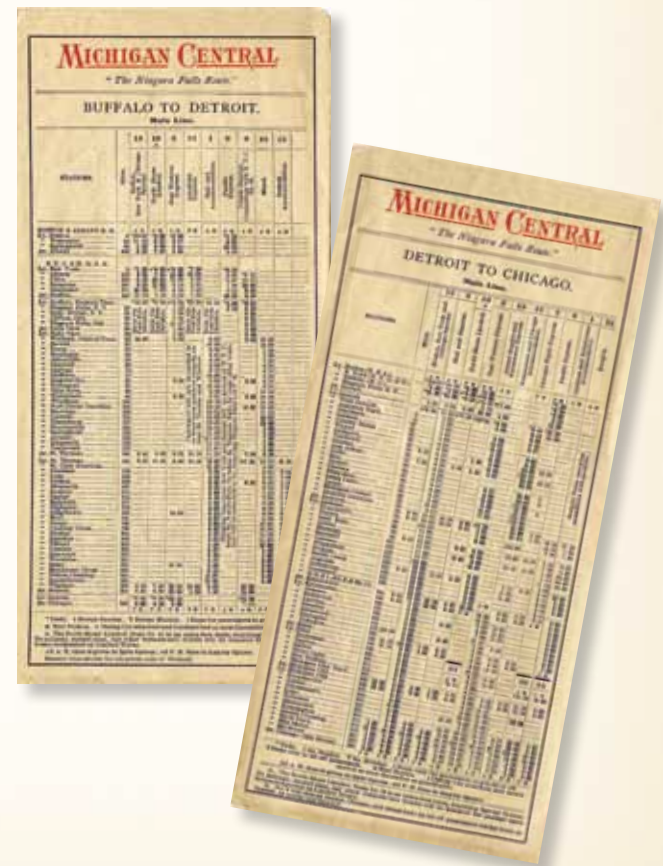
MICHIGAN CENTRAL RAILROAD STATION



It is perhaps Detroit's most familiar, forlorn structure. But when it opened on December 26, 1913, the Michigan Central Railroad Station was the city's most ornate building, and it inspired awe. The station featured marble columns and floors, vaulted ceilings, gold-plated chandeliers and even skylights. The Beaux-Arts, two-story terminal was connected to a 16-story office tower, making it the world's tallest train station.

That the building was designed by the two firms — Warren and Wetmore, and Reed and Stern — that had a decade earlier designed Grand Central Station in New York only reinforced Michigan Central's significance during Detroit's golden era of architecture. The BHC has old railroad schedules and the original architects' drawings for the station. The precise penciled work highlights the contrast of straight and bold rectangles with graceful arches and decorative features.

The station was located two miles west of downtown to be near the railyards for the railroad tunnel to Canada. Business was good for many years; at its peak, an average of 50 trains rumbled through the station every day. But eventually, the station suffered from a discontinued trolley system that had enabled easy access from downtown to the station up until the mid-1950s. The decline of American rail travel did not help, either. The last train rolled out of the station January 5, 1988. Vandalism has since taken its toll, despite several ambitious plans to return the aged lady to her former beauty.



NIGHTLIFE IN PARADISE VALLEY

Louis Armstrong. Lena Horne. Ella Fitzgerald. King Cole Trio. These are just a few of the entertainers' names on a "coming attractions" flyer for the Frolic Show Bar in Detroit. It's difficult to imagine more talent in a major venue today, not to mention a smaller club. But this was not just any club, and this was long ago. The Frolic was one of several clubs that between roughly the 1920s and 1950s populated a place called Paradise Valley, located in a Detroit neighborhood called Black Bottom.

