

# 101 PEOPLE, PLACES AND THINGS THAT MADE MICHIGAN

## EXHIBIT PANEL TEXT

### 1 - GLACIERS

We owe our state's shape, lakes and rivers, sandy beaches, rich mineral deposits and fertile soil to glaciers, advancing and retreating over millions of years. These glaciers scoured the surface of the earth, leveled hills, and altered the previous ecosystem. They moved, bulldozed, and scooped up huge Precambrian boulders and other rocks and carried them to what is today Michigan.

### 2 - THE GREAT LAKES

As the glaciers melted, large lakes formed in the land pressed down by the weight of the glacier. Today, the Great Lakes (Superior, Michigan, Huron, Erie and Ontario) are known for their beauty and the wealth of resources within and around them. The lakes contain one-fifth of the world's surface fresh water, and could cover the entire continental United States with over 9.5 feet of water. They influence Michigan's climate and provide a range of economic opportunities, recreational opportunities and give Michiganders an appealing place to live and work.

### 3 - INLAND WATERWAYS

Many of Michigan's inland lakes and rivers were also formed by glaciers. The original Great Lakes created by glaciers were much larger than the present Great Lakes. These lakes were then broken into smaller lakes as waves and wind moved land, cutting off smaller lakes at the edges of the old lakes.

Other lakes are called kettle lakes. They were created when chunks of ice broke off the glacier and became embedded in the ground. As the ice chunk melted, a hole would be left and be filled by water.

These lakes and connecting rivers shaped the land of our state, and provided important water highways for Native Americans and French voyageurs to travel around the state.

Sources:

<http://www2.nature.nps.gov/geology/parks/slbe/index.cfm>  
<http://michigannature.wordpress.com/> <http://www.michigan.gov/>

### 4 - HOPWELL

Between 300 B.C.E. and C.E. 500, the people who archaeologists call "Hopewell" moved into Michigan from the south. They are the first people known to settle in what is today Michigan. They are best known for the large, complex burial mounds they built.

The mounds themselves are evidence that people from different villages could be mobilized and work together on large projects. Some Hopewell burials have large quantities of goods, suggesting some level of hierarchy in the culture. The items buried in the mounds show that the Hopewell participated in long-distance trading networks, acquiring copper from the upper Great Lakes, mica from the Carolinas, shells from the Gulf of Mexico, and obsidian from the Rocky Mountains.

Hopewell settlements were small villages or hamlets of a few rectangular homes made of posts with wattle and daub walls and thatched roofs. The people raised crops, gathered wild plants, hunted deer and other game, and fished. They used tools such as knives and projectile points made of high quality flint and obsidian and hooks and awls made of bone. Their pottery was more refined than that of earlier cultures, and included new shapes such as bowls and jars.

Sources:

[http://archive.archaeology.org/online/features/hopewell/who\\_were\\_hopewell.html](http://archive.archaeology.org/online/features/hopewell/who_were_hopewell.html)  
<http://www.hal.state.mi.us/mhc/firstpeople/hopewell.html>

### 5 & 6 - MINERAL RESOURCES & GEOLOGIC FEATURES

The mineral resources and unique geological features that grace the state of Michigan can be traced back millions and even billions of years, to the state's prehistory. The area now known as Michigan was once home to active volcanoes, seas, swamps and jungles and of course, glaciers.

The oldest rocks in the state are bedrock formations, including iron deposits in the Upper Peninsula, which were created a billion or more years ago. Many years later, in what is today Lake Superior, volcanoes erupted, and the lava that flowed

included very pure copper. This copper lured man of the Stone Age, evidenced by crude implements found in shallow pits where shafts now go a mile or more deep. The shores of Lake Superior still show traces of those prehistoric volcanoes.

Millions of years later, Michigan was submerged beneath tropical oceans, forming a basin known as the Michigan Basin by geologists, which extends into Illinois, Indiana and Ohio. The ocean floor accumulated sediment including layers of gypsum, salt, and limestone, used in concrete and by Dow Chemical. Animal and vegetable remains became crude natural oil and gas. These oceans eventually became a low swamp, and plant and animal remains from that era became coal. Ancient marine fossils can be found near Alpena and Rogers City, along the eastern shoreline of Michigan.

The glaciers that followed moved and pulverized rocks and soil, forming "rock flour" rich in potash and phosphates -- ideal plant foods. They also enlarged river valleys and carved out the wide, deep basins of the Great Lakes. As the glaciers retreated, rocks and dirt were deposited, leaving hills, gravel beds and shallow lakes. Sleeping Bear sand dunes are an example, as are huge boulders found near Muskegon.

As a result of geological processes over billions of years, the Upper Peninsula of Michigan is favored with enormous deposits of iron ore and copper, while the Lower Peninsula can boast of its salt, oil wells, gypsum beds, coal mines and good farming lands. These unique geologic features, scenic wonders, sandy beaches, forests, streams and lakes make Michigan one of the nation's favorite playgrounds.

Sources:

<http://web2.geo.msu.edu/geogmich/geology.html>

<http://www.mackinac.org/13322>

<http://wmich.edu/corekids/Michigan-Geology.htm>

[http://www.michigan.gov/documents/deq/For\\_Students\\_and\\_Teachers\\_323888\\_7.pdf](http://www.michigan.gov/documents/deq/For_Students_and_Teachers_323888_7.pdf)

## **7 - ANTOINE CADILLAC, FORT PONTCHARTRAIN AND THE FOUNDING OF DETROIT**

French explorer Antoine de la Mothe Cadillac and his men arrived 314 years ago on the banks of the Detroit River, and established the settlement that would one day become the Motor City. Born in France, Cadillac was a savvy businessman and trader, and a former commander of the French fort at St. Ignace. In 1698, he petitioned King Louis XIV for permission to explore the Great Lakes. Cadillac went to the French minister of marine affairs, Jérôme Phélypeaux, aka Count Pontchartrain, and told him that if the French didn't secure the region, the British would. Count Pontchartrain gave Cadillac the thumbs-up.

On June 5, 1701, the 43-year-old Cadillac departed with twenty-five canoes, 100 Frenchmen and his 9-year-old son, Antoine. On July 23, the crew rowed across Lake St. Clair and passed by Belle Isle, and went south, past where Detroit is today, and camped on what is now Grosse Ile. The next day, he had his crew backtrack north a bit to a rather strategic spot with great views up and down the river. This is where he built the fort that would become Detroit.

Cadillac called the outpost Fort Pontchartrain du Détroit: Fort Pontchartrain of the Strait. The name wouldn't quite stick, however, after 1751 the post was known as simply Ft. Detroit.

Sources:

<http://www.freep.com/article/20140722/NEWS01/307220113/Detroit-313-birthday>

## **8 - THE FUR TRADE: THE BEAVER, THE VOYAGEURS AND JOHN JACOB ASTOR**

The fur trade was a vital industry in the Great Lakes region long before Michigan became a state. From the early days of French-Canadian "voyageurs" who travelled the waterways in birchbark canoes, trappers and traders followed their business from the Straits of Mackinac to the Straits of Detroit and beyond. Before Europeans came to the Great Lakes region, there were over ten million beavers living in the wild. Of all the furs, beaver was the most sought after. With more than one hundred thousand pelts being shipped to Europe each year, the early 19th century saw the beaver headed for extinction. Thankfully, fashion trends changed in Europe, and the demand for beaver pelts almost disappeared.

Fur trader and real estate investor John Jacob Astor was one of the leading businessmen of his day and the founder of an American fur trade dynasty. Sharp, ambitious and ruthless, Astor established a financial empire, and all of his fur businesses were merged into the American Fur Company in 1808.

After the War of 1812, he increased his wealth further from a bond deal with the U.S. government.

Astor, the wealthiest man in the country at the time, built a family and a fortune that became a part of American history.

Sources:

[http://www.michigan.gov/libraryofmichigan/0,2351,7-160-50206\\_54518-56336--,00.html](http://www.michigan.gov/libraryofmichigan/0,2351,7-160-50206_54518-56336--,00.html)

<http://web2.geo.msu.edu/geogmich/furtrade.html>

<http://www.biography.com/#!/people/john-jacob-astor-9191158#personal-life>

<http://www.historicfortsnelling.org/history/fur-trade>

## **9 - PONTIAC'S REBELLION**

By the age of 30, Pontiac was a powerful war chief, who allied his tribe with the French. Britain's domination of the Great Lakes after 1760 caused Pontiac to instigate regional efforts to defeat them. The most famous was "Pontiac's Rebellion," native uprisings which occurred simultaneously at forts around the Great Lakes.

That unsuccessful rebellion represented one of the last concerted efforts to defend Native American supremacy in the North Country. After capitulating to the English, Pontiac was removed as chief.

Sources:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/chief-pontiac>

## **10 - PEOPLE OF THE THREE FIRES**

Native Americans lived in Michigan long before the first white person entered the state. The most prominent tribes were known as the "three fires," the Pottawatomie, Ottawa, and Chippewa (also known as the Ojibwe).

The arrival of whites in Michigan changed native life forever. But interaction with Native Americans also affected the history of settlers. While most settlers thought that native ways were savage and barbaric, some were more sympathetic to Native Americans. Missionaries, for example, often intervened in treaty negotiations, trying to make sure that native people were treated fairly.

In many ways, however, the arrival of whites was disastrous for Native Americans. In the 1700s, about two thirds of the native population in Michigan died from diseases whites brought. Tribes lost massive amounts of land to the U. S. Government, for which they were often neither paid nor compensated. By 1820, they had lost claim to over half of Michigan's Lower Peninsula. By 1838, almost all native villages in Michigan had been abandoned.

Native Americans profoundly affected the history of Michigan. Even today, Native American history remains important to the landscape, culture, and politics of Michigan. For example, Native Americans developed a system of trails throughout Washtenaw County to facilitate trade. These trails remained major traffic lines throughout the centuries, and today the Great Sauk Trail is highway US-12, and I-94 runs the length of St. Joseph's Trail.

Sources:

[http://www.umich.edu/~bhlumrec/programs\\_centers/artsofcitizenshipprogram/www.artsofcitizenship.umich.edu/sos/topics/native/index.htm](http://www.umich.edu/~bhlumrec/programs_centers/artsofcitizenshipprogram/www.artsofcitizenship.umich.edu/sos/topics/native/index.htm)

## **11 - THE FORTS AT MACKINAC**

The Straits of Mackinac represent one of the oldest settlements in Michigan. Anishnaabe people settled near the straits in the 1600s. As the European fur trade flourished, a new French fort and Jesuit mission were built at Michilimackinac in 1715, on the south side of the straits, to serve as a link in the French trading system in the upper Great Lakes. Fort Michilimackinac was transferred to the British after the French and Indian War in 1761, and was briefly captured by local Native Americans during Pontiac's Uprising in 1763. During the American Revolution (1780-81) the fort was moved to Mackinac Island, as the British feared an attack by American rebels.

In 1796, Americans took control of the new Fort Mackinac, but the British recaptured the fort in the first land engagement of the War of 1812. The fort was returned to the Americans after the war and remained active until 1895.

Today, Fort Mackinac (on the island) is a living history museum on one of the state's most well-known tourist destinations. Fort Michilimackinac, (in Mackinac City) is a National Historic Landmark, a museum and tourist destination, and one of the longest-running ongoing archeological dig sites in the country.

Sources:

[http://www.michigan.gov/mshda/0,4641,7-141-54317\\_19320\\_61909\\_61927-54583--,00.html](http://www.michigan.gov/mshda/0,4641,7-141-54317_19320_61909_61927-54583--,00.html)

<http://www.mackinacparks.com/more-info/history/>

## **12 - FRENCH EXPLORERS (MARQUETTE, JOLIET, CHAMPLAIN AND BRULÉ)**

In the 1600s, the French explored water routes connecting the Great Lakes with the Mississippi River. Besides expanding the fur trade, the French wanted to find a river passage across North America for a trade route to Asia, explore and secure territory, and establish Christian missions to convert Native peoples. They built forts, missions, and trading posts along the strategic trade routes long used by Native peoples.

Samuel de Champlain laid the foundations of the French empire in North America, gathering a treasure of information about the western wilderness, including Michigan. A report of his explorations contains a map that crudely delineates most of the Great Lakes, and the lower peninsula of Michigan, and is the first time the Detroit River was shown on a map.

Étienne Brulé, a fur trader, interpreter and disciple of Champlain, was probably the first European to see northern Michigan, passing through the Straits of Mackinac in 1634.

Jacques Marquette, one of the Jesuit explorers, founded missions in present-day Michigan and later joined Louis Joliet on an expedition to discover and map the Mississippi River. He helped establish missions at Sault Ste. Marie—the state's first European settlement—in 1668 and at St. Ignace in 1671.

After over a century of exploration and half-hearted efforts to colonize, nearly all of Michigan was still a virgin wilderness. In 1765, a survey of the region revealed that there were only about 800 people in Detroit and the nearby farms, and less than 100 in Fort Pontchartrain.

Sources:

<http://www.biography.com/#!/people/jacques-marquette-20984755#recognition-and-memorials>  
[http://web2.geo.msu.edu/geogmich/french\\_explorers.html](http://web2.geo.msu.edu/geogmich/french_explorers.html)

## **13 - LA SALLE, EXPLORER OF THE GREAT LAKES (AND THE GRIFFON)**

René-Robert Cavelier, Sieur de La Salle was obsessed with finding a route to the Orient. He arrived in New France in July 1669 to search for the Pacific Ocean with a party consisting of trading canoes and men including an evangelist supplied by the Catholic Church and a mapmaker who would record their discoveries. It did not take La Salle's fellow travelers long to realize that their leader was incompetent.

In 1673, La Salle was sent as an emissary to Lake Ontario where he was granted permission to build Fort Frontenac, giving New France control of the fur trade on the Great Lakes.

La Salle later explored Niagara Falls, oversaw the building Fort Niagara, and built the brigantine, the Griffon. In August 1679, the little vessel set sail from Niagara on a course for Michilimakinac. When the Griffon was dispatched back to Niagara, La Salle continued exploring Lake Michigan by canoe. On reaching the mouth of the Miami River at St. Joseph he built Fort Miami, the first settlement in the Lower Peninsula. As for the Griffon, it was never heard of again; explorations to find the wreck have remained unsuccessful.

Bad-tempered, haughty and harsh, La Salle was not well liked and was eventually murdered along with several of his party.

Sources:

<http://www.historymuseum.ca/virtual-museum-of-new-france/the-explorers/rene-robert-cavelier-de-la-salle-1670-1687/>

## **14 - CANOES AND VOYAGEURS**

Canoes were developed by the native peoples of North America, the more well-known version of which is a frame of wooden ribs covered with the lightweight bark of birch trees. These boats, which have remained virtually unchanged in design for thousands of years, proved to be ideal for travelling the numerous streams, rivers and lakes of North America. Birchbark was the perfect choice to build canoes, because it was lightweight, smooth, waterproof and resilient. As the commerce of early North America grew, so did the need for canoes. Many of the canoes that fur traders used were capable of carrying a crew of up to 12 people and a cargo weighing around 5,300 pounds.

During the fur trade era, voyageurs were a group of men employed by the various companies who acted as canoe paddlers, bundle carriers, and general laborers. The majority of voyageurs were French or French/Canadian. The strength and endurance of the voyageurs was legendary. It was expected that each voyageur work at least 14 hours a day, paddle

55 strokes per minute and be able to carry two bundles across each portage between the lakes and rivers of the north woods.

Sources:

<http://www.thecanadianencyclopedia.ca/en/article/voyageur/>  
<http://www.whiteoak.org/historical-library/fur-trade/voyageurs/>  
<http://www.canoe.ca/AllAboutCanoes/>

### **15 - "MAD" ANTHONY WAYNE AND THE BATTLE OF FALLEN TIMBERS**

Anthony Wayne was born in 1745 in Pennsylvania. When the Revolutionary War broke out, Wayne volunteered, and despite a lack of formal military training, he distinguished himself and earned the nickname "Mad" Anthony Wayne for his unorthodox combat tactics.

After the Revolution, Wayne retired from the military but George Washington soon called on him to evict the British from the Northwest Territories. The British had continued to occupy the territories and incited their Native American allies to fight against the new American government. Wayne formed a new army called Anthony Wayne's Legion, and his forces trained extensively before heading west.

The Legion marched from Pennsylvania in 1793, building a line of support through the wilderness. By August 1794, Wayne and the Legion had reached northwestern Ohio and the Maumee River, the stronghold of Native American forces. At the Battle of Fallen Timbers, just south of Toledo, he maneuvered the Native Americans into a premature attack and defeated them. They were forced to sign the Treaty of Greenville, which ceded Ohio and a strip of land along the Detroit River. In 1796, Wayne marched to Detroit and officially took over the city on July 11. Wayne died later that same year.

Sources:

<http://apps.detnews.com/apps/history/index.php?id=125>  
<http://www.armyhistory.org/ahf2.aspx?pgID=877&id=94&exCompID=56>

### **16 - AUGUSTUS WOODWARD**

Augustus Brevoort Woodward was born in New York City in 1774. After college, he became the first practicing lawyer in Washington, D.C. An acquaintance of President Thomas Jefferson, Woodward was appointed as a territorial judge in the Michigan Territory, arriving in Detroit just days after the Great Fire of 1805 that virtually leveled the city. Emulating Washington, D.C.'s hub-and-spoke street plan, Woodward laid out a striking vision for his new hometown, including a main thoroughfare that bears his name.

When the British occupied Detroit during the War of 1812, most American officials departed. Woodward remained, advocating for fair treatment of the town's citizens. Following the conflict, in addition to his court docket, he endeavored to establish a university, laying the groundwork for the University of Michigan.

Woodward's personality made him a lightning rod for criticism and he made powerful enemies. After 19 years in Detroit, he was assigned to a judicial post in the Territory of Florida. He died there in 1827, a lifelong bachelor.

Sources:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/woodward-augustus>  
<http://detroithistorical.org/learn/encyclopedia-of-detroit/great-fire-1805>

### **17 - FATHER GABRIEL RICHARD**

Born in France, Fr. Gabriel Richard was 31 years old when he came to Detroit in 1798 to be pastor of St. Anne's Church. His work over the next 35 years helped transform the city of Detroit. He built schools that taught reading, writing and job skills. He published the city's first newspaper on the city's first printing press. After the 1805 Fire raged through Detroit, Fr. Richard organized relief parties to provide food and shelter for people and encouraged them to rebuild.

When the British captured Detroit in 1812, he was asked to swear allegiance to the British. He refused and was imprisoned in Windsor, Ontario but was freed at Chief Tecumseh's request.

He and the city's first Protestant minister, John Monteith, helped found the University of Michigania in 1817, a predecessor to the University of Michigan. In 1823, Richard was elected to represent the Michigan Territory in Congress. Since Michigan was not yet a state, he had no vote, but his influence helped get funding for the road from Detroit to Chicago, known today as Michigan Avenue.

In 1832, Fr. Richard succumbed to a cholera outbreak. As testament to his influence and legacy, the crowd that followed him to the grave was larger than the population of Detroit.

Source:  
<http://apps.detnews.com/apps/history/index.php?id=184>

## **18 - UNIVERSITY OF MICHIGAN**

The Catholepistemiad, or University of Michigania was founded in 1817 as one of the first public universities in the nation, designed as part of a continuum of educational opportunities for Michiganders.

It was first established in Detroit. The school later moved to Ann Arbor, and in its first year offering classes, 1841, the University had two professors and seven students. By 1866, the University of Michigan became the largest university in the country, with 1,205 enrolled students and was comprised of medicine, law, and literary departments.

Today, the University of Michigan remains a leader in higher education. It is one of a small number of public institutions consistently ranked among the nation's best universities, with over 51,000 students and 5,600 faculty at three campuses. Students come from all 50 states and over 100 foreign countries. The University of Michigan's cultural, health, and research activities have contributed to the well-being of the state for nearly two centuries.

Source:  
<http://alumni.umich.edu/about/university-of-michigan-history>

## **19 - MICHIGAN IN THE WAR OF 1812**

The War of 1812 was a defining event in the history and development of Michigan. For three years, from June 1812 to July 1815, the Michigan Territory was on the front line of a conflict between the United States, Great Britain and the Native American nations of the region – particularly the Ottawa, Chippewa, Potawatomi, and Wyandot. For the only time in its history, conventional land and naval battles were fought within the boundaries of our state.

British forces occupied all or part of Michigan's territory for most of the war, and the residents suffered great physical and economic hardship. During the war, the City of Detroit was under siege by the British and General William Hull eventually surrendered the city. This represents the only time a US city surrendered to a foreign power. Hull was court martialed for his actions during the siege, but his sentence of hanging was commuted by President James Madison.

Although the end of hostilities resolved none of the issues that had provoked the fighting, the peace resulted in a careful definition of Michigan's boundary with Canada, and the beginnings of large-scale migration and settlement that would, over the following three decades, lead to the development of the state that we know today.

Sources:  
<http://detroithistorical.org/learn/encyclopedia-of-detroit/hull-william>  
[www.michigan.gov](http://www.michigan.gov)

## **20 - THE BATTLE OF THE RIVER RAISIN**

One of the bloodiest battles of the War of 1812, the Battle of River Raisin took place in Monroe in January 18-23, 1813. As a series of skirmishes to gain control over River Raisin (aka Frenchtown), it was the largest battle fought on Michigan soil, and a major defeat for the Americans.

Of the thousand or so Americans involved, only a few dozen escaped being killed or captured. This made River Raisin the war's most lopsided U.S. defeat, accounting for 15 percent of all American combat deaths in the entire conflict. Bitterness over River Raisin also contributed to the postwar expulsion of tribes living east of the Mississippi.

The massacre of wounded soldiers the following day shocked and enraged Americans throughout the Old Northwest Territory. Hundreds of U.S. soldiers died in a defeat so stinging that it spawned a vengeful American battle cry: "Remember the Raisin!"

In October, U.S. troops exacted revenge in a victory over the British and Indians at Thames that resulted in the killing and skinning of the great Shawnee warrior Tecumseh.

Sources:  
[http://www.riverraisinbattlefield.org/the\\_battles.htm](http://www.riverraisinbattlefield.org/the_battles.htm)  
<http://www.smithsonianmag.com/history/the-war-of-1812-remember-the-raisin-90221738/#k7Os6o43xhWCKVco.99>

## **21 - TECUMSEH (AND TENSKWATAWA)**

Tecumseh was a Shawnee leader who opposed American encroachment on Native American land. About 1808, Tecumseh settled in Indiana with his brother Tenskwatawa, called "the Prophet." The brothers asked Indians to unite against the white invasion. Many Indians became converts and Tecumseh began to form an Indian confederation, traveling from New York to Florida gaining recruits.

In 1811, while Tecumseh was on one of his journeys, his brother attacked the camp of the governor of the Indiana Territory, William Henry Harrison. The Prophet was defeated in what is known as the Battle of Tippecanoe, and he fled to Canada.

Tecumseh continued to resist Americans. Seeing the approach of the War of 1812, he assembled his followers and joined the British forces at Fort Malden in Ontario. He brought together the most formidable force ever commanded by a North American Indian, a decisive factor in the capture of Detroit.

After the American naval victory in the Battle of Lake Erie, Tecumseh and his forces retreated with the British. American General Harrison pursued them to southern Ontario. There, on October 5, 1813, the British and Indians were routed in the Battle of the Thames, and Harrison won control of the Northwest. Tecumseh died of battle wounds, and Indian resistance south of the lakes practically ceased. General Harrison described Tecumseh as "one of those uncommon geniuses which spring up occasionally to produce revolutions."

Sources:

<http://www.warof1812.ca/tecumseh/htm>  
<http://www.biography.com/people/tecumseh-9503607>

## **22 - RUSH-BAGOT TREATY AND THE CONVENTION OF 1818**

The Rush-Bagot Pact was an agreement between the United States and Great Britain to eliminate their fleets from the Great Lakes, excepting small patrol vessels. The Convention of 1818 set the boundary between the Missouri Territory in the United States and British North America (later Canada) at the forty-ninth parallel. Both agreements reflected the easing of diplomatic tensions that had led to the War of 1812 and marked the beginning of Anglo-American cooperation, an important turning point in Anglo-American and American-Canadian relations.

British Minister to the United States Charles Bagot had met with Secretary of State James Monroe, and finally reached an agreement with his successor, Acting Secretary Richard Rush. The agreement limited military navigation on the Great Lakes to one to two vessels per country on each lake. The U.S. Senate ratified the agreement on April 28, 1818. The British Government considered a diplomatic exchange of letters between Rush and Bagot sufficient to make the agreement effective.

Source:

<http://history.state.gov/milestones/1801-1829/rush-bagot>

## **23 - LEWIS CASS**

Michigan's most powerful political figure of the 19th century, Lewis Cass served Michigan and the nation for over 50 years.

The first certified attorney admitted to the Ohio State bar, Cass was elected to the Ohio Legislature at 24. The War of 1812 diverted him from politics to the military. During this war, Cass rose to the rank of Brigadier General, and, because of his associations during the War of 1812, he was appointed Governor to the Territory of Michigan by President James Madison in 1813. During the years after the war, Cass traveled around the Territory exploring vast resources and making a series of treaties with the Indians. These treaties resulted in the government acquiring most of the Indian lands in the Territory. Cass held the post of Territorial Governor for 18 years.

Following that, he served as Secretary of War, U.S. Minister to France, and as a member of the U. S. Senate. Next, he ran (unsuccessfully) as the Democratic candidate for the Presidency. He then returned to the Senate and remained there until 1857 when he became Secretary of State.

Cass returned to Detroit in 1861 and continued to be involved in state politics. Lewis Cass died in 1866 at the age of 84. His life was honored by the state and the nation with a day of mourning for the country had lost one of its most dedicated citizens.

Source:

<http://www.elmwoodhistoriccemetery.org/biographies/lewis-cass/>

## **24 - ERIE CANAL AND MICHIGAN FEVER**

“Don’t go to Michigan, that land of ills; The word means ague, fever, and chills” -1816 Tiffin Survey

But go they did, in droves; on foot, in covered wagons, by land and on water.

Edward Tiffin, surveyor general of the United States, reported to President Madison early in 1816 that Michigan apparently consisted of swamps, lakes, and poor, sandy soil not worth the cost of surveying. Prospective pioneers may also have been discouraged by rumors that the climate in the Detroit area was unhealthy. Hundreds of soldiers had died of disease in Detroit. The most common ailment was malaria. In 1823 "intermittent fever" and typhoid fever forced the abandonment of Fort Saginaw.

But the beginning of public land sales at Detroit in 1818, the start of steam navigation on the Lakes, and the opening of the Erie Canal in 1825, all began a new era for Michigan. The opening of the Erie Canal in particular was an event of major importance in Michigan history, because it greatly facilitated the transportation of passengers and freight between the Eastern Seaboard and Michigan ports. By the early 1830s when "Michigan Fever" officially began, Michigan’s population boomed. People arrived in such numbers that between 1820 and 1834, the population increased tenfold. The Michigan Territory had become the most popular destination of people moving west.

Source:

<http://www.geo.msu.edu>

## **25 - OLIVER HAZARD PERRY AND THE BATTLE OF LAKE ERIE**

Oliver Perry entered the Navy in 1799. After distinguished service in other wars, naval commander Perry won a decisive victory over the British on Lake Erie in the War of 1812, which gave the United States control of the Lakes.

In the summer of 1812, the surrender of Detroit and the defeat of American forces on the Niagara frontier made the U. S. realize that control of Lakes Ontario and Erie were essential. This allowed equipment, weaponry, and men to be shipped from the Eastern Seaboard.

Perry supervised shipbuilding to develop a sufficient fleet to gain control over the lakes. Two identical brigs—the Lawrence and the Niagara—became Perry’s lead ships. After securing troops, Perry was ready for battle. On the morning of September 10, 1813, his lookout sighted the British squadron leaving the Detroit River. Perry hoisted the famous flag inscribed “Don’t Give Up the Ship,” signaling the call to action.

After hours of fighting, and with the Lawrence nearly destroyed, the American eventually delivered devastating fire. Perry maneuvered the Niagara through the British line and forced the British squadron to lower its flags.

The message “We have met the enemy and they are ours” to General Harrison after winning the battle, and the theatrical “Don’t Give Up the Ship” flag made Perry a national hero.

Sources:

[http://www.history.navy.mil/danfs/c12/commodore\\_perry.htm](http://www.history.navy.mil/danfs/c12/commodore_perry.htm)

<http://www.usni.org/magazines/navalhistory/2009-04/perry-triumphant>

## **26 - STEVENS T. MASON, BOY GOVERNOR**

Stevens Thomson Mason was instrumental to Michigan's development, leading the territory to statehood in 1837 and serving as the first elected governor. He came to Michigan in 1830 when his father became Secretary of Michigan Territory. This was when he learned the subtleties of public administration, began to recognize the names of influential people, and gained the favor of Territorial Governor Lewis Cass.