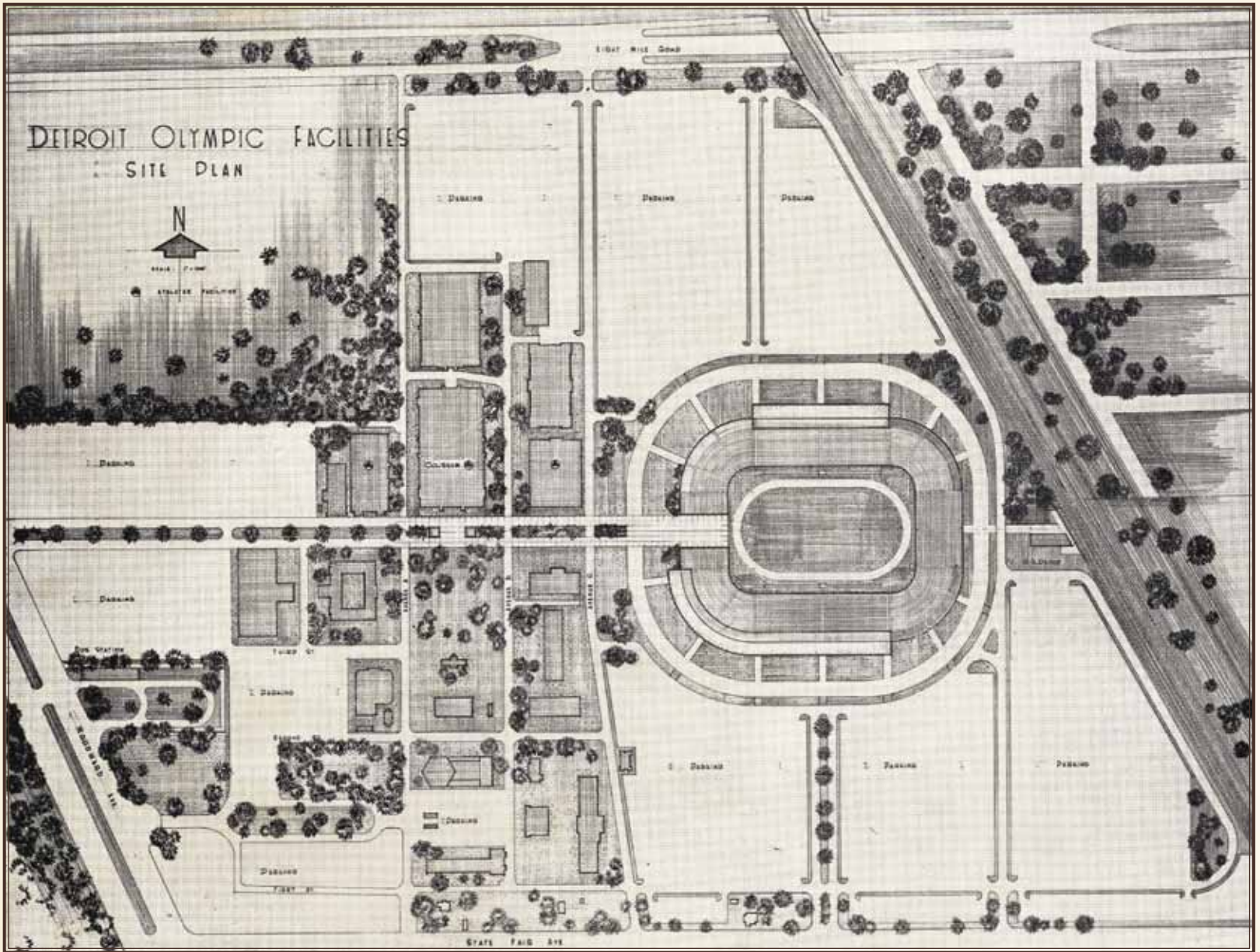
Both of these names are pretty familiar, even to younger metro Detroiters. They know that this was the only place until well into the 1950s that African-Americans could live in a segregated Detroit, and they made the best of it. In fact, they made it famous. There were some 300 black-owned businesses in Paradise Valley, the name of Black Bottom's business/entertainment district. There was everything from beauty salons, car lots and restaurants to miniature golf courses. And of course, the storied clubs and their storied guests: Pearl Bailey, Billie Holiday, Dizzy Gillespie. Even white residents showed up at these clubs with catchy names such as: Club Plantation. Flame Show Bar. Club Three Sixes. The scenes were a kind of integration via music — chemistry that would be rekindled with Motown in the 1960s.



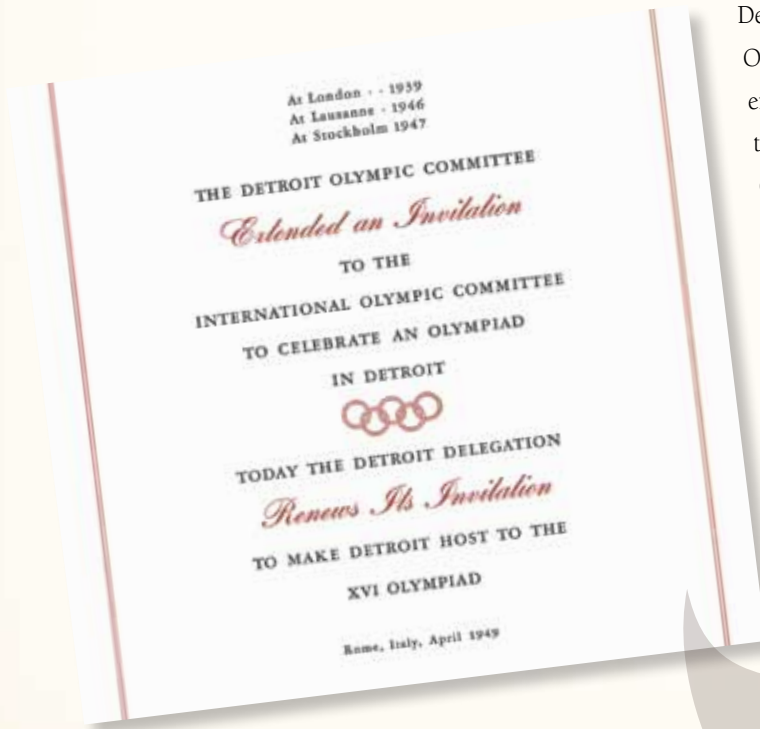


Black Bottom thrived from the 1920s, the beginning of a major influx of African-Americans moving from the South for good jobs, until the 1950s, when forces such as urban renewal, suburban sprawl and expressways changed everything. Today, parts of I-75 and Ford Field, among other new construction, cover much of what was Black Bottom — and some of the hottest shows in Detroit history.





OLYMPICS



Detroit keeps trying. That's the message from the city's many efforts to host the Olympics. Between 1939 and 1972, Detroit threw its hat into those Olympic rings eight times. It never was awarded this grand prize, and thus ranks as the city with the most unsuccessful bids. The details emerge from the BHC's Detroit Olympic Committee Records, which include such items as the stadium site plan rendering for the 1960 bid, and a "renewed bid," as it was phrased, for the 1956 Olympics. This bid's polite reminder of previous rebuffs had no effect; the Olympics went to Melbourne and Stockholm (equestrian only, due to quarantine regulations).

But Detroit at least earned selection twice by the United States Olympic Committee, with the last time in 1968. Records from that bid show a proposed Olympic Village situated near Wayne State University and a stadium on the former Michigan State Fairgrounds. The plans stayed on paper, though; the '68 Olympics went to Mexico City. Current gossip raises the possibility of another bid for the summer games in 2020 or 2024. So far, no one has come forward.

P

PEWABIC POTTERY

Pewabic Pottery was the brainchild of two extraordinary people who happened to be in Detroit at the same time, in the late 19th century: Mary Chase Perry Stratton and Horace J. Caulkins. The two were quite different. Stratton was a born artist, studying art throughout her youth. Caulkins was a dry goods worker and then a dental supplies dealer. His invention of a special kiln for firing dental enamel garnered the attention of his neighbor, Mary. The two co-founded Pewabic Pottery in 1903 in a stable. The artist named the business after the copper mine she had visited in Michigan's Upper Peninsula with her father; "pewabic" is Ojibwe for the color of copper metal.