In 1831, 19-year-old Stevens T. replaced his father as Territorial Secretary, and was often left in charge as acting governor due to the absence of then Governor George Porter. Mason matured quickly and during 1832 saw the state through a major cholera epidemic, and helped raise forces to fight in the Black Hawk War. Mason became known as the “Boy Governor” because of his youth.

In his first term as governor, he developed several programs including the creation of an educational system, the passage of a banking law, and the establishment of an internal improvement program. It was also Mason who first petitioned Congress for Michigan’s admission to the Union as a state.

Shortly after Mason's reelection in 1837, Michigan began to feel the effects of an economic panic that had gripped the entire nation. The state banking legislation, promoted by Mason, precipitated a disastrous banking crisis. Not wanting to subject either himself or the state to political criticism, Mason made a graceful exit reasoning that he had served two terms and that it was contrary to national precedent to serve a third.

Mason left Michigan in 1841, and went to New York to establish a law practice, but without success. Dying of pneumonia in 1843, he was laid to rest in New York City, and his body returned to Detroit sixty-two years later.

Source:

<http://www.michigan.gov/formergovernors/0,4584,7-212--52864--,00.html>

## **27 - TOLEDO WAR**

In the early 1800s, both the state of Ohio and the Michigan Territory claimed the "Toledo Strip," an area that ran north of the mouth of the Maumee River. Both wanted to control the river mouth and access to Lake Erie, so each commissioned their own surveys, resulting in the Harris line on the north (Ohio's claim) and the Fulton line to the south (Michigan's claim).

The fight was heated; both Ohio's Governor Lucas and Michigan Governor Mason sent militiamen to the strip, but the two armies never engaged. A few months later, a Michigan sheriff met a group of Ohio surveyors in the strip and demanded they leave Michigan territory. When they refused, the only shots of the Toledo War were fired, but no one was hurt.

In the end, Ohio put pressure on Congress to support its claim. Partly because Ohio as a state had delegates in Congress, while Michigan as a territory had none, Congress approved Michigan's bid for statehood if it accepted the northern boundary line. In return, the western area of the Upper Peninsula was added to the new state of Michigan.

Source:

Copyright 2011 Gales Cengage Learning, Michigania. Introduction IV Michigan Territory

## **28 - "THE STEAMBOAT"**

Steam powered boats revolutionized river travel and trade on the Great Lakes and played an important role in the expansion of the United States to the west. Eventually, other forms of transportation became more important, but during their day, steam boats ruled the nation's rivers.

Walk-in-the-Water was the first steamer on Lake Erie. Built near Buffalo in 1818, it was 135 feet long. She carried 29 passengers and ran between Buffalo and Detroit, stopping at Cleveland and other ports on the way, occasionally going all the way to Mackinac. The fare was \$8.00 to Erie, \$15.00 to Cleveland, and \$18.00 to Detroit. Her average speed was eight miles per hour.

While officially named Walk-in-the-Water, the vessel was known around the Great Lakes as "the steamboat" because it was the only operating steamboat at the time.

Sources:

"The historical geography of Detroit" by Almon Ernest Parkins, 1918  
[http://www.kelleysislandhistorical.org/island\\_ships/walk\\_in\\_the\\_water.htm](http://www.kelleysislandhistorical.org/island_ships/walk_in_the_water.htm)  
<http://www.sam.usace.army.mil/Portals/46/docs/recreation/OP-CO/montgomery/pdfs/10thand11th/ahistoryofsteamboats.pdf>

## **29 - THE NORTHWEST ORDINANCE (1787) AND THE LAND ORDINANCES (1785)**

One of the first tasks facing the new American Continental Congress after issuing the Declaration of Independence was to begin to cope with rampant land speculation in the western territories and the westward expansion of white settlements. While rapid expansion into the West was viewed as essential to secure the new nation's claims to its Western frontier, Congress was growing increasingly concerned with how to police the growing settled territories, how to finance the governments in the territories, and how to ensure that the new territories would hold to the democratic values for which the Revolutionary War was being waged.

The Land Ordinance of 1785 set forth how the government of the United States would measure, divide and distribute the land it had acquired from Great Britain north and west of the Ohio River at the end of the American Revolution.

The Northwest Ordinance, adopted in 1787, chartered a government for the Northwest Territory, provided a method for admitting new states to the Union from the territory, and listed a bill of rights guaranteed in the territory. In addition, the ordinance encouraged education and forbade slavery.

Sources:

<https://www.lincolnst.edu/subcenters/managing-state-trust-lands/publications/trustlands-history.pdf>

<http://www.ourdocuments.gov/doc.php?doc=8>

[http://ohiohistorycentral.org/w/Land\\_Ordinance\\_of\\_1785?rec=1472](http://ohiohistorycentral.org/w/Land_Ordinance_of_1785?rec=1472)

### **30 - HENRY SCHOOLCRAFT**

Henry Rowe Schoolcraft (1793-1864) spent his adult life working on behalf of the Ojibwa people by documenting their origins, customs, legends, language, and manners. He contributed greatly to the growth of the state of Michigan as a member of the first Board of Regents for the University of Michigan, serving on the State Legislature, and was interested in providing public education that would benefit both the Indians and the white population.

Schoolcraft joined Lewis Cass's expedition to chart the source of the Mississippi River, and became the Indian Agent at Sault Saint Marie, Michigan. Henry became involved in negotiating various treaties and agreements with tribes in the area, bringing an estimated 16 million acres into the state's possession, about half of the eastern portion of the Upper Peninsula and about one third of the Lower Peninsula. The state purchased the land for about twelve-and-a-half cents per acre. The purchase treaty also marked the beginning of Indian removal westward.

Unlike most white Americans at the time, Schoolcraft respected North American Indians. He disagreed with most of the government's policies dealing with the Indians, and published his findings. Schoolcraft had a sense of the historic role he was playing as Indian agent and ethnologist on the frontier during a critical period.

Source:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/schoolcraft-henry-rowe>

### **31 - CREATION OF THE MICHIGAN TERRITORY**

In 1787, Michigan was declared to be part of the Northwest Territory of the newly formed United States of America. In 1800, parts of the upper and lower peninsulas were added to the Indiana Territory, and when Ohio became a state in 1803, the US government transferred more land to the Indiana Territory.

However, communication between the territorial capitol in Vincennes, Indiana and the citizens of Detroit was poor due to the long distance (350 miles) and the lack of decent roads. After Michiganders missed the opportunity to vote in an election because the message had taken too long to reach them, they gathered on October 13, 1804 to write a petition requesting a separate territory.

Three hundred men endorsed the petition and sent it to President Jefferson, who signed it on January 11, 1805. Michigan, including the Lower Peninsula and the eastern part of the Upper Peninsula, became an official US Territory on June 30, 1805. Detroit was selected as the new territory's capital, and William Hull was appointed governor.

Source:

Gale Cengage Learning. Michigania. Introduction IV Michigan Territory

### **32 - JAMES JESSE STRANG**

Beaver Island, located in Lake Michigan, is one of Michigan's prominent tourist attractions. Today, the island is renowned for its natural beauty and strong Irish roots. In the mid-nineteenth century, it was better known as a home to royalty, albeit self-proclaimed royalty.

James Jesse Strang led a Mormon splinter group that resided in Beaver Island from 1849 to 1856. Dubbing Beaver Island the "Kingdom of St. James," Strang held a coronation in 1850. He anointed himself "King James, Vice-regent of \*\*\* on Earth." This made him, to this date, the only ruler ever anointed on American soil. In addition to his kingly duties, Strang created the first Michigan newspaper to cover important events north of Saginaw.

Through the votes of his religious followers, he served in the State Legislature from 1853 to 1856. One of his notable achievements as a legislator was negotiating the passage of a bill that officially mapped out the modern-day boundaries of Charlevoix and Emmet Counties in 1853. Despite these accomplishments, his activities as a religious prophet made him

several enemies. By June 1853, for example, Strang and his followers had forced every non-believer off of Beaver Island. He then proceeded to give the abandoned lands to his followers. However, being Strang's disciple held its own risks: he once had a man publicly beaten for disagreeing with him. In June 1856, he was shot while boarding the USS Michigan. He died three weeks later. After Strang's assassination, the non-Mormons returned to reclaim their lands, forcing Strang's followers to depart.

Sources:

<http://seekingmichigan.org/look/2009/08/04/the-kingdom-of-st-james>

### **33 - ABOLISHMENT OF CAPITAL PUNISHMENT**

Michigan abolished the death penalty on March 1, 1847, making it the first U.S. state and possibly the first in a democratic country in the world to do so. That was the day Michigan's Revised Code of 1846 took effect.

The last time a person in Michigan was punished by death under state law was on Sept. 24, 1830, when Michigan was still a territory. Stephen Simmons, a 50-year-old tavern keeper and farmer, killed his wife in a drunken, jealous rage and was sentenced to hang. Simmons' speech before the crowd gathered in downtown Detroit about the dangers of drinking moved people to oppose the death penalty.

There were still federal executions in Michigan, though. The last person executed was Anthony Chebatoris, who was hanged July 8, 1938, at the federal prison in Milan after he was convicted of killing a bystander during a bank robbery in Midland.

Source:

<http://www.freep.com/article/20140223/NEWS06/302230049/Michigan-history-capital-punishment>

### **34 - THE UNDERGROUND RAILROAD**

Before the Civil War, many Michigan citizens helped slaves escape from the South, via the Underground Railroad, a secret, often informal, organization of safe hiding places and people willing to provide transportation between them.

By day, runaway slaves hid in buildings or underground cellars called stations. At night, they traveled north. Station operators gave the slaves food, warm clothing and a place to sleep. They then gave them directions or transportation to the next station, ten to fifteen miles away. The Underground Railroad operated primarily between 1830 and 1861.

Michigan has many Civil War heroines. Among them were Quakers who worked in the Underground Railroad. Born a Quaker, Laura Smith Haviland lived in Adrian and led escaped slaves to freedom in Canada. She was so effective in her abolitionist activities and her work for the Underground Railroad that Southern slave owners offered a \$3,000 reward for her capture. She and her family opened one of the first schools in Michigan to admit black boys and girls.

Another Michigan Civil War heroine was Sojourner Truth. Born a slave in New York in 1797, she was freed in 1828. She became an advocate for abolition and for woman suffrage. In 1856, she moved to Battle Creek but traveled throughout the nation preaching about emancipation and the rights of black people and women.

Source:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/prehist/civilwar/undergro.html>

### **35 - STATEHOOD**

For 1830s Michiganders, the road to statehood proved rough and rocky. The Michigan Territory petitioned the U.S. Congress for statehood in 1833. However, in May 1834, Congress tabled the matter. Two issues delayed the process: 1) Michigan's boundary dispute with Ohio, and 2) the fact that Michigan statehood would upset the balance between free state and slave state Senators. The Territory decided not to wait for Congress. In January 1835, the Michigan territorial legislature called for a constitutional convention.

Congress made statehood contingent on a compromise of the Toledo strip boundary dispute. If Michigan wished to become a state, then a convention of elected delegates had to formally agree to Congress's terms. A convention met in Ann Arbor in September 1836 and rejected the compromise. But Michigan Governor Stevens T. Mason knew that Michigan would never win the boundary dispute, so he and his fellow Democrats secured another body of delegates. This second convention assented to Congress's terms, and Michigan formally became a state on January 26, 1837. Truthfully, the second convention acted under a dubious legality. Neither the territorial legislature nor the U.S. Congress authorized

it, and the delegates were chosen through local caucuses, rather than through general elections. The outcome, however, was never officially challenged.

Source:

<http://seekingmichigan.org/look/2011/01/25/statehood>

### **36 - SOO LOCKS**

The St. Mary's River is the only water connection between Lake Superior and the other Great Lakes. Near the upper end of the river the water drops 21 feet over hard sandstone in a short ¾ mile long stretch. This rapids, or "sault", made it impossible for trade vessels to pass. Vessels had to be unloaded and their contents portaged around. In 1797, the first lock on the St. Mary's River was constructed on the north shore to provide passage for trade canoes. This lock was destroyed by American forces during the War of 1812, but a new lock opened in 1855.

As shipping traffic grew and vessel sizes increased it became apparent that more and larger locks were needed. Owned and operated by the State of Michigan, additional locks were built to complete a system of locks permitting waterborne commerce between Lake Superior and the other Great Lakes. A federal land grant was provided for the initial project, and locks were built over many years.

The federal government took control of the lock system in the 1870s. Their stewardship continues today, administered by the U.S. Army Corps of Engineers. The Soo Locks are the busiest locks in the world, and include the largest lock in the Western Hemisphere, completed in 1968.

Sources:

<http://www.saultstmarie.com/soo-locks-history-10/>

<http://www.lre.usace.army.mil/Missions/Recreation/SooLocksVisitorCenter/SooLocksHistory.aspx>

### **37 - MICHIGAN LIGHTHOUSES**

With more than 115 lighthouses across the Great Lakes, Michigan has more than any other state. In 1825 the first lighthouse was constructed in what would become the state of Michigan. Built on Lake Huron, the Fort Gratiot Light was named for a nearby military outpost, at the time one of the few European settlements north of Detroit. Over the next 170 years the nature of Great Lakes navigation, the kinds of ships on the lakes, the cargoes being hauled over water, and virtually everything else about the state would change, the lights remain constant beacons in the night that aid sailors throughout the Great Lakes. By 1925 virtually all of the Great Lakes lighthouses that today exist had been constructed.

Sources:

The Northern Lights: Lighthouses of The Upper Great Lakes (Charles K. Hyde)

[https://www.cmich.edu/library/clarke/ResearchResources/Michigan\\_Material\\_Statewide/Michigan\\_Lighthouses/Pages/History-of-Michigan-Lighthouses.aspx](https://www.cmich.edu/library/clarke/ResearchResources/Michigan_Material_Statewide/Michigan_Lighthouses/Pages/History-of-Michigan-Lighthouses.aspx)

<http://www.michigan.org/lighthouses/>

### **38 - THE CIVIL WAR**

Michigan was a strong antislavery state. It reacted quickly to the threat to the Union posed when 11 southern states decided to secede and form their own country. More than 90,000 Michigan men served in the Civil War. This was 23% of Michigan's male population. Michigan soldiers included whites, Blacks and Native Americans. During the war, Michigan furnished more than 30 regiments of infantry (including the First Colored, 102nd United States Infantry), a regiment of engineers and mechanics, light artillery of 12 six-gun batteries, two batteries of medium artillery, a regiment of sharpshooters, 11 regiments of cavalry. They fought in almost every major battle in the war even though no battles took place in Michigan. Michigan men engaged the enemy on more than 800 occasions.