The business moved in 1907 to a Tudor Revival-style home on East Jefferson, now a National Historic Landmark, designed by William Stratton, who would marry the ceramic artist in 1918. From there, Pewabic Pottery sailed into phenomenal success. The company made architectural tiles, lamps and vessels, featuring Stratton's famous iridescent glazes. Pewabic Pottery products appear

in such locations as a fireplace at the Detroit Public Library; the Cathedral Church of St. Paul; the Fisher Building and the Guardian Building in Detroit;

Shedd Aquarium in Chicago; the National Shrine of the Immaculate Conception, in Washington, D.C.; and the Nebraska State Capitol. Pewabic products also adorn countless private homes.

Caulkins died in 1932; Stratton kept making pottery until her death in 1961 at age 94. The company lives on. Stratton's papers from 1848 to 1948 reside at the BHC and contain such items as an 1848 journal, an 1854 Bible, correspondence and color slides of early Pewabic pottery.







QUOTE DESCRIBING EARLY DETROIT



The day has been most intolerably hot; even on the lake there was not a breath of air. But as the sun went down in his glory, the breeze freshened, and the spires and towers of the city of Detroit were seen against the western sky. The schooners at anchor, or dropping into the river, the little canoes flitting across from side to side, the lofty buildings, the enormous steamers, the noisy port and busy streets, all bathed in the light of a sunset such as I had never seen, not even in Italy, almost turned me giddy with excitement.

So said a certain Mrs. Jameson as she gazed at the Detroit skyline, circa 1837, from the Canadian shore. Her words were captured by the noted historian Silas Farmer in his *History of Detroit and Wayne County and Early Michigan*, originally published in 1889.

Wouldn't it be nice to have a photo of that picturesque 1837 skyline? Actually, the BHC has something pretty close: a copy, or lithograph, of an 1837 original "aquatint in colors." It is titled "City of Detroit, Michigan. Taken from the Canada Shore, near the Ferry." The artist, W.J. Bennett, based the work on a sketch by Frederick Grain. The Detroit Institute of Arts has this original, almost 180-year-old image, and what a view it was.

In the foreground are three men in stovepipe hats standing on the shore, the ferry landing to their right. Sprawled before them is a river full of life: steamers, tall ships, small sailboats, canoes. Beyond that is the Detroit so beautifully described by Mrs. Jameson — the steeples, the proud brick buildings, the homes. All are long gone, but they have been replaced with a handsome 21st century skyline still worthy of Mrs. Jameson's praise.

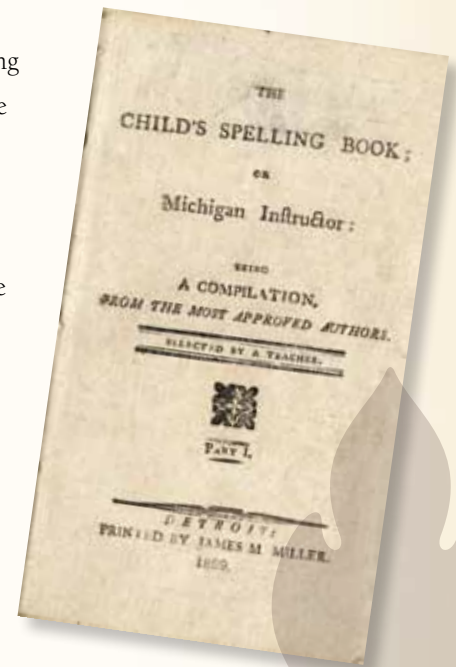


FATHER GABRIEL RICHARD

The word “Father” applies in two ways to this extraordinary man. He was a Roman Catholic priest, but he also was arguably the father of early Detroit. Born in France in 1767, he became pastor of Ste. Anne’s Catholic Church in Detroit in 1802, the beginning of his 30-year dynamic role in the village.

Richard brought the first printing press to Michigan, which led to Detroit’s first newspaper, named *The Michigan Essay, or Impartial Observer*. Very few issues of this paper, written in French and English, have been found, and it is among the many rare items in the BHC’s Gabriel Richard Papers. After fire destroyed Detroit in 1805, largely due to the fact that the village’s 600 residents were packed onto about two acres of shoulder-to-shoulder wooden buildings, Richard threw himself into relief efforts. Ever mindful of the benefits of education, he soon established schools and academies for all, including girls and Indians. One of very few copies of an 1809 schoolbook survives this period. One of the schools Richard established eventually became the University of Michigan.

Richard supported America during the War of 1812 and opposed the British commander’s martial law order in 1813 so vigorously that he was imprisoned for a time. He begged the Indian allies of the British not to torture captured Americans. After he was released from prison, he continued helping the city’s poor until he was elected to the U.S. Congress in 1823, representing the Territory of Michigan. After returning to Detroit, he was said to be everywhere helping the victims of the devastating 1832 cholera outbreak. His devotion caused his own death that year from the disease.



SANDERS



The first ice cream sodas appeared around 1891 and, barring proof otherwise, they appeared in Detroit, on Woodward Avenue, at a popular place called “The Pavilion of Sweets.” While that

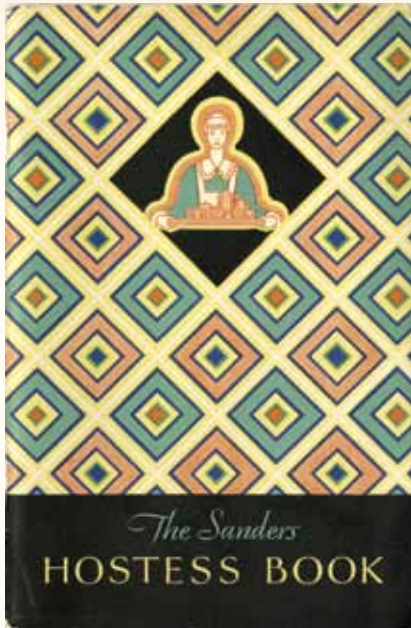
name has faded from collective Michigan memory, the shop owner remains a household name: Sanders.

Frederick Sanders Schmidt opened a small candy store on Woodward Avenue in Detroit in 1875. He soon added ice cream and sodas. In 1891, he moved down the street to open a bigger store with a much greater presence. Adorned with red and white striped awnings, it was here that Sanders ran out of fresh cream for his cream sodas and used ice cream instead. He also pioneered the use of dry ice and low counters lined by stools — the once ubiquitous soda fountain.

Legend or truth, it matters little to generations of Detroiters and Michiganders who have grown up eating Sanders chocolates, “bumpy cake” and ice cream. The BHC’s extensive Local History Files document the history of this beloved place and show how, for many decades, Sanders was more than just a candy store. It helped housewives with “The Sanders Hostess Book,” from 1930, and published a daily newsletter, “The Sanders Menu,” offering homey advice for sweet living. One 1945 issue encourages readers to “give the newspaper boy a cheery smile on this day. Greet the bus driver in good spirits. Chat for a moment as man to man with the gas station attendant.”

While the Woodward store has vanished, Sanders products have not. It is now owned by the Morley Candy Company, which stays true to original Sanders recipes.





THE Sanders MENU

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S2m

Vol. 2

PUBLISHED DAILY EXCEPT SUNDAY

Sweetest Day Number

ADVENTURE IN FRIENDLINESS

In observing Saturday, October 20 as Sweetest Day, the world of 1945 greets a festival solely dedicated to the art of doing friendly things for other people. It is a day to nourish the community spirit and cherish kindness between man and man.

Many people in these days are overwhelmed in spirit by a crushing weight of problems; Sweetest Day can help to relieve their minds. This day should remind each of us to give thought to his own little circle and to strive for one



to know their neighbors at all, and much of the real joy of life is lost.

For the true spirit of neighborliness still adds richly to life, still makes a man useful to his community, still enriches his life with precious and lasting elements.

And that is the spirit which Sweetest Day is designed to foster. Rightly and sincerely observed in the traditional spirit of America, this day can add greatly to the sum total of human happiness.

Remember to Remember

Sweetest Day is a time for unfettered expression of good will to all. Give the newspaper boy a cheery smile on this day. Greet the bus driver in good spirits.



It is the symbol and remembrancer of the steadfast virtues which first settled America and made our country great.

We habitually think that the pioneer established civilization in America by his single effort. He did indeed settle the wilderness. But it was the community, not the individual, that made the settlement permanent.

Jamestown was a community; so, too, was Plymouth. Always as civilization advanced farther and farther into the west, it was the community which gave life meaning and kept the country going. And the spirit by which the community took root and grew was *neighborliness*.

If a man fell sick at harvest time, his neighbors saw to it that his crop was brought in. If his barn caught fire, his neighbors raced to form a bucket brigade to fight the flames. And a barn raising was a rollicking community event where everybody made merry while the frame was shot up in a jiffy. We have heard much about the lonely pioneer in his isolated cabin. The poet saw America more truly when he sang of "A thousand miles of neighbors, side by side."

This habit of mutual co-operation—the institution of neighborliness—seems to have died away somewhat as life has grown more complex and hurried. When people are crowded together in great cities, few can claim

brief day to do those simple sincere little acts of thoughtfulness by which alone associations can be kept sweet.

Sweetest Day is Truly American

From its first beginning a number of years ago, the idea of Sweetest Day has grown until the festival is now observed from coast to coast. As it has won wider and wider acceptance geographically, its significance has grown ever deeper. Today, Sweetest Day has come to be an occasion dedicated to the nourishment of

"that best portion of a good man's life—His little, nameless, unremembered acts of kindness and of love."



Chat for a moment as man to man with the gas station attendant. Write that long postponed letter to some lonely boy still far from home in service. All these cost little enough in time or effort, yet they help to make the day brighter for others, and the good cheer comes back to you—multiplied many times over.

If you remember to be a friend on Sweetest Day, you'll find everyone friendly in return.

SWEETEST DAY, SATURDAY, OCTOBER 20



THOROUGHFARE

As Fifth Avenue is to New York City, so Woodward Avenue is to Detroit. Barreling north 28 miles through metro Detroit from the Detroit River to the city of Pontiac, the street narrates much of Detroit history. The BHC's extraordinary 250,000-plus photograph collection richly illustrates Detroit's growth and development.

Woodward came about as the beginning of a "new" Detroit after the 1805 fire destroyed the original village. New York native Augustus Woodward was appointed territorial judge for the Michigan Territory that year. He arrived just days after the great fire. He conceived of a plan for a new Detroit modeled after Washington, D.C.'s wheel-spokes design. One street on the original plan, in the BHC's files, was Woodward Avenue, which followed an old Indian trail.



By 1850, Woodward reached its main artery status, undergoing many resurfacings, widenings and extensions. Early on, it was lined with grand, handsome mansions; few remain. The actual street surface evolved from logs covered with timber in 1817, to 16-foot-long oak planks by the mid-1800s, to the nation's first concrete-paved highway section in 1909.

The 1950s through 1970s brought Woodward Avenue hot-rodding, muscle car fame. That Motor City spirit lives on in the world famous Woodward Dream Cruise. And each November since 1924, America's Thanksgiving Day Parade has marched down Woodward. The BHC's collection documents the old plank roads, ladies in long dresses riding bikes, long-gone homes and stores, the parades — all on good ol' Woodward Avenue in Detroit.