At the close of the Civil War, Michigan's Colonel Benjamin Pritchard and the 4th Michigan Cavalry captured Jefferson Davis, the defeated Confederate President.

Notable Michiganders who served in the Civil War include generals Alpheus Williams, Orlando Willcox and the famous George Armstrong Custer, as well as Sarah Emma Edmonds, a woman who disguised herself and served in the 2<sup>nd</sup> Michigan Infantry as a male field nurse.

Sources:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/prehist/civilwar/>

[http://www.michigan.gov/dmva/0,4569,7-126-2360\\_3003\\_3009-16995--,00.html](http://www.michigan.gov/dmva/0,4569,7-126-2360_3003_3009-16995--,00.html)

<http://www.nps.gov/resources/person.htm?id=209>

### **39 - AUSTIN BLAIR**

Austin Blair is best known as Michigan's Civil War governor and an important founder of the Republican Party. Blair was elected a Whig member of the state House of Representatives from 1845 to 1849. He led an 1846 campaign that made Michigan the first U.S. state to ban capital punishment. Blair joined the Free Soil Party in 1848 because he thought the Whigs weren't taking a strong enough anti-slavery stance.

Still unhappy, Blair stepped to the forefront of a group of 3,000 delegates in Jackson on July 6, 1854 to form the Republican Party. Blair's main goal as a new Republican was to halt the expansion of slavery by blocking enforcement of the Fugitive Slave Act, and by voting for Michigan's Personal Liberty Law that guaranteed "personal liberty to all Michigan residents" regardless of their race. It stayed in effect until total emancipation occurred during the Civil War.

Blair was then chosen to be Michigan's Republican gubernatorial candidate in 1860 and was re-elected in 1862. Blair also served in the U.S. House of Representatives from 1867-73.

Austin Blair was the first state governor to respond to President Abraham Lincoln's call for troops to fight in the Civil War in 1861, procuring \$100,000 in privately donated funds to equip 1,000 men in the 1st Michigan Infantry. Lincoln was so grateful for Blair's speedy action that it was reported he said, "Thank God for Michigan."

Source:

[http://www.mlive.com/news/jackson/index.ssf/2010/07/peek\\_through\\_time\\_jacksons\\_au.html](http://www.mlive.com/news/jackson/index.ssf/2010/07/peek_through_time_jacksons_au.html)

### **40 - JACKSON STATE PRISON (1838-1934)**

At Jackson Prison, inmates wore a ball and chains on the grounds and labored in prison factories. Men lived in tiny cells with no electricity, heat, ventilation or plumbing. However, the prison had a band, a baseball team, a newspaper and a lot of interaction with the community. Mothers brought their daughters to get their wedding dresses made at the prison tailor shop. Prisoners made exquisite furniture.

State prisoners were a source of cheap labor to private industry for nearly 60 years in Michigan. Under a contract labor system which began in 1843, entrepreneurs paid the prison at Jackson for each prisoner who worked for them. In this system, prisoners made harnesses and other farm equipment, woolen and cotton goods, carpeting, farm tools, saddle trees and trimmings, steam engines and boilers, barrels and copper ware. Other contracts were established for the manufacturing of shoes and laundry products. But by 1900, the practice was nearly nonexistent.

In 1922, the state began to operate its own factories but continued to sell the products on the open market. Over the years Michigan prisoners have mined coal, manufactured bricks and tile, cigars, tombstones and binder twine. One industry long associated with prisons has been the production of license plates. It was in 1918 that the Jackson prison first began producing automobile license plates along with street and road signs.

Sources:

<http://michigan.gov/msi/0,4642,7-174-23878-65447--,00.html>

<http://www.freep.com/article/20120507/COL21/205070394/Eager-tourists-pay-for-the-chance-to-experience-life-behind-bars-in-Jackson>

### **41 - PUBLIC EDUCATION**

The tradition of state-supported public schools in Michigan dates back even before Michigan became a state. The 1817 plan that established the Catholepistemiad, or University, of Michigania, also called for public primary and secondary schools. That plan was never fully implemented, and as Michigan was moving towards statehood, two men, Isaac Crary and John D. Pierce, had the opportunity to reshape Michigan's public education system.

Crary was chairman of the education committee at the 1835 state constitutional convention. He guided proposals that created a statewide public school system and the position of state superintendent of public instruction. As Michigan's first U.S. Representative, he created a fund to support public schools with the profits from federal land sales.

Pierce was Michigan's first state superintendent of public instruction. He was actually the first state school superintendent in the U.S. He called for constructing primary schools and libraries, establishing branches for the university, and funding local schools and the university with both local taxes for local schools and state money from Crary's land sale fund. The legislature approved much of Pierce's plan.

Michigan was also a pioneer in teacher training, opening the Michigan State Normal School (Eastern Michigan University) in 1853 to train teachers, the first west of the Alleghenies. It enrolled both men and women and had a “model school.”

Source:

Michigan: A History of Explorers, Entrepreneurs and Everyday People by Roger L Rosentreter.

## **42 – LUMBER**

In the mid to late 1800s, Michigan lumbering established itself as one of the state's most important industries. Dense forests and ample river transportation provided a perfect combination for this enterprise. Between 1840 and 1860 the number of mills in operation throughout the state doubled, and the value of products increased from \$1 million to \$6 million annually, far more than the value California’s gold rush. By 1869, Michigan was producing more lumber than any other state, a distinction it held for thirty years.

Michigan lumber built homes, barns and fences throughout the Midwest, including the city of Chicago following its famous fire. Lumbering generated other industries as well, notably furniture manufacturing in Grand Rapids and papermaking in Kalamazoo.

Michigan was a cradle for industry innovations such as the Big Wheels, used to transport logs in the winter, and the legend and lore of the “shanty boy” lumberjacks permeate Michigan’s history.

During Michigan’s lumbering boom, a lot of money was earned. This wealth later helped Michigan develop. However, the lumbering industry also left its mark in less favorable ways. In 1871 and 1881 some of the most severe and costly fires ever to ravage the country occurred in the Thumb area. Also, the woodlands that once covered our state from shore to shore have been lost forever.

Sources:

<http://www.legislature.mi.gov/>

<http://www.michigan.gov/dnr>

## **43 - RAILROADS**

During the late 19th and early 20th centuries, Michigan factories needed a better way to bring raw materials in and then ship out products to buyers. Shipping was easy near the coasts, but railroads connected to inland communities to the ports.

In 1860, Michigan had only 800 miles of railroad track. The need to ship agricultural and manufactured products during the Civil War and after encouraged development. By 1900, Michigan had 10,848 miles of track, including sidings and yard tracks. In 1891, a railroad tunnel under the St. Clair River connected Michigan to Canada. Railroad car ferries connected Michigan's lower and upper peninsulas beginning in 1888.

Michigan also contributed to the railroad industry. By the 1890s, the 9,000 employees of Detroit’s Michigan Peninsula Car Company delivered 100 freight cars daily, ranking it first nationally and making it the city’s largest industrial employer. A Michigander patented the refrigerated railroad car in the 1860s, and Elijah McCoy of Ypsilanti, the son of escaped slaves, invented an automatic oiling device that let a railroad engine be lubricated while it was moving. The self-oiler made his job as a railroad fireman safer and more efficient, leading other railroad firemen to ask for “The Real McCoy.”

Sources:

Michigan: A History of Explorers, Entrepreneurs and Everyday People by Roger L. Rosentreter

<http://www.legislature.mi.gov/>

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/prehist/manufac/transprt.html>

## **44 - DOUGLASS HOUGHTON**

In 1837, Douglas Houghton was appointed the first State of Michigan Geologist. His survey of the state identified many useful minerals and rocks in Michigan, including limestone, salt, gypsum, oil, natural gas, coal, stone, sand and gravel. He is especially known for setting off national interest in mining in Michigan, particularly in the Keweenaw Peninsula, where Houghton and his team discovered copper ore in abundance after landing in Copper Harbor in 1840.

Sources:

<http://www.mtulode.com/2014/01/29/douglas-houghton-father-of-copper-mining/>

#### **45 - IRON ORE**

In 1844, William Austin Burt, who surveyed most of the new state of Michigan, noticed erratic fluctuations in his magnetic compass, leading to the discovery of iron ore near today's city of Negaunee.

The Jackson Mining Company was the first to the area. It was originally founded for copper mining but decided to mine and forge iron instead. Three other companies joined it on the Marquette Range before 1860. All struggled for survival. Inadequate capital, poor transportation, the high cost of materials and supplies and the failure of early forges made progress slow. Life was hard for miners, with long hours of manual labor. Dock workers, train engineers and lumberjacks also contributed to mine operations.

With an abundance of iron ore, Michigan seemed like a natural site for the manufacture of iron and steel. One important milestone in steel manufacture took place in 1865 when Eber Brock Ward's Eureka Iron and Steel Company produced the first Bessemer-process steel in the United States. Eventually, Michigan factories excelled at making products from iron and steel—cast iron stoves, wheels for railroad cars, ships, and marine engines.

Source:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/prehist/manufac/ironstee.html>

#### **46 - SHIPPING**

From the French fur trade, to the ports for iron and copper ore, to moving lumber down rivers, and transporting manufactured goods from Michigan's factories, Michigan's location on the Great Lakes has always been crucial to its development.

Eber Brock Ward was a shipping magnate in Detroit who was among the first industrialists to exploit the abundant natural resources found in Michigan. He developed a fleet of ships to transport materials and goods, becoming the richest man in the Midwest in the process. Seeing the importance of iron ore discovered in the Upper Peninsula, Ward became an important financial backer in the construction of Soo Locks.

Shipbuilding was also major industry in the Detroit area. Frank Kirby was one noted shipbuilder and designer who came to Detroit after meeting Ward out east. Kirby helped design and build nearly 100 boats, including the Columbia and Ste. Claire, best known as the Boblo Boats.

Without the shipping industry, Michigan could not have achieved its status as one of the leading manufacturing centers in the U.S. Even today, U.S. commercial traffic through the Great Lakes-St. Lawrence Seaway system generates billions of dollars and thousands of jobs for the economy each year.

Sources:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/prehist/mining/shipping.html>

<http://www.portdetroit.com/>

<https://www.nmc.edu/maritime/maritime-industry/index.html>

<http://detroithistorical.org/learn/encyclopedia-of-detroit>

#### **47 - THE CARRIAGE INDUSTRY**

Before automobiles were invented, people traveled and transported goods in horse-drawn carriages or wagons. These vehicles came in many styles and sizes, each for a unique function, such as hauling a small group of people, carrying freight or even racing.

By the 1890s, Michigan became one of the national leaders in the carriage industry with over 125 manufacturers and 7,000 workers in Detroit, Flint, Pontiac, Lansing, Kalamazoo, Jackson and Grand Rapids. Workers with specialized skills such as blacksmithing and cabinetmaking easily found work in carriage factories. Machines for turning out wheel spokes in huge quantities increased production rapidly.

William Crapo Durant got his start in transportation by building carriages. With his partner Josiah Dallas Dort, they created the Flint Road Cart Company. That firm evolved into the Durant-Dort Carriage Company, which later became General Motors, with Durant as its founder.

After carriages, bicycles were a new form of transportation that became popular in the 1880s. This self-propelled vehicle inspired automobile inventors. The earliest successful auto parts companies had previous experience with bicycle components.

Michigan's history with early wheels, carriages and bicycles, made Michigan a perfect place to start automobile companies.

Sources:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/prehist/manufac/carriage.html>  
<http://bentley.umich.edu/research/guides/automotive/>

#### **48 - FARMING**

Early settlers in Michigan created successful farms throughout the state due to rich soils and easy access to water. In the 1800s, most people farmed to survive, raising products to eat, and trading or selling whatever they couldn't use. Some farmer's markets, such as Eastern Market in Detroit date back to the 1850s. The main crops grown in the mid-1800s were wheat, corn and oats, although wool, butter and cheese were also important. In 1860, 85% of the population depended upon agriculture for its livelihood.

By the early 1900s, farming had changed from a small family art to a mechanized industry. Michigan became a leader in the production of many crops. However, by 1960 only 26% of Michiganders lived in rural areas, and even fewer supported themselves through farming.

Despite this, agriculture remains a large part of Michigan's economy, generating \$91.4 billion annually. This 2011 list gives the top 19 crop and livestock products raised in Michigan, based on their value.

- |                       |                 |                           |
|-----------------------|-----------------|---------------------------|
| 1. Milk               | 8. Wheat        | 15. Other Vegetables      |
| 2. Corn               | 9. Eggs         | 16. Hay                   |
| 3. Soybeans           | 10. Potatoes    | 17. Other field crops     |
| 4. Greenhouse/nursery | 11. Poultry     | 18. Cucumbers for Pickles |
| 5. Cattle and Calves  | 12. Dry Beans   | 19. Tart Cherries         |
| 6. Hogs               | 13. Blueberries |                           |
| 7. Sugar beets        | 14. Apples      |                           |

Sources:

National Agriculture Statistics Service, Michigan Department of Agriculture  
[http://www.agclassroom.org/kids/ag\\_facts.htm](http://www.agclassroom.org/kids/ag_facts.htm)  
<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/1900-75/erlyagri/mech.html>  
[http://www.geo.msu.edu/geogmich/ag\\_history.htm](http://www.geo.msu.edu/geogmich/ag_history.htm)

#### **49 - MICHIGAN STATE FAIR**

Michigan had only been a state for 12 years when the first Michigan State Fair was held in Detroit on Woodward north of Grand Circus Park. After 1849, the fair rotated between Detroit, Ann Arbor, Kalamazoo, Adrian, Jackson, Grand Rapids, East Saginaw, Lansing, and Pontiac before settling permanently in 1905 at Woodward and Eight Mile Road, on land that J.L. Hudson sold to the Michigan State Agricultural Society for \$1.

Historically, the fair served as a forum for agricultural interests, and its buildings bear names such as Dairy Cattle Building and Grand Champion Barn. Farmers from across the state competed to win blue ribbons for their livestock and produce, and to share and learn about farming techniques.