UNDERGROUND RAILROAD



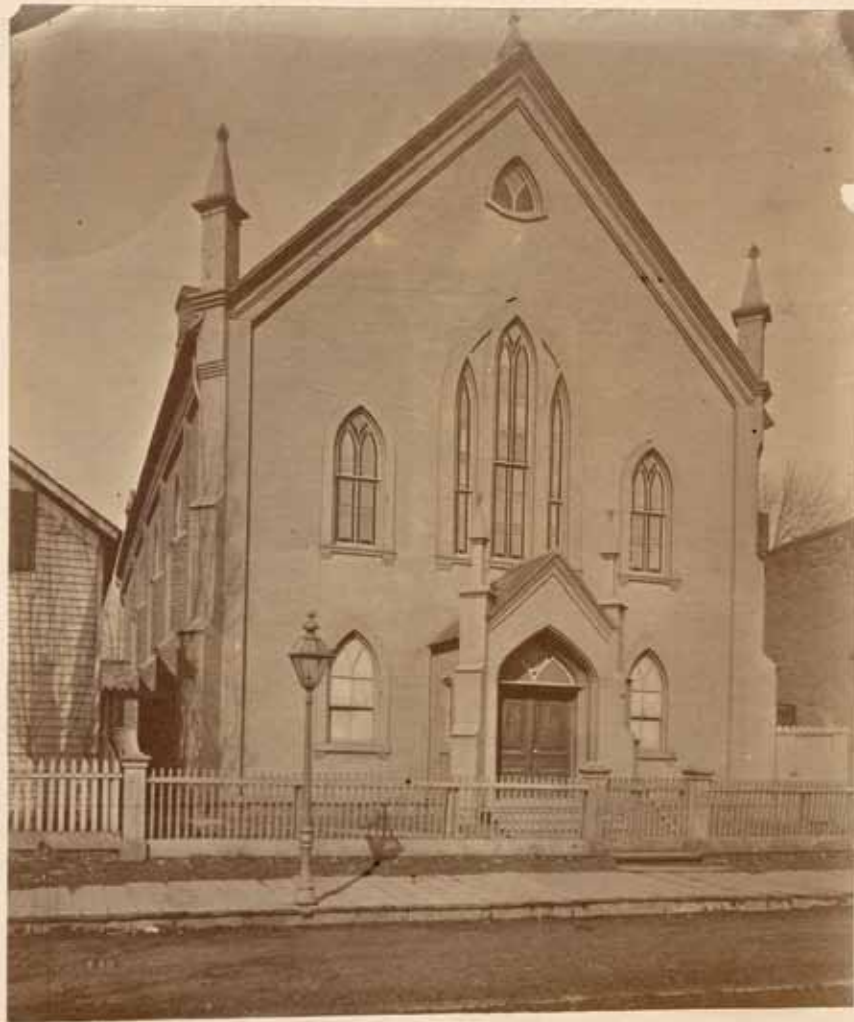
Second Baptist Church and George DeBaptiste loom large in Detroit's Underground Railroad action. Often called the Grand Terminus, Detroit was the last stop of seven secret routes through southern Michigan taken by runaway slaves, particularly after the passage of the Fugitive Slave Act in 1850. This act ruled that even in free states, captured runaway slaves had to be returned to their owners, and that anyone caught aiding slaves could be fined or imprisoned.