Over the years, Michiganders enjoyed music, midway games, novelty foods, and other activities at one of the oldest state fairs in the country. Presidents, governors, movie stars, astronauts, all graced the grounds of the Michigan State Fair, along with every Motown legend, throngs of beauty queens, prize farm animals and every automobile Detroit rolled out.

State support for the fair ended in 2009, when Governor Jennifer Granholm signed an executive order effectively ending a 160-year tradition.

Sources:

<http://www.arcadiapublishing.com/>  
<http://detroithistorical.org/learn/encyclopedia-of-detroit/michigan-state-fair>

## **50 - MICHIGAN STATE UNIVERSITY**

In 1855, just 18 years after Michigan became a state, the Michigan Agricultural College (forerunner of Michigan State University) was established. The college formally opened in 1857 less than four miles east of the state's capital, with five faculty members and 63 students.

Michigan State was chartered by the state, but suffered from financial troubles until 1863, when it was designated as a federal land-grant college, after President Abraham Lincoln signed the Morrill Act of 1862. The Morrill Act funded higher education institutions by granting federally controlled land to states for development or sale to raise funds to establish and endow "land-grant" colleges.

Like all land-grant institutions, Michigan State faced a formidable mission:

- to democratize higher education and expand its opportunities based on merit, not social class
- to find practical applications for scientific research and technological innovations
- to make public service an essential part of higher education's mandate

Today Michigan State is home to nationally ranked and recognized academic programs, and applies its land-grant mission to a global stage as one of the top research universities in the world.

Sources:

Michigan: A History of Explorers, Entrepreneurs, and Everyday People by Roger L. Rosentreter  
<http://www.msu.edu/morrill-celebration/history.html>

## **51 - EUROPEAN IMMIGRATION**

While much of Michigan's development and growth is associated with its natural resources, the key to this growth was the human resources that were needed to develop the mining, logging, agricultural, and industrial elements of the state's economy. Between 1860 and 1900, more than 700,000 immigrants came to Michigan, and over half of these new arrivals were born in foreign countries.

In the late 1800s, Michigan welcomed both English-speaking and French-speaking Canadians; the Irish, who settled statewide and became an important political force in the city of Detroit; and the Dutch, who settled between the Grand and Kalamazoo rivers and were instrumental in establishing the furniture industry and the fruit and celery-growing industries. In the Upper Peninsula, Cornish miners and a steady stream of Finns, Swedes, Norwegians, and Italians supported the area's mining and lumbering enterprises.

Around the turn of the century, a second wave of immigrants was pouring into the country and state. These immigrants were from southern and eastern Europe, particularly Poland, Austria-Hungary, Italy, and the Balkan States. These people were eager to reap the benefits of the American dream, working in the newly industrial Michigan.

Source:

<http://www.legislature.mi.gov/>

## **52 - MOUNT CLEMENS BATHS**

Mount Clemens has a rich history centered around the discovery of mineral water wells by Dorr Kellogg in 1870. As word of the therapeutic value of bathing in Mount Clemens' mineral water spread, an industry grew and thrived. At the turn of the century, Mount Clemens had many bath houses and fine hotels. People came from all over the world to take the health-giving baths, including many celebrities: Charles Murphy, the boss of Tammany Hall; Fannie Hurst; Honest John Kelly, the gambler; Adolphus Busch; Emil Blatz; Adolph Zukor; Helena Rubinstein; Jerome Kern; William Jennings Bryan; Nazimova; Alice Roosevelt; George M. Cohan, and Mae West.

Mount Clemens became known as "Bath City U.S.A." Mount Clemens was very accessible to national visitors because the steamer *Ida* made daily trips to Detroit, and five trains ran every day on the Grand Trunk Railway. In 1916, the baths were 50 cents, with the attendant's fee 25 cents. The bath industry flourished until the late 1920s, but the Great Depression closed most of the large hotels and baths. The last bath house in operation, the Arethusa, closed in 1974.

The baths put Macomb County on the national map, and drove the local economy for years.

Source:

<http://www.mtclib.org/local.htm>

## 53 - BUSINESSES

Michigan is known as an auto-manufacturing state, but cars aren't the only thing we make. Michigan companies made leather and fur goods and clothing, cigars and tobacco products, boots and shoes, soap and candles, paper and furniture, and even stoves, ships and railroad cars before the automobile industry took hold in the early 1900s.

Today, the "Big Three," Ford, General Motors and Chrysler, are the largest employers in the state, and auto-related companies such as American Axle, Delphi, Lear and Visteon are also important to the economy.

The following companies, all founded in Michigan, have also helped make the state by creating jobs and contributing to our economy, but they also help to shape our identity and culture. These companies have a national presence, and most are still in business today, and still identified with Michigan, even if they have been acquired or moved their headquarters out of the state.

Stroh's Brewing, beer, 1850

D.M. Ferry & Co, seeds, 1856

Parke Davis & Co, pharmaceuticals, 1866

Garland Stove Co., cast-iron stoves, 1864

Vernors, ginger ale, 1866

Sanders, confectionary, 1875

Hudson's, department store, 1881

Upjohn, pharmaceuticals, 1886

Post, cereal, 1895

Gordon Food Service, foodservice distributor, 1897

Jiffy, baking mixes, 1901

Gibson Guitar, musical instruments, 1902

Herman Miller, furniture, 1905

Kelloggs, cereal, 1906

DOW Chemical, chemicals, 1906

Faygo, soft drinks, 1907

Whirlpool, household appliances, 1911

Kresge, discount store, 1912

Kelvinator, household appliances, 1914

Masco Corporation, home improvement, 1929

Better Made Snack Food Company, snack foods, 1930

La-Z-Boy, furniture, 1927

Gerber, baby products, 1928

Guardian Industries, glass and building materials, 1932

Stryker, medical equipment, 1941

Kelly Services, staffing, 1946

Amway, health and beauty products, 1959

Meijer, superstore, 1962

Dart Container, disposable containers and tableware, 1960

Bell's Brewery, beer, 1985

Sources:

<http://detroithistorical.org/buildingdetroit/index.php>

<http://www.legislature.mi.gov/documents/Publications/PortraitsOfMI.pdf>

## 54 - HENRY FORD: THE ASSEMBLY LINE AND \$5 A DAY PAY RATE

At a time when other manufacturers saw cars as luxury items for the wealthy, Henry Ford was determined to build a simple, reliable and affordable car for the average American worker. Out of this determination came the Model T and the assembly line--two innovations that revolutionized American society and molded the world we live in today.

The assembly line, which increased the efficiency of manufacturing while lowering cost, was at the core of Ford's success at producing an affordable car. Prior to the introduction of the assembly line automobile production was slow and expensive. However, assembly line reversed the process of automobile manufacture, where instead of teams of workers going to the car, the car came to each worker who performed the same task of assembly over and over again.

After the success of the moving assembly line, Henry Ford had another transformative idea: in January 1914, he startled the world by announcing that Ford Motor Company would pay \$5 a day to its workers. While this rate didn't automatically apply to every worker, it more than doubled the average autoworker's wage, helping to create a thriving middle class in Detroit and across the country.

Sources:

"Henry Ford Changes the World, 1908," EyeWitness to History [www.eyewitnesstohistory.com](http://www.eyewitnesstohistory.com) (2005)

<http://corporate.ford.com/news-center/press-releases-detail/677-5-dollar-a-day>

## 55 - THE GREAT MIGRATION

Beginning during World War I and continuing for several decades, African-Americans arrived in Detroit in unprecedented numbers. In 1910, the Black population of the city numbered around 6000, a mere one percent of the total population. By 1920, the number of African-American residents had grown to over 40,000. This number would double again before the end of the decade, when African-Americans came to comprise 7.7 percent of the entire Detroit population.

The thousands of African-Americans who flocked to Detroit were part of the "Great Migration" of the twentieth century. Between 1916 and 1930, an estimated one million Black Southerners migrated to northern cities, and Detroit was a favorite destination due to the booming automobile industry that provided thousands of well-paying jobs for unskilled labor.

Few native residents of Detroit welcomed the migrants with open arms. Many tried to ignore their coming in the hopes that they would return to the South. The pressing needs of thousands of newcomers for employment, housing, religion and health care, however, could not be denied indefinitely. The future of not only the migrants, but of the city as a whole, depended on how the institutions of Detroit responded to the needs of the city's newest citizens.

Source:

<http://bentley.umich.edu/research/publications/migration/ch1.php>

## **56 - WALTER REUTHER: THE UAW AND THE SIT-DOWN STRIKES**

The Detroit auto industry and the United Auto Workers have made a fair share of history together during much of the last century. In recent years, the two sides finally cut into the edge of Japanese competitors by adopting lower wages for new workers and reorganizing retiree health care. But, in 1937, it took a massive sit-down strike at a GM plant in Flint to help the UAW finally become recognized as a bargaining unit.

The well-organized "sit-down" strikes were where workers sat down and refused to work or allow work to be done until their grievances were settled. The success of these strikes, along with some political changes in the country, prompted automobile manufacturers to change many of their policies.

Walter Reuther, an early and vigorous labor organizer, became president of the union in 1946 and held that position until his death in 1970. Under Reuther's leadership, the UAW signed a series of multiyear contracts with the major automotive manufacturers that set the standard for all industrial unions in the United States. The contracts guaranteed wages that would be adjusted to the cost of living, health plans, annual vacations, and additional unemployment benefits.

Sources:

<http://www.detroitnews.com/article/20080916/AUTO01/809160319>

<http://www.britannica.com/EBchecked/topic/615469/United-Automobile-Workers-UAW>

## **57 - PROHIBITION AND THE PURPLE GANG**

When [Prohibition](#) began in 1918, the rise of criminal activity in the United States increased dramatically. Detroit experienced these changes particularly because of its proximity to Canada and the geographic ease of transporting illegal substances by waterway. It has been speculated that as much as 75% of the liquor entering the US during prohibition came through Detroit by way of Canada.

With smuggling so commonplace in Detroit, an environment where crime was not only permitted, but respected by shop owners, arose. During this era, the Purple Gang rose to prominence. Ruling the Detroit underworld from 1928-1932, the Purple Gang was unique in that its members were so young. As children, members focused on petty crime, mostly stealing food and money and through the 1920's, as they grew up, they turned to more organized crime. The launch of Prohibition only furthered their efforts, securing their image as an indomitable force by 1928.

Throughout their reign, the Purple Gang members not only stole, swindled, and intimidated, but also but also aided associations involved in anti-Prohibition efforts within the city. Fear of the group's growing power influenced several criminals to work with them, rather than against them. Most notable of these was Chicago's Al Capone, who chose to do business with the Purple Gang rather than fight them for territory in Detroit.

Source:

<http://www.reuther.wayne.edu/node/8731>

## **58 - THE TRAFFIC SIGNAL, PAVED ROADS, AND FREEWAYS**

In addition to providing a huge economic boom, the birth and development of the auto industry shaped the very infrastructure of Detroit, making it a historical hotbed of travel innovation. The first paved mile of road in the country was located on Woodward Avenue between 6 and 7 Mile roads. Paved roads lead to increased traffic, and the increased traffic created a safety need for traffic control devices. So, in 1917, Detroit installed the first traffic tower in the United States at the intersection of Woodward and Michigan Avenues and, in 1920, Detroit became the first city to use red,

green, and yellow lights to control traffic. In fact, it was actually a Detroit police officer named William L. Potts who invented the 4-way, 3-color traffic signal. Finally, when we think of traffic today, we think of the freeway and highway system. Considering all the other traffic innovation, it is no surprise that the nation's first depressed urban highway, The Davison Freeway, was built in 1942 to connect Highland Park with downtown Detroit.

Source:

[http://www.techtransfer.berkeley.edu/newsletter/07-4/traffic\\_signals.php](http://www.techtransfer.berkeley.edu/newsletter/07-4/traffic_signals.php)

## **59 – MICHIGAN AUTOMAKERS**

At the turn of the century, automobile manufacturers sprang up across the nation, but the auto industry eventually centered in Michigan, and by the early 1900s, became Michigan's largest manufacturing enterprise. Michigan had been a leader in carriage making, and those workers' skills were easily used for building "horseless" carriages. Michigan was also the nation's leading iron ore producer, which the auto industry needed to make machinery and parts.

In the early 1900s, 270 auto companies were in business in Michigan - most failed quickly. Names like Duryea, Lozier, American, Monarch, and Scripps-Booth have been forgotten, and technology like steam-powered cars has been abandoned. However, many early automakers' names are still familiar today.

Packard built his first car in 1899, and Studebaker's first car, built in 1902, was electric. By 1901, Ransom E. Olds, of the Olds Motor Company, had developed the Runabout, the most popular car of its era. Billy Durant, a successful carriage maker, moved to cars and he consolidated several firms including Buick, Cadillac, Olds, and Chevrolet to form the General Motors Company, offering cars for everyone's needs and price range. Walter P. Chrysler came to Michigan in 1912 to work at General Motors, but left G.M. and started the Chrysler Corporation in 1925, acquiring Dodge in 1928.

By the end of the 1930s, less than 20 Michigan auto companies were in business. Today, only the Big Three survive.

Sources:

Treasury of American Automobiles by Fred Clymer

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/1900-75/erlyauto/onwheels.html>

## **60 - THE DETROIT INDY GRAND PRIX**

Though Detroit has been the center of the United States automobile industry, it wasn't until 1982 that big time auto racing came to Detroit. The first years of racing saw Formula One cars racing around Detroit on a street-circuit that was 2.493 miles in length near the Renaissance Center.

After it moved out of town in 1989, the race was replaced by a Championship Auto Racing Teams (CART) race that took place on a modified street-circuit, 2.52 miles in length in downtown Detroit until they moved the race to Belle Isle in 1992. However, in 2001, CART dropped the race because of Belle Isle's narrow raceway and insufficient areas for teams' support activities.

In 2006, it was announced that the race would be revived as the Detroit Indy Grand Prix for the 2007 schedule. The race was a success and the event was held again in 2008. Unfortunately, in late 2008, the 2009 race was canceled due to the automotive economic crisis in the Detroit area. However, the race returned to Belle Isle in 2012 and has been run to great success, hopefully keeping Detroit part of the rich Indy Car tradition for years to come.

Source:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/detroit-grand-prix>

## **61 - THE TRIAL OF OSSIAN SWEET**

Dr. Ossian Sweet, an African-American doctor, came to Detroit in the early 1920s. Married and with a new baby, Dr. and Mrs. Sweet wanted a decent home in which to raise a family. Due to shrinking space in traditionally African-American districts, they purchased a house in a largely white working class community at the corner of Charlevoix and Garland Avenues.