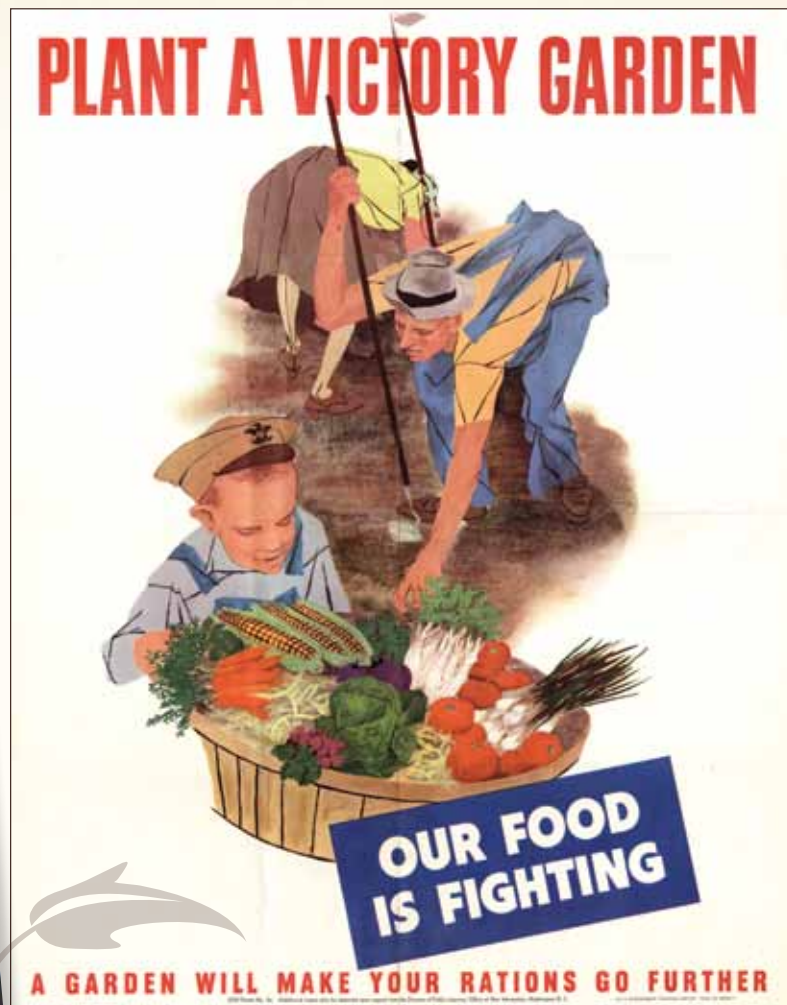
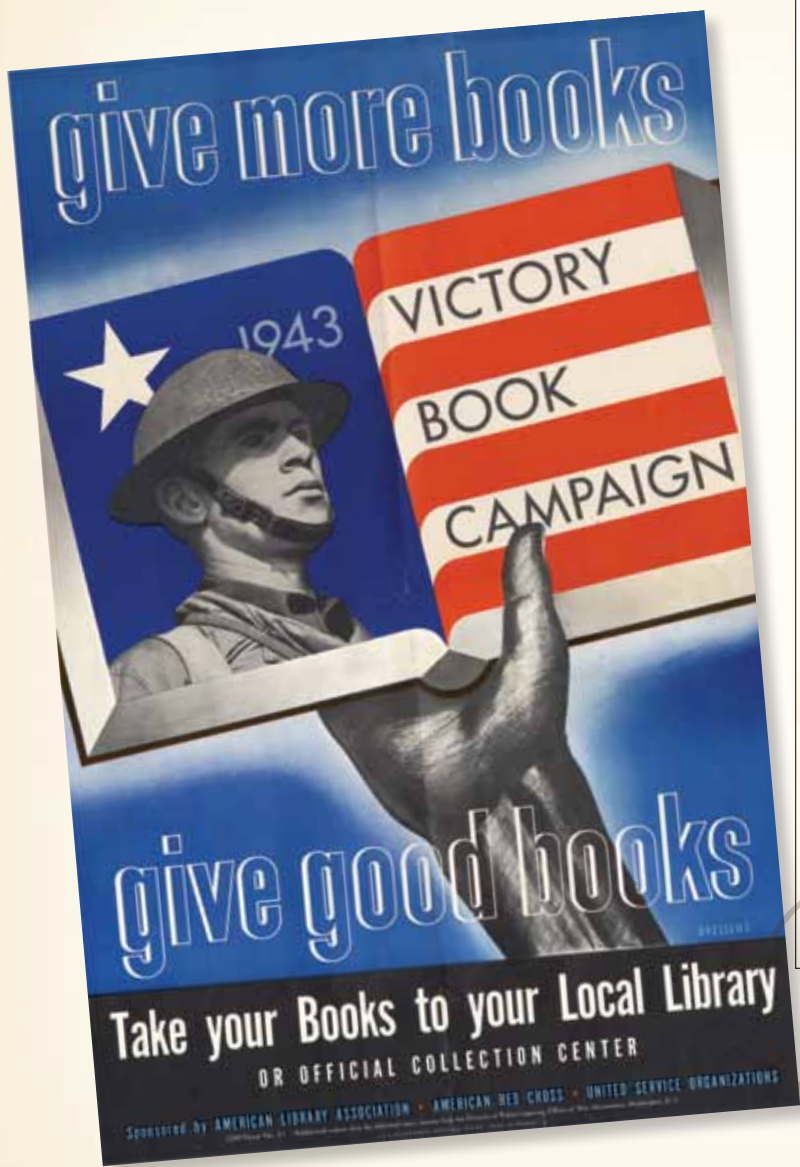
None of this intimidated those at Second Baptist Church, one of two Underground Railroad stations in Detroit; the other was the Finney Barn owned by Seymour Finney. Thirteen slaves established Second Baptist Church on Fort Street in 1836; it later moved to its current Greektown location in 1857. It was Michigan's first African-American congregation, and members wasted no time setting up a school — and a back entrance for runaway slaves, who slipped in and down narrow stairs to a small room, where they stayed until they could cross the Detroit River to Canada, and freedom. Some 5,000 slaves took shelter there.

That's where DeBaptiste comes in. Born to free black parents in Virginia, he moved to Detroit in 1846 and ran a barber shop and catering business. A vocal abolitionist, he also bought a steamship, the *T. Whitney*, hired a white man to run it, and proceeded to secretly carry slaves to Canada.



The BHC bears a portrait of DeBaptiste, who helped form and serve in the Michigan Colored Infantry during the Civil War, and an 1881 photograph of the Second Baptist Church.





VICTORY

About 100 years after helping slaves to freedom, the Detroit and Southeastern Michigan area once again helped preserve freedom — this time against a different kind of tyranny. Detroit was the “Arsenal of Democracy,” the term used to describe the area’s munitions manufacturing prowess that was so pivotal in the World War II Allied effort. In fact, this effort helped secure victory against aggressors from Japan and Nazi Germany. Assembly line workers, Southerners, women — everyone stepped up to quickly transform Detroit-area auto plants into war plants.

The BHC’s holdings convey this chilling moment in history, including original Victory Garden posters and a three-volume, 11-book set titled *Michigan Casualties of World War II*. Here, you can find every soldier’s name, rank, hometown, status, and whether he or she was killed, wounded, missing or held prisoner. It also includes the name and date of the original listing in the *Detroit News* or the *Detroit Free Press*. Complementing these volumes is the Michigan WWII Service Awards card catalog, another invaluable resource and link to the dramatic fight and sacrifice known as World War II.

Slaves to soldiers, freedom for all. Truly these, along with the Underground Railroad efforts, were some of Michigan’s finest hours.