They moved in on September 8, 1925, bringing with them nine friends and relatives. On the first night, white crowds gathered with the clear intention of intimidating the Sweets, throwing rocks and breaking a window. The people inside the house fired their guns in self-defense, wounding one man and killing another. The eleven people in the house were arrested for murder and conspiracy to commit murder.

During the trial, the prosecutor argued that the group of people inside the house fired shots into a group of people that posed them no threat. Clarence Darrow, the famed defense attorney that represented the Sweets, insisted that the crowd was a mob with clearly malicious intents. The history of racial relations and tensions, he argued, gave the Sweets every reason to believe that their property and lives were endangered.

The first trial resulted in a hung jury. However, the all white jury in the retrial returned a not-guilty verdict. The Ossian Sweet case was one of the first concrete examples of the racial tensions and divides that would persist throughout Detroit for the rest of the twentieth century.

Source:

<http://sweettrials.udmercy.edu/>

## **62 - THE DIA AND DIEGO RIVERA**

The Detroit Institute of Arts (DIA) has been a beacon of culture in Detroit area for well over a hundred years. Founded in 1885, the museum was originally located on Jefferson Avenue, but, due to its rapidly expanding collection, moved to a larger site on Woodward Avenue in 1927. The DIA's collection is considered to be among the top six in the United States, comprising a multicultural and multinational survey of human creativity from prehistory through the 21st century.

One of the most notable attractions in the collection is the Detroit Industry fresco cycle, which was conceived by Mexican muralist Diego Rivera (1886–1957) as a tribute to the city's manufacturing base and labor force of the 1930s. Rivera completed the twenty-seven panel work in eleven months, from April 1932 to March 1933. It is considered the finest example of Mexican mural art in the United States, and the artist considered it to be perhaps the best work of his career.

Rivera was a Marxist who believed that art belonged on public walls rather than in private galleries. He found his medium in the fresco which, due to its vast size, allowed him to explore grand and complex themes. In Mexico, Rivera's murals tied modern Mexican culture to its indigenous roots, revealing the ancient Indian cultures as Mexico's true heritage. Similarly, Rivera's Detroit Industry murals depict industry and technology as the indigenous culture of Detroit.

Source:

<http://www.dia.org>

## **63 - ARCHITECTURE AND DESIGN**

The shape and structure of many notable buildings in Detroit and its surrounding areas were products from the minds of many internationally famous architects and designers. Their work has had a lasting impact on the look and feel of southeast Michigan.

One of the most notable was Albert Khan. The German born architect was known the world over for his groundbreaking industrial design, and by the time of his death in 1942, he had designed nearly fifty notable buildings in Detroit including the Packard Plant, the Belle Isle Aquarium, and the Free Press Building.

Another example is Eliel Saarinen who is best known in Detroit for his work with The Cranbrook Educational Community, which he designed in 1925. Saarinen decided to stay and work at Cranbrook where he became president of the Art Academy and worked with Charles and Ray Eames, who went on to have their own successful furniture designing career.

Finally, another notable design landmark is Pewabic Pottery located on East Jefferson in Detroit. Founded in 1903, the Pottery became famous for its iridescent glazes, some of which grace notable buildings such as the Shedd Aquarium in Chicago and Basilica of the National Shrine of the Immaculate Conception in Washington DC.

Sources:

<http://archiveds.wordpress.com/2012/09/10/detroit-design-the-legacy-and-the-future/>

<http://historicdetroit.org/architect/albert-kahn/>

## **64 - MICHIGAN MILITARY BASES**

Southeast Michigan is home to several different military installments that have played various roles in the history of the region and the United States as a whole. Two notable locations are Fort Wayne and Selfridge Air National Guard Base.

In 1840, Fort Wayne was built at the point on the Detroit River closest to British Canada. Though a treaty with the British led to the new Fort being re-commissioned as an infantry garrison, it did not see any troops until the outbreak of the Civil

War, when the first Michigan soldiers reported for duty. The peaceful location became a primary induction center for Michigan troops entering battle in every U. S. conflicts from the Civil War to Vietnam.

Selfridge Air National Guard Base is one of the nation's busiest, most diverse, and military advanced installations. Located north of Detroit on the shore of Lake Saint Clair, Selfridge ANGB is the only Joint Military Community whose major tenants include the Army, Air Force, Marines, Navy, Coast Guard, and Customs & Border Protection. From its synergies of multiple service agencies and local manufacturing, Selfridge demonstrates of a successful relationship between government and industry.

Sources:

<http://www.historicfortwaynecoalition.com/fortabout.html>

<http://www.selfridgeopenhouse.com/aboutbase>

## **65 - THE CANADIAN CONNECTIONS**

Many Detroiters do not know that the Ambassador Bridge and The Detroit-Windsor Tunnel were constructed and completed nearly simultaneously. The unique proximity of Detroit and Windsor along such an active trade route as the Detroit River created a truly cooperative situation between The United States and our neighbor to the north and the two thoroughfares helped to shape the long and amicable relationship between the two countries.

Though the railroad industry discussed the idea of a bridge across the Detroit River since shortly after the Civil War, it wasn't until 1929 that the great Ambassador Bridge was finally discussed, planned, and constructed. When it was completed, the bridge had the longest suspended central span in the world — 1,850 feet, a title it would hold until the opening of the George Washington Bridge in 1931. The four-lane Ambassador Bridge carries more than 10,000 commercial vehicles on a typical weekday and is instrumental for approximately 25% of the trade between Canada and the United States.

Shortly after the completion of the bridge, The Detroit-Windsor Tunnel opened to traffic in November of 1930. The construction of the tunnel relied on all sorts of innovative methods and technologies. Workers known as "sandhogs" excavated the gray muck under the river by blasting at it with air-driver knives; then, they used powerful hydraulic jacks to push a huge shield forward through the mud. Behind the shield, workers lined the new tunnel with giant steel plates. Today, about 13,000 vehicles use the tunnel for travel between the two countries.

While the Ambassador Bridge is privately owned, The Detroit-Windsor Tunnel is jointly owned by the two connected cities. A 2004 Border Transportation Partnership study showed that 150,000 jobs in the region and \$13 billion in annual production depend on the Windsor-Detroit international border crossing.

Source:

<http://www.history.com/this-day-in-history/detroit-windsor-tunnel-opens-to-traffic>

## **66 - 1935: THE GREATEST SPORTS YEAR EVER**

No other city can boast major sports championships in three sports during the same season. In 1935, the Detroit Tigers won their first championship by defeating the Chicago Cubs in the World Series. That was followed two months later when the Lions roared to their first title over the New York Giants.

In the spring of 1936, the Detroit Red Wings completed the trifecta when they downed the Toronto Maple Leafs in four games to win their first-ever Stanley Cup.

As all those teams were having dream seasons, Detroit's own Joe Louis went from boxing obscurity to being recognized internationally as one of the greatest boxing champions and diver Richard Degener from the University of Michigan won a gold medal at the 1936 Summer Olympics.

It has been described as the greatest year in the history of American sports. In fact, April 18 was designated Champions Day in Michigan by the state Governor [Frank Fitzgerald](#) in 1936. It was described as a special day meant to commemorate a number of sporting victories and accomplishments by [Detroit, Michigan](#) natives and teams in the early 1930s, and especially the 1935–36 sports season. This season was called "...the most amazing sweep of sport achievements ever credited to any single city" by the Windsor Daily Star.

Source:

<http://detroit.blogs.time.com/2010/07/09/the-greatest-forgotten-season-in-sports-history/>

## **67 - THE LONE RANGER**

With the stirring notes of the *William Tell Overture* and a shout of "Hi-yo, Silver! Away!" *The Lone Ranger* debuts in 1933 on Detroit's WXYZ radio station.

The creation of station-owner George Trendle and writer Fran Striker, the "masked rider of the plains" became one of the most popular and enduring western heroes of the 20th century. Joined by his trusty steed, Silver, and loyal Indian scout, Tonto, the Lone Ranger sallied forth to do battle with evil western outlaws and Indians, generally arriving on the scene just in time to save an innocent golden-haired child or sun-bonneted farm wife.

As Detroiters, The Lone Ranger was ours alone for a year until it was sent to Chicago's WGN and Newark's WOR in 1934 and eventually became nationally syndicated in 1939 and was heard all across America three times a week.

Eventually, The Lone Ranger made the transition to television where its popularity grew even more, and the Lone Ranger grew into one of the greatest characters of all time. Listeners and viewers may have always pictured the masked man and his loyal companion riding the plains of the west, but many don't know his roots in Michigan and Detroit.

Source:

<http://www.history.com/this-day-in-history/the-lone-ranger-debuts-on-detroit-radio>

## **68 - THE ROUGE COMPLEX**

Located a few miles south of Detroit at the confluence of the Rouge and Detroit Rivers, the original Rouge complex was a mile-and-a-half wide and more than a mile long. The multiplex of 93 buildings totaled 15,767,708 square feet of floor crisscrossed by 120 miles of conveyors. At its peak in the 1930s, more than 100,000 people worked at the Rouge. Accommodating them required a fire department, a modern police force, a fully staffed hospital and a 5000 person maintenance crew. It was truly a sight to behold.

However, as years passed the roar of the Rouge began to fade as Ford Motors embarked on a new era stressing decentralization and a more global approach. In the early days of American industrialization, smoke rising from a stack was a positive sign of full employment. As industry matured, government and manufacturers alike became aware that black smoke had other implications.

Air and water quality standards were developed by government agencies and with them more stringent environmental controls. This, in part, led to closure of some older facilities. The Rouge, the largest single industrial complex in the world, probably would be the last of its kind.

Despite its decline, The Rouge had evolved into a community with a strong sense of its own identity. Families worked from generation to generation in the Rouge, and few were willing to walk away from their hard-earned heritage. Such an attitude exists even today, and 75 years of the Ford River Rouge Plant has left an indelible mark on the ethos and attitude of Detroit's storied blue collar history.

Source:

<http://www.thehenryford.org/rouge/historyofrouge.aspx>

## **69 - THE ARSENAL OF DEMOCRACY**

"We must be the great arsenal of democracy." - President Franklin D. Roosevelt, 1940

During a "fireside chat" a year before the attack on Pearl Harbor, FDR called upon Americans to arm and support the Allied powers at war in Europe.

Because of its strength as an automobile manufacturer, Detroit was an ideal city to step up to the task. Factories halted the production of civilian automobiles and began producing jeeps, M-5 tanks, and B-24 bombers. The Chrysler Tank Plant was built in 1941, and by the war's end had built over 22,000 tanks, 25% of all American tanks in the war. Ford built Willow Run to produce airplanes, and by the summer of 1944, the plant cranked out a bomber every hour.

After the attack on Pearl Harbor, women entered the workforce to join the war effort. In 1943, women made up 65 percent of the aviation industry's workforce, compared to just 1 percent in the pre-war years. These women workers were illustrated by the U.S. government's "Rosie the Riveter" propaganda campaign. Primarily a fictitious character, the bandanna-clad Rosie remains the most iconic image of working women in the World War II era.

In addition, 350,000 workers moved to Detroit to join in the war effort, changing the population and the landscape forever. Housing developments were built to accommodate the new arrivals, and some of the city's earliest freeways were constructed to offer quicker access between Detroit and surrounding factories.

Sources:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/1900-75/arsenal/index.html>

<http://detroithistorical.org/learn/encyclopedia-of-detroit/arsenal-democracy>

<http://www.history.com/topics/world-war-ii/rosie-the-riveter>

<http://www.detroitnews.com/article/20130103/OPINION01/301030336>

## **70 - THE MIGHTY MAC**

Michigan is made up of two peninsulas, but for most of the state's history, the only way to travel between the peninsulas was by boat. Sometimes during peak vacation and deer hunting seasons, people waited as long as 8 to 12 hours to board the car ferry to the Upper Peninsula.

Calls for a bridge date back to the late 1800s, but it wasn't until the 1950s that the political will and financing were secured to make the bridge a reality. Shortly after governor G. Mennen Williams took office in 1950, the legislature created the Mackinac Bridge Authority to complete studies and sell bonds to finance bridge construction. Despite many setbacks to the bond sale, construction began in 1954, and the bridge opened to traffic on November 1, 1957, right on schedule. It was the longest suspension bridge in the world.

Today, the bridge is a well-traveled state icon, with nearly 400,000 cars crossing from one pleasant peninsula to the other each month.

Sources:

<http://www.hal.state.mi.us/mhc/museum/explore/museums/hismus/1900-75/fifties/macbridg.html>

<http://www.mackinacbridge.org/>

## **71 - "UP NORTH"**

Where does "Up North" Michigan begin? Well, it depends on where you start from. It might be Clare, Standish, or West Branch. It might also be Cadillac or the Upper Peninsula. One hundred years ago, "Up North" meant the frontier, the unsettled land north of the Sauk Trail (today's US-12). Most Michiganders agree that you are Up North when you feel it. Up North vacations mean a getaway. Michiganders go Up North year-round, to relax and enjoy our great state's great outdoors: deer hunting and watching the colors change in the fall; snowmobiling, skiing and snowboarding in the winter; hiking in the spring; and boating, camping, swimming, canoeing, kayaking, paddle-boarding or fishing in the summer.

## **72 - THE RADIO PRIEST**

Father Charles Coughlin served in several parishes before moving to Royal Oak to found The Shrine of the Little Flower in 1926. Royal Oak was known to have an anti-Catholic bias and an active KKK chapter, yet Father Coughlin was able to build a strong parish.

Father Coughlin first broadcast sermons on WJR, but his messages soon took on political overtones. By the 1929 stock market crash, Coughlin had gained the reputation of a spokesperson for the "common man," foe to big business and financial interests, and had a large, loyal audience.

In early 1931, CBS picked up Coughlin's broadcasts, expanding his message to 40 million listeners. As Coughlin's popularity grew, so did his political clout. He supported Franklin D. Roosevelt and Detroit mayor Frank Murphy. An invitation to attend the Democratic National Convention highlighted how far Coughlin had moved beyond a simple radio preacher. In November 1932, Michiganders gave all the state's electoral votes to FDR, elected a Democratic governor, and a Democratic majority in the state legislature.

By the late 1930s, Coughlin began attacking Roosevelt, communism, Wall Street, and Jews, and in 1942, the Catholic hierarchy ordered him to stop broadcasting, though he remained pastor at the Shrine until 1966.

Sources:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/coughlin-father-charles>

[http://research.udmercy.edu/find/special\\_collections/digital/coughlin/](http://research.udmercy.edu/find/special_collections/digital/coughlin/)

### **73 - FRANK MURPHY**

Frank Murphy was one of the most prominent public figures in Michigan during the first half of the 1900s. He earned a law degree from the University of Michigan, and after serving in World War I, he became a U.S. attorney, judge, mayor of Detroit and governor of Michigan. At every level of government Murphy distinguished himself as an advocate of the underdog.

Murphy served as the judge in the racially-charged Ossian Sweet case in 1925. His fair handling of the case brought him widespread praise from liberal-minded Americans, as did his efforts to help the poor and unemployed while serving as mayor of Detroit during the Depression.

Murphy was elected governor in 1936. During his tenure, an unemployment compensation system was instituted, mental health programs were improved, and he negotiated an end to the sit down strike in Flint. He was defeated in 1938, but moved on to serve the country with equal distinction, and was on the U.S. Supreme Court at the time of his death.

Source:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/murphy-frank>

### **74 - "SOAPY" WILLIAMS**

G. Mennen "Soapy" Williams was a native Detroit, heir to the Mennen toiletries fortune, graduate of Princeton and University of Michigan Law School, and a World War II veteran who challenged enormous odds to win the 1948 gubernatorial election.

Williams campaigned tirelessly without his family's fortune, as his mother wouldn't contribute to a Democrat. His platform united organized labor, progressives and civil rights leaders, creating a new kind of Democratic party. Williams was elected in a major upset, and then held the office for an unprecedented six terms.

His most notable accomplishment as governor was the completion of the Mackinac Bridge. He was also committed to ending racial discrimination and improving the lives of the poor. But he struggled with Republicans over tax policy, and Williams decided not to seek re-election in 1960.

He spent several years in federal appointments, but returned to Michigan and served on the Michigan Supreme Court from 1970 to 1987.

Sources:

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<http://detroithistorical.org/learn/encyclopedia-of-detroit/williams-g-mennen>

### **75 - TELEVISION**

In 1950, there were 4.4 million television sets in the U.S. By 1960, there were more than 50 million. This national phenomenon had no less impact on Michigan.

In 1947, WWJ-TV became the first TV station to broadcast in Michigan. There were fewer than 100 TV sets in Detroit. By October 1948, two other Detroit stations (WXYZ-TV and WJBK-TV) had joined the roster and by 1954 Michigan had 15 television stations. In 1975, Michigan made history as WGPR-TV 62 came on the air as the first African-American owned and operated television station in the United States.

In the early days of television, Michigan stations broadcast network shows along with local productions. "Soupy Sales" (born Milton Supman) won a huge following on Detroit's WXYZ-TV with "Lunch with Soupy," and later became a nationally known comic. Michigan launched its share of national careers, but the major impact of television was the ability for people across the state to share their pain as events like the 1967 riots or natural disasters were shown on the news. We also share our collective pride as Tigers Opening Day, America's Thanksgiving Day Parade, or the Auto Show are broadcast nationally, the medium of television bonds Michiganders together.

Sources:

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<http://michronicleonline.com/2014/02/19/black-history-month-profile-detroits-wgpr-tv-62/>

## **76 - BELLE ISLE**

Belle Isle, Michigan's newest state park, is also the country's largest city island park. It was settled by French explorers in the 1700s. In 1879, the City of Detroit purchased Belle Isle for \$180,000, a price many thought was too high.

Over the decades, many different activities were added to the park: a casino, riding stables, ice skating rink, deer park, Belle Isle Nature Zoo, athletic field house, canoeing, bicycle shelter, greenhouse, aquarium and conservatory. The MacArthur Bridge was completed in 1923, making it even easier to access the island.

Today, Belle Isle still boasts a nature center and trail, picnic pavilions, beach access, the Dossin Great Lakes Museum, Detroit Yacht Club, Detroit Boat Club, and is host to the Detroit Grand Prix. For more than a century, Belle Isle has welcomed Michiganders to play, picnic and party.

Source:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/belle-isle-park>

## **77 - THE DETROIT ZOOLOGICAL PARK**

The Detroit Zoological Society was organized in 1911. The zoo was originally built on Belle Isle. The current location in Royal Oak opened in 1928 to a crowd of 150,000. The Zoo's cage-less environments using moat designs served as a pioneer among American zoos. Early attractions included a snake pit, trout farm, chimp show and rides on Paulina the elephant, though these were gradually phased out. The railroad, a family favorite, was introduced in 1931.

Today, exhibits include the Arctic Ring of Life, Australian Outback Adventure, Great Apes of Harambee, the Penguinarium and Butterfly Garden. The Zoo works with other zoos to preserve and protect diverse animal species. Their commitment to animals included the retirement to California of elephants Winky and Wanda in 2005.

The Detroit Zoo is the largest paid family attraction in Michigan, with more than one million visitors annually, and is home to more than 2,600 animals of 265 species.

Sources:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/detroit-zoological-society>  
<http://www.detroitzoo.org/about/>

## **78 - THE SUBURBS**

In Michigan, more than one million houses were built between 1954 and 1960, mostly in the newly developed suburbs. The first suburbs were right on the edge of the city, but suburbanization continued throughout the 20<sup>th</sup> century, and farmland and woodlots across the state have been converted to subdivisions and shopping developments.

Suburban life made Michiganders much more reliant on automobiles, as people commuted to their jobs and new shopping malls. Northland Mall, built in 1954, was the first shopping mall in the country. In 1959, Kalamazoo actually built a mall in its downtown area in an effort to stop retail from leaving the city.

The freeways brought change as well. Freeways allowed families to establish homes in suburbia while retaining jobs downtown, but they often displaced the families and businesses that lay in their paths. In Grand Rapids, commercial, residential and manufacturing all followed the paths of US-131 and I-96. In the Detroit area, I-75, I-96, I-94, the Davison and the Lodge were all completed in the 1950s, changing the landscape of downtown, and forcing thousands of people to move. Lansing's I-496 had the same effect when it was built in 1970.

Michigan cities faced many challenges due to suburbanization – segregated neighborhoods, declining downtowns, and neighborhoods demolished by the freeways. However, once started, the trend couldn't be contained. Urban areas continue to push outward, and today, most Michiganders live in a suburban-metro area.

Sources:

*"The Fifties Chronicle"*

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[http://www.epa.gov/med/grosseile\\_site/indicators/population.html](http://www.epa.gov/med/grosseile_site/indicators/population.html)

## **79 - 1967 RIOTS/CIVIL RIGHTS MOVEMENT/63 FREEDOM WALK/ 8 MILE**

The Civil Unrest of 1967 – commonly referred to as the 1967 riot or The Great Rebellion – shook Detroit for five days, from July 23-27. The unrest was set off in the aftermath of the arrest of 82 African Americans in a raid on a “blind pig” (underground drinking establishment), on 12th Street in the early hours of July 23. The event is credited with accelerating Detroit’s population decline, which had already been underway for about a decade.

Just a few years earlier, on June 23, 1963, Martin Luther King Jr. marched with 125,000 participants in Detroit’s Walk to Freedom, organized by the Detroit Council on Human Rights (DCHR).

Eight Mile Road separates Detroit from Macomb and Oakland counties. It also divides the city’s predominately African-American population from more affluent, largely white suburbs to the north. The Detroit Historical calls the road “a de-facto psychological and cultural boundary for the region.” That notion received national attention in “8 Mile,” a film by Detroit rap artist Eminem.

## **80 - DAMON KEITH**

In the aftermath of the 1967 riot, President Lyndon Johnson named Damon J. Keith to the United States District Court for the Eastern District of Michigan. Keith eventually became chief judge of that court. In 1977, Keith was nominated to the United States Court of Appeals for the Sixth Circuit by President Jimmy Carter. He was active on the appeals court until 1995 and now holds senior status. In his nearly 50 years on the federal bench, Keith delivered several landmark rulings in civil rights and civil liberties cases. In 2011, Wayne State University Law School opened the Damon J. Keith Center for Civil Rights, established to build upon Keith’s contributions to promoting equality and justice under law.

## **81 - STUDENTS FOR A DEMOCRATIC SOCIETY**

The group Students for a Democratic Society (SDS) was formed in Ann Arbor in 1959. It was active in civil rights movement and, later, the movement against the Vietnam War. By 1969, SDS eventually broke up into several splinter groups, including the infamous Weather Underground, which employed terrorist tactics.

Sources:

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<http://detroithistorical.org/learn/encyclopedia-of-detroit/eight-mile-road>

<http://www.reuther.wayne.edu/node/7858>

<http://keithcenter.wayne.edu/index.php>

<http://www.reuther.wayne.edu/node/8036>

[http://www.ca6.uscourts.gov/internet/court\\_of\\_appeals/courtappeals\\_judges.htm](http://www.ca6.uscourts.gov/internet/court_of_appeals/courtappeals_judges.htm)

<http://www.reuther.wayne.edu/node/2678>

## **82 - MOTOWN/BARRY GORDY/DIANA ROSS/ ARETHA FRANKLIN**

Motown Records, founded in Detroit by Berry Gordy Jr. in 1959. Motown’s greatest successes included: Diana Ross and the Supremes, Smokey Robinson and the Miracles, Stevie Wonder, the Temptations, the Four Tops, Marvin Gaye, Martha Reeves and the Vandellas, and Gladys Knight and the Pips.

Aretha Franklin: A daughter of a minister, Franklin began her career singing gospel at her father’s Detroit church. She was the first woman inducted into the Rock and Roll Hall of Fame.

## **83 – ROCK AND ROLL/BOB SEGER/IGGY POP/ALICE COOPER/MC5/GRANDE BALLROOM**

In the late 60s, Detroit’s Grande Ballroom, once a dance hall featuring big bands and ballroom dancing, became a world-famous rock and roll venue. The MC5 – a mainstay act at the Grande – earned national attention after its first album, “Kick Out the Jams,” was recorded there live in 1968. Underground.

- Iggy Pop: The Ann Arbor-born rock legend recorded albums with his group The Stooges. He later became a solo artist. Songs include “Lust for Life,” “China Girl” and “I Wanna Be Your Dog.”
- Bob Seger: Seger, who was born in Dearborn, recorded hit songs with his Silver Bullet Band including “Night Moves,” “Against the Wind” and “Old Time Rock and Roll.”
- Alice Cooper: Cooper was born in Detroit and grew up largely in the Detroit area. His hit songs include “School’s Out,” “Poison” and “Welcome to My Nightmare.”

## 84 - TECHNO/Detroit Electronic Music Festival

Today, Detroit is known worldwide as the birthplace of techno, a form of electronic dance music and home to the Movement Electronic Music Festival, held annually over Memorial Day in Hart Plaza.

Sources:

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[http://en.wikipedia.org/wiki/Aretha\\_Franklin](http://en.wikipedia.org/wiki/Aretha_Franklin)  
<http://rockhall.com/inductees/aretha-franklin/bio/>  
<http://en.wikipedia.org/wiki/MC5>  
<http://www.historicdetroit.org/building/grande-ballroom/>

## 85 - DETROIT TIGERS

The Detroit Tigers played their first opening game at Bennett Park in 1901 and have won the World Series four times: 1935, 1945, 1968 and 1984.

In 1968, often called the Year of the Pitcher, Tigers pitcher Denny McLain ended the season with an astonishing 31-6 record. Also that year, the Tigers' Mickey Lolich became the 12th pitcher to win three games in a World Series.

Nicknamed Mr. Tiger, Al Kaline accumulated 3,007 hits, 399 home runs, 10 Gold Gloves and 18 All-Star team selections over his career. Kaline was elected to the Baseball Hall of Fame in 1980.

Pitcher Mark "The Bird" Fidrych is remembered as much for his personality as his fast ball. Fidrych, who pitched only 58 major-league games, entertained fans by pacing around the mound, talking to the ball, gesturing to the catcher and applauding his team.

Ty Cobb played 3,033 major league games from 1905 until his retirement in 1928. Cobb was one of the first five players elected to the Baseball Hall of Fame in 1936.

George "Sparky" Anderson, who managed the Tigers for 17 seasons, was the first manager to win World Series championships in both the American and National Leagues. He was named to the Baseball Hall of Fame in 2000.

## 86 - TOURISM

Tourism is one of Michigan's largest industries. According to Michigan State University, it generates about \$18 billion a year in revenue and creates 150,000 jobs in the state. Tourists come to Michigan to experience the state's many museums and historical destinations, and for activities like hunting and fishing, hiking, and winery and lighthouse tours.

Sources:

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<http://baseballhall.org/hof/kaline-al>  
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<http://detroit.tigers.mlb.com/det/history/timeline.jsp>

## 87 - MODERN BUSINESS

Lee Iacocca ranks among the most controversial public figures in Michigan. His meteoric rise at Ford Motor Company culminated with a very public firing. Undeterred, Iacocca became president of Chrysler Corporation, taking it from near bankruptcy to profitability.

David Nederlander purchased a 99-year lease on the Detroit Opera House in 1912, thus starting a multi-generational relationship with theater. The Nederlanders are prolific producers of theatrical productions, bringing many to the Fisher Theater.

Ann Arbor-based Domino's Pizza is one of the top pizzerias in the world. Founder Tom Monaghan is donating half of his fortune to charity.

Working in his Detroit storefront in the 1950s, Stanford Ovshinsky developed alternative energy sources. He invented the environmentally friendly nickel-metal hydride battery now used in laptop computers and electric and hybrid cars.

## **88 - THE ILITCHES**

Detroit native, Mike Ilitch founded Little Caesars in 1959 and invested his profits from the national pizza chain in Detroit by buying the Detroit Red Wings. In a city – and state – known for its enthusiastic sports fans, the Wings, Hockeytown and Gordie Howe are institutions. Mr. Hockey, Gordie Howe's career spanned 32 seasons. Howe, along with Sid Abel and Ted Lindsay, was part of the famed "Production Line" that led the Wings to four Stanley Cup Championships.

Sources:

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<http://detroithistorical.org/learn/encyclopedia-of-detroit/ilitch-michael>

<http://detroithistorical.org/learn/encyclopedia-of-detroit/hoew-gordie>

## **89 - DEFENSE CONTRACTING**

The economic impact of the General Motors Tech Center, General Dynamics and defense contracting on Michigan is staggering. The Tech Center has 19,000 employees and contractors. Michigan companies were awarded over 9,000 defense contracts in 2013, and awards from 2000 to 2013 totaled nearly \$55 billion. General Dynamics is a market leader in combat vehicles, weapons systems, shipbuilding and communication and information technology systems.