WORLD WAR 1939
MICHIGAN CASUALTIES
December 7, 1941-December 6, 1945

Abbey, Frank W	Pfc	USMC	Flint
Dead	FF 7-20-43; N 7-15-43, 7-20-43		
Abbey, Ronald B	Cpl		Lansing
Wounded	FF 3-5-43; N 3-4-43		
Abele, George C	Sgt		Detroit
Dead	FF 3-3-43; N 2-13-43, 11-11-43;		
Ackerman, Douglas G	Pfc		Port Huron
Wounded	N 6-5-43		
Ackerman, Ralph P	N.Sgt	USMC	Detroit
Missing	N 3-4-43; T 3-4-43		
Dead	T 3-17-43		
	N 5-8-44		
Ackerson, Louis W	Pfc		Falo
Wounded	N 2-15-43		
Ackley, Arlie A	Pfc		Six Lakes
Wounded	FF 2-27-43; N 2-27-43		
Acree, F Ross	Sgt		Ann Arbor
Dead	N 2-9-43		
Adair, Charles	Pfc		Highland Park
Wounded	2-15-43		
Adams, Alphonse A	Cpl		Detroit
Dead	N 1-12-43, 2-28-43, 11-11-43; T 1-13-43		
Adams, Claude R	Pvt		Dearborn
Wounded	FF 9-6-43; N 9-6-43		
Adams, Dane F	T/Sgt		Detroit
Dead	N 3-2-43, 11-11-43		
Adams, Eugene	Merchant Marine		Detroit
Missing	N 3-19-43		
Adams, Floyd E	Pfc		Berkley
Wounded	FF 9-2-43; N 9-1-43		
Adams, John C			Faden
Wounded			

Comack, Joseph Sgt
Detroit
FP 5-2-44 Purple heart

Sgt. Joseph Comack, 31 years old, son of Mr. and Mrs. George Comack, of 12927 Glenfield, has arrived home for a twenty-one day furlough. He first in two years. Sgt. Comack, who has been in North Africa, received the Purple Heart for wounds suffered in action. He will be stationed at Fort Knox, Ky., after his furlough.

FP 5-2-44

WILLIAM WOODBRIDGE PAPERS



Though a street and a neighborhood, located on his former Detroit farm, are named for him, William Woodbridge is one of early Michigan's largely unknown leaders. That the voluminous papers he left behind after a long, legislative career in the Territory of Michigan were found stashed in an outbuilding seem to reinforce that anonymity.

Woodbridge, who lived from 1780 to 1861, held many early offices in Michigan. In 1814, President James Madison appointed him Secretary of the Michigan Territory. He was a territorial delegate to the Sixteenth Congress from 1819 to 1820 and was a judge of the Michigan Territory's Supreme Court from 1828 to 1832. Three years later, he was a delegate to the Michigan Constitutional Convention as the territory neared statehood. When that occurred, Woodbridge was there, serving as a state senator from 1837 to 1839.

But that wasn't the end of Woodbridge's long political career. He next served as Michigan's second governor, and also in the U.S. Senate, in 1841. He was in the Senate for six years, and then returned to Detroit.

James Madison, President of the United States of America,

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

Know We, That reposing special trust and confidence in the Integrity, Diligence and Discretion of *William Woodbridge*, of the Michigan Territory - **I do appoint him** *Collector for the District of Detroit* -

and do authorise and empower him to execute and fulfil the duties of that office according to law; **And to have and to hold** the said office, with all the rights and emoluments thereunto legally appertaining, unto him the said *William Woodbridge* - during the pleasure of the President of the United States for the time being, and until the end of the next session of the Senate of the United States, and no longer.

In testimony whereof, I have caused these Letters to be made Patent, and the Seal of the United States to be hereunto affixed.
Given under my hand, at the City of Washington, the *Eighth* day of *July* in the year of our Lord one thousand eight hundred and *fifteen* and of the Independence of the United States of America, the thirty *fourth*.

BY THE PRESIDENT,

James Madison

James Monroe Secretary of State

It is no surprise that Woodbridge left behind a treasure trove of papers, now at the BHC. These include the July 8, 1814, original certificate, signed by President James Madison and then-Secretary of State James Monroe, appointing Woodbridge as Collector of Customs, his first official role in Detroit.

"SERGEANT PRESTON OF THE YUKON"

... he brings law and order
to the vast reaches
of the frozen north...

"Sergeant Preston of the Yukon"

with **YUKON KING**
"The Wonder Dog"

presented by
QUAKER OATS COMPANY
coast-to-coast over the
MUTUAL NETWORK

"The Lone Ranger" and "Sergeant Preston of the Yukon" advertisements "presented by Quaker Oats Company" are among the highlights of the George Trendle Papers on this famous, long-lived radio station that remains a symbol of Detroit and of radio's golden age.



WXYZ RADIO

Radio, which began in the early 1900s, has remained viable despite decades of constant technological innovation. Detroit's early radio stations were pioneers, none among them more so than WXYZ, still present on today's airwaves. This station, which began in 1925, originally went by the call letters WGHP until it was purchased in 1929 by George Trendle and John Kunsky (who later changed his last name to King). These creative businessmen changed the station's call letters to WXYZ, and then proceeded to turn the station into radio legend.

First, the duo increased the station's power and enlarged its studios. Led by the genius of Trendle, the station in 1933 debuted a new drama called "The Lone Ranger," created by Trendle with Fran Striker, the show's writer at the time. Trendle came up with another new drama, "The Green Hornet," three years later. Both have remained iconic; in fact, there were 2,956 "Lone Ranger" radio episodes before the program jumped to television and movies.

In 1938, an equally popular show, but one less known today, is "Challenge of the Yukon," later renamed "Sergeant Preston of the Yukon," featuring the hero Sergeant Yukon, of the Royal Canadian Mounted Police, and Yukon King his "Wonder Dog"!



COLEMAN A. YOUNG

At times loved and hated, lauded and decried, inspirational and controversial, the eminently quotable former mayor of Detroit, Coleman A. Young, symbolizes the city's post-Civil Rights Movement era. He was the larger-than-life leader of the city that struggled to recover from the 1967 riots.

A pioneer by any measure, Young is one of his generation's most impressive leaders. Young was born in 1918 in Alabama and moved with his family to Detroit in 1923. His early career includes his service as an officer in a segregated American military during World War II, specifically the U.S. Army Air Forces; his unmitigated and undisguised support for early union organizing; his targeting by the House Un-American Activities Committee during the 1950s; his election to the Michigan Constitutional Convention in 1961-1962; and his election to the Michigan Senate in 1964.