Sources:

[http://www.governmentcontractswon.com/department/defense/michigan\\_counties.asp](http://www.governmentcontractswon.com/department/defense/michigan_counties.asp)

<http://www.generaldynamics.com/about/corporate-overview/>

<http://www.detroitnews.com/article/20140818/AUTO0103/308180067>

## **90 - THE HENRY FORD**

Each year, more than 1.6 million guests visit The Henry Ford Museum and Greenfield Village. The museum fulfills Henry Ford's dream of documenting America's past. Artifacts and antiques document American society when it was mostly agrarian. Other historical displays include the limousine in which President Kennedy was riding when he was shot and the bus where Rosa Parks made her civil rights stand. The adjacent Greenfield Village features an 18<sup>th</sup>-century working farm and 83 authentic, historic structures including Noah Webster's home, Thomas Edison's Menlo Park and the Wright brothers' workshop.

Sources:

Encyclopedia Britannica

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## **91 - NORTH AMERICAN INTERNATIONAL AUTO SHOW**

The NAIAS celebrated its 25<sup>th</sup> Anniversary in 2014, attracting 5,000 journalists from over 60 countries and 800,000 visitors who saw the introduction of 46 vehicles. The NAIAS has earned an impressive philanthropic reputation with its Charity Preview party that last year raised \$4.8 million for local charities, making it the most successful one-night annual fundraiser in the nation. The 2014 show had an economic impact to Metro-Detroit of \$365 million dollars.

Sources:

<http://detroithistorical.org/learn/encyclopedia-of-detroit/north-american-international-auto-show>

<http://www.naias.com/about/show-history.aspx>

## **92 - CONEY DOGS, PASTIES AND PIEROGIES**

Many local foods have their origins in the immigrants who settled in Michigan. Cornish miners introduced the pasty which could be warmed by a head-lamp candle. Polish immigrants introduced the pierogi, and Greek immigrant, Gust Keros, introduced the coney dog to Detroit in 1917 when he opened the American Coney Island. His brother followed shortly after, opening the Lafayette Coney Island, thus beginning of an ongoing friendly debate over which makes the best coney dog.

Sources:

<http://www.eatitdetroit.com/2012/03/edible-wow-pierogi-in-metro-detroit.html>

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<http://www.crainsdetroit.com/article/20130125/BLOG006/130129908/the-real-story-behind-Detroit's-coney-wars>

<http://www.hu.mtu.edu/vup/pasty/history.htm>

### **93 - PHILANTHROPISTS**

Cornflakes made Kellogg cereal a household name, and founder Will Keith Kellogg gave simple directions for his foundation: Use the money as you please so long as it promotes the health, happiness and well-being of children. Charles Mott, an original partner in General Motors Corporation in Flint, founded a camp and medical and dental clinics for Flint's children., and he created the Charles Stewart Mott Foundation to provide way of responding to the increasing needs of Flint's growing population. The foundation's partnership with Flint Community Schools eventually developed into a nationwide community education movement. Max Fisher is credited with contributing to modern Detroit, which included funding and promoting the Renaissance Center, and his \$60 million donation for an addition to Orchestra Hall.

Sources:

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<http://www.wkkf.org/who-we-are/overview>

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### **94 - EDMUND FITZGERALD AND CARL BRADLEY: CLAIMED BY THE GALES OF NOVEMBER**

The "gales of November" refers to the peak of the Great Lakes storm season. The term has been used by mariners long before it was popularized by the Gordon Lightfoot song after the sinking of the Edmund Fitzgerald. November storms on the lakes are feared not just for their brute strength, but also because huge weather changes can occur in just minutes.

The Edmund Fitzgerald was victim not only to rapidly changing weather, but also winds estimated at 80 mph with 25-foot waves. The 'Fitz' and her crew of 29 sank on the evening of Nov. 10, 1975, 17 miles northwest of Whitefish Point on eastern Lake Superior. Though the ferocious storm was the cause, the exact details of the sinking have never been determined.

The Carl Bradley was the second largest shipwreck in the Great Lakes. It broke in two parts in a violent storm near Beaver Island in the north part of Lake Michigan on November 18, 1958, killing 33 of her 35 crew members. Battling 30-foot waves and 65 mph winds, she rode up on a huge wave and broke in two, sinking quickly. Extensive air-sea rescue operation by the Coast Guard yielded just two freezing survivors on a raft 14 hours later.

Sources:

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[http://shipwreckexplorers.com/shipwreck\\_details.php?ID=31](http://shipwreckexplorers.com/shipwreck_details.php?ID=31)

### **95 – INVASIVE SPECIES IN THE GREAT LAKES**

An "invasive species" is a plant or animal that is non-native (or alien) to an ecosystem, and whose introduction is likely to cause economic, human health, or environmental damage in that ecosystem. During the past two centuries, invasive species have significantly changed the Great Lakes ecosystem. In turn, the changes have had broad economic and social effects on people that rely on the system for food, water, and recreation.

At least 25 non-native species of fish have entered the Great Lakes since the 1800s, including round goby, sea lamprey, Eurasian ruffe, alewife and others. These fish have had significant impacts on the Great Lakes food web by competing with native fish for food and habitat. Invasive animals have also been responsible for increased degradation of coastal wetlands; further degrading conditions are resulting in loss of plant cover and diversity.

Non-native mussels and mollusks have also caused turmoil in the food chain. In 1988, zebra mussels were inadvertently introduced to Lake St. Clair, and quickly spread throughout the Great Lakes and into many inland lakes, rivers, and canals. Since then, they have caused severe problems at power plants and municipal water supplies, clogging intake screens, pipes, and cooling systems. They have also nearly eliminated the native clam population in the ecosystem.

The Great Lakes have also been troubled by fast-growing invasive plants such as common reed (*Phragmites australis*), reed canary grass (*Phalaris arundinacea*), purple loosestrife (*Lythrum salicaria*), curly pondweed (*Potamogeton crispus*), Eurasian milfoil (*Myriophyllum spicatum*), frogbit (*Hydrocharis morsus-ranae*), and two types of non-native cattails (*Typha angustifolia* and *Typha glauca*).

Some of these plants are prolific seed producers, which allow them to spread rapidly over large areas. Others reproduce from fragments of root or rhizome, which hinders removal and control. All have become established quickly in the Great Lakes, displacing the native plant populations that support wildlife habitat and prevent erosion. Their prevalence in recreational waters also hinders swimming and boating.

Source:

<http://www.epa.gov/greatlakes/invasive/>

## **96 – COLEMAN A. YOUNG**

Politician, activist and labor leader Coleman Young was the first African American to be elected mayor of Detroit. He also became the city's longest-serving mayor.

Born in 1918 in Tuscaloosa, Alabama, Young graduated top of his class at Eastern High School but didn't receive enough scholarship support to attend college. Instead, he took a job with the Ford Motor Company as an assembly line worker. He also became a participant in labor union efforts, particularly in support of the rights of African-American workers. Though his union activities led to the loss of his job at Ford, Young still continued to work as a labor organizer.

Returning to Detroit after the war, Young resumed his work as a union organizer. However, Walter Reuther—head of the United Auto Workers—fired Young in 1948 for radical behavior. Young also helped found the National Negro Labor Council in 1951. For the rest of the 1950s, Young survived with the few jobs he could find, such as working in insurance sales and driving a cab.

Always interested in politics, Young was elected to the Michigan Senate in 1963. In 1968, he became the first African American on the Democratic National Committee. In 1973, Young won election as the first black mayor of Detroit. During his tenure, Young lowered Detroit's crime rates. He also led construction projects that helped revitalize the city's economy, such as the \$350 million Renaissance Center business and retail complex in downtown Detroit. However, many businesses and residents still left the city while he was mayor, departures that disrupted the economy. With five terms in office, he was the longest-serving mayor in the city's history, and died at the age of 79 in 1997.

Source:

<http://www.biography.com/people/coleman-young-39987#politician>

## **97 - GERALD FORD**

Gerald Ford grew up in Grand Rapids. He starred on the University of Michigan football team. He later attended Yale, where he served as assistant football coach while earning his law degree. During World War II he served in the Navy. He returned to Grand Rapids after the war, where he practiced law. He entered Republican politics and was first elected to Congress in 1948.

Ford's reputation for integrity and openness made him popular during his 25 years in Congress. During his time in Congress, he was well-liked and ideologically flexible. He won the role of House minority leader in 1965 and held this position until Nixon named him vice president in 1973, upon the resignation of Spiro Agnew. When Nixon also resigned because of the Watergate scandal, Ford assumed the presidency.

The challenges Ford faced as president included: low public confidence in the government, economic inflation, conflict in the Middle East, the fall of South Vietnam and Cambodia, and an increasing Soviet military threat. He ran for election to a full term in 1976 but was defeated by Jimmy Carter.

His wife, Betty Ford, was noted for assuming a highly visible public profile, expressing herself freely both in political and personal topics. Gerald Ford is Michigan's representative in the National Statuary Hall Collection on Capitol Hill. Gerald and Betty Ford are entombed at his Presidential Museum and Library in Grand Rapids.

Sources:

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## **98 – CONSTITUTIONAL CONVENTIONS**

In the course of its existence as a state, Michigan has had four different constitutions. The first was ratified in 1835, just as Michigan was about to become a state. The 1850 and 1908 constitutions were revisions of the first, and the current constitution, enacted in 1963, established the framework for our government today.

Source:

<http://bentley.umich.edu/research/guides/politics/conventions.php>

## **99 – ELEANOR JOSAITIS/FATHER CUNNINGHAM/FOCUS HOPE**

Eleanor Mary Reed was born Dec. 17, 1931, in Detroit. She married Donald Josaitis, whose family lived on the same street, and they moved to Taylor, where they attended St. Alfred Parish.

After racial hostility exploded into riots across Detroit in 1967, she uprooted her husband and five children from Taylor, Mich., moved to the city and set out to help heal it. In 1968, she joined with her priest, the Rev. William T. Cunningham, to establish Focus: Hope. The organization called them “an unlikely pair,” describing Father Cunningham as an “outspoken visionary” and Mrs. Josaitis as “the practical operations manager.”

The group, which does not have a religious affiliation, quickly garnered national attention when a study it did find that urban grocery and drug stores charged higher prices and sold goods of inferior quality compared with those in the suburbs.

Troubled by an increasing number of malnourished babies in Detroit, Mrs. Josaitis and Father Cunningham lobbied Congress in 1971 to approve the Commodity Supplemental Food Program, which now helps feed low-income mothers, children and the elderly in 39 states.

Mrs. Josaitis became the primary face of Focus: Hope after Father Cunningham died in 1997; she was its chief executive for nine years. After a tornado damaged its campus in the first months of her tenure, many thought the organization would not recover. But she revived it and led its first major fund-raising campaign, collecting more than \$80 million.

Focus: Hope says it now provides food to 43,000 people a month and operates job training programs that have prepared 11,000 mostly minority and poor residents of metropolitan Detroit for careers in engineering, machinist trades and other fields. With its own 40-acre office campus it employs 285 people.

Source:

<http://www.nytimes.com/2011/08/11/us/11josaitis.html>

## **100 - MIGRANT WORKERS**

Michigan ranks No. 2 as the most agriculturally diverse state in the country, finishing only behind California. After manufacturing, agriculture is the state's largest industry. There are approximately 94,000 migrant workers and their families living in Michigan supporting our agricultural industry.

Michigan farmers began using both seasonal and migrant workers before 1900. During harvest season, these workers move from farm to farm to remain employed. Most originally came from Europe and were recruited from the low-income areas of several Midwestern cities. The use of these workers was tied to the expansion of sugar beet, fruit, and vegetable production. Many of these early workers, unlike their present day counterparts, eventually found the opportunity to buy their own farms, move out of the migrant stream, and become residents of local communities. Unfortunately, this early history is not well documented.

Yet, migrant and seasonal farm workers continue to have a legacy of problems — uncertain jobs and problematic transportation; mistreatment on farms and in communities; too little money to support them between jobs; inadequate

housing; poor health, and too little schooling. These problems are especially acute for migrants who rely on farm work as their principal employment, not the part-timers who work on farms during family members' vacation from school. Attempting to address some of these problems, the Pure Michigan Workforce Development Agency has created the Seasonal Worker Services Division which is dedicated to supplying the labor needs of job-seekers and employers. For example, assistance is offered in job search and placement, testing, counseling, farmworker rights and labor law information.

Sources:

<http://michigan.gov/wda/>

<http://www.jsri.msu.edu/>

<http://michiganradio.org/term/migrant-workers>

### **101 - JACK KEVORKIAN**

Born in Pontiac, Michigan, on May 26, 1928, Jack Kevorkian became a pathologist who assisted people suffering from acute medical conditions in ending their lives. He graduated with a degree in medicine from University of Michigan in 1952, and began a specialty in pathology soon after. While serving his residency at the University of Michigan hospital in the 1950s, Kevorkian became fascinated by death and the act of dying. He made regular visits to terminally ill patients, photographing their eyes in an attempt to pinpoint the exact moment of death, which got him expelled from the university.

Upon his expulsion from U of M, he conceived of the creation of a suicide machine he called the "Thanatron" (Greek for "Instrument of Death") which he assembled out of \$45 worth of materials. The Thanatron consisted of three bottles that delivered successive doses of fluids: first a saline solution, followed by a painkiller and, finally, a fatal dose of the poison potassium chloride.

In early 1991, a Michigan judge issued an injunction barring Kevorkian's use of the suicide machine. That same year, Michigan suspended Jack Kevorkian's medical license, but this didn't stop the doctor from continuing to assist with suicides. Unable to gather the medications needed to use the Thanatron, Kevorkian assembled a new machine, called the Mercitron, which delivered carbon monoxide through a gas mask.

The following year, the Michigan Legislature passed a bill outlawing assisted suicide, designed specifically to stop Kevorkian's assisted suicide campaign. Kevorkian was prosecuted a total of four times in Michigan for assisted suicides -- he was acquitted in three of the cases, and a mistrial was declared in the fourth. And then, in 1999, he was convicted and spent 8 years in prison.

On June 3, 2011, at the age of 83, Jack Kevorkian died at Beaumont Hospital in Royal Oak, Michigan.

Source:

<http://www.biography.com/people/jack-kevorkian-9364141>