But all of this only set up his biggest accomplishments: when he became the first African-American appointed to the Democratic National Committee in 1968, and when he was elected as Detroit's first African-American mayor in 1974. He presided over the building of Joe Louis Arena and the Renaissance Center, a symbol of post-riot hope in Detroit. He recruited the 1980 Republican Party convention to the city, and diligently worked to reduce crime.

The BHC is the repository of the Coleman A. Young Mayoral Papers (1974-1994), an astounding collection that chronicles his leadership during a tumultuous time in Detroit's history.



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City of Detroit
EXECUTIVE OFFICE

COLEMAN A. YOUNG
Mayor

April 11, 1974

Mr. Howard Reinitz
21651 Whitmore
Oak Park, Michigan 48237

Dear Mr. Reinitz:

Thank you very much for the kind words. I was elected by the people of Detroit, and it is my intention to serve the needs of all of them.

I appreciate your support and your vote of confidence. Detroit truly is a part of me, and by being Mayor, I can begin to do some of the things the City and the people deserve.

Yours for a better Detroit,

COLEMAN A. YOUNG
Mayor

RPd



FROM THE LABORATORY OF
T. A. EDISON,
MENLO PARK, N. J.
U. S. A.

J. E. Sutterlin Esq

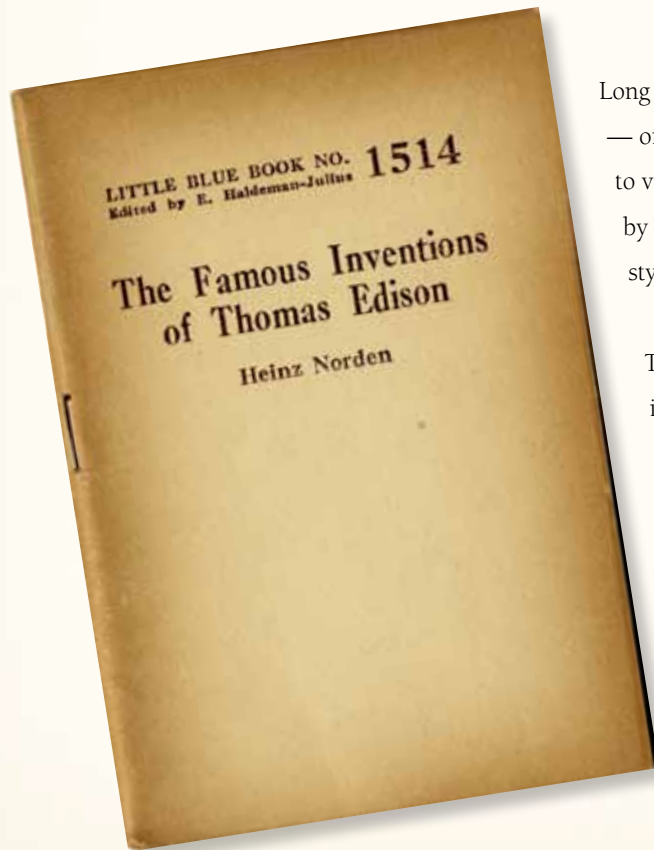
Dear Sir

May 25-78

It is essential that the
Phonograph diaphragm should respond to all sounds and give none
of its own, like the drum of the ear.

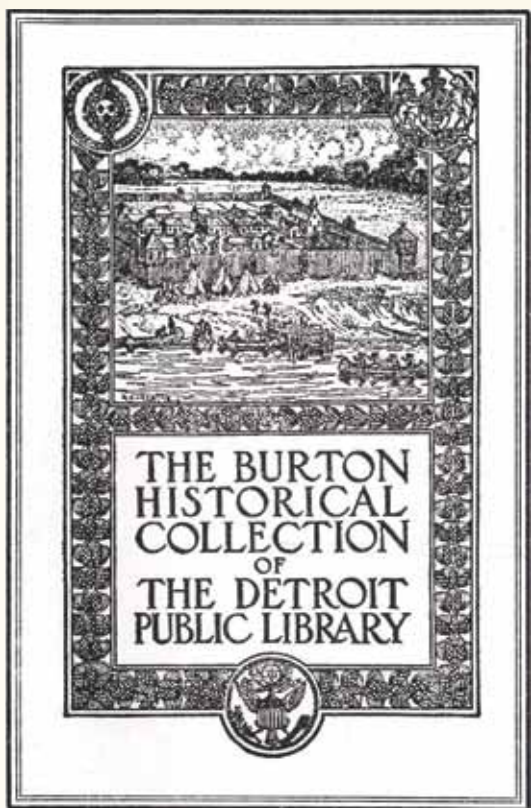
Yours Truly
Thomas A Edison

ROBERT ZUG PAPERS



Long before Thomas Edison invented the incandescent light bulb, he invented the phonograph — or at least a very crude prototype of what would later introduce a whole new way of listening to voice and music. This forerunner was invented by a prolific Edison in 1877. It was described by one source as “a primitive instrument in which sound vibrations were transferred by a steel stylus to a cylinder wrapped in tin foil.”

Tin foil? Admittedly, the device needed work. In fact, Edison did not see the potential in this incredible invention and pretty much went on to other things for 10 years. But during that time, we know he gave at least some thought to this device. The BHC has his handwritten letter about it in its Robert Zug Papers, dated May 25, 1878. It is addressed to a J.E. Sutterlin Esq. and reads: “Dear Sir, It is essential that the Phonograph diaphragm should respond to all sounds and give none of its own, like the drum of the ear. Yours Truly, Thomas A Edison.” The letter is imprinted from a stamp that says it is “From the laboratory for T.A. Edison, Menlo Park, N.J., U.S.A.” This location is where Edison set up a large plant, in 1876, on the heels of having been granted some 200 patents.



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