

Where
the past
is present

DETROIT HISTORICAL SOCIETY

TEACHER RESOURCE LESSON PLAN

THE AUTOMOBILE AND ITS IMPACT ON DETROIT



General Motors Assembly Line, 1922

Courtesy of the Walter P. Reuther Library, Wayne State University

INTRODUCTION

This lesson was originally published in *Telling Detroit's Story: Historic Past, Proud People, Shining Future* curriculum unit developed by the Detroit 300 Commission in 2001.

Students in grades three through five will be introduced to Detroit's early automotive leaders through a brief dramatic reading. Then, using primary source articles from newspapers and photographs, students will look at Detroit as the birthplace of the automotive age.

ESSENTIAL QUESTIONS

Students will answer the questions:

- What was daily life like in Detroit between 1890 and 1910?
- What were the concerns of the people?

LEARNING OBJECTIVES

Students will:

- Understand what Detroit was like and the beginning incidents that launched the

automobile era in Detroit.

- Examine primary sources, including newspaper articles and photographs.
- Determine societal concerns, leisure activities, and other cultural habits.
- Learn the definitions of primary and secondary sources.

BACKGROUND ESSAY

In 1890, the residents of Detroit were proud of their city. With its tree-lined boulevards, Detroit was described as the "Paris of the Midwest." This was an exaggeration, but Detroit was a thriving and attractive city of 200,000 people.

Detroit, however, was typical of a turn of the century American city. Optimism was justified, but the same could be said of dozens of American cities in 1890. The difference is that in the next generation, Detroit went on to achieve a distinction unmatched by any American city. That greatness was due to the automobile. It changed the world and Detroit became the hub of that change.

Detroit contained an ethnically diverse population. European immigrants flocked to urban areas and Detroit was no exception. Detroit's population was approximately thirty percent foreign born in 1890. Germans were the largest immigrant group. They were followed by Canadians, Polish, English, and Irish. Though jobs were few for women, they held certain positions, such as clerks, typists, and receptionists.

In the 1890s, Detroit mirrored the problems caused by the rapid pace of urbanization. Cities like Detroit were poorly prepared to deal with the problems associated with this growth. Necessary roads were needed, sewer lines needed to be dug, and water service needed to be provided. Electricity

LESSON PLAN: THE AUTOMOBILE AND ITS IMPACT ON DETROIT

and telephones were also becoming necessities.

Social pressure was enormous. Cities were characterized by great wealth and grinding poverty. Rural-type support simply didn't transfer to urban environments. Many people were in hopeless situations.

The influx of immigrants created tension among the various ethnic groups and native born Americans. Competition between labor and capital was so great that it frequently erupted into violence.

The state of affairs in Detroit during the 1890s was set to change dramatically in the next decade. The automobile and a handful of very dynamic individuals were the cause. By the early 1890s, these future automotive giants began to congregate in Detroit.



Michigan Avenue from Livernois looking North, 1930
Courtesy of the Walter P. Reuther Library, Wayne State University

MATERIALS USED

- Drama: Introducing the Automobile Giants
- Newspaper: 1890
- Photographs: Downtown Detroit

DEFINITIONS

- **Primary Sources:** First hand accounts that were documented, recorded, or created by people who were living during, participating in, and/or witnessing the events of time. Primary sources may be personal accounts such as photographs, newspapers, pictures, diaries and oral histories, artifacts such as clothing and tools, and public records like birth certificates, census papers, and church records.
- **Secondary Sources:** Items that were produced by people who did not observe or take part in an event. They include history books, documentary films, encyclopedia, and web sites.

LESSON SEQUENCE

The Day Before:

1. The day before you begin this lesson, give out nine copies of "Introducing Automobile Giants" so that your students will be prepared to present it to the class. Limited costumes and props are encouraged. Each character should have a sign with their name and their car.

Opening the Activity:

1. Suggest that the class write down what they learn about the characters who began the automobile era while they are watching the play.
2. Have the prepared students read the drama for the class.
3. Have students read the play together afterward. Have the students tell what they learned from the play about the beginning of the automobile era. Write their ideas on the overhead or board and have them copy them in their notebooks.

Developing the Activity

1. Divide the class into six groups and give a copy

LESSON PLAN: THE AUTOMOBILE AND ITS IMPACT ON DETROIT

of the newspaper to each of the group. While they are looking the newspaper over, write the following questions on the overhead transparency or board and ask the students to write the questions on their papers.

- What were some problems that existed then?
 - What was daily life like?
 - What prices were revealed? Compare them to today's prices.
 - What recreation was available?
 - From these articles, what do you think was important to these people?
 - Is there any other information that we can get from this? Word usage?
2. Let them know that, from this newspaper, they will try to discover what Detroit was like in the 1890s. Give the groups about five minutes to look for the answers to the questions. Students should write the questions and answers on their papers. You can assign different questions to each group, or let everyone find all the answers
 3. Pass out six copies of the photos of Downtown Detroit and tell the students that they are going to "read" the photos. Ask the students to write the following questions on their paper. Again, either assign questions or allow the groups to answer all the questions.
 - What is the clothing like in this picture?
 - What was the transportation like? Describe transportation.
 - What kind of businesses are there in the picture? Describe the kinds of businesses.
 - What can you tell about how people made money back then? What was the economic situation?
 - Explain why you would or would not like to live here.
 - What time of day is it?
 - If you were to live here, how might your life be different from how it is now?
 4. Give the students 5-10 minutes to write their ideas. Then, have students share what they learned in their groups.

5. Pretend that you are entering one of these scenes. Go into one of the store or buildings. What do you see there? What do you hear? What do you smell? How different is it from today?

Concluding the Activity

1. For this activity, you have used primary sources. What do you think the term primary sources means if you apply it to the newspaper and the photos that we used? Today you were historians because you used primary sources to uncover some information about the past. How are primary sources helpful to us? There are many other primary sources that we will find helpful as we discover history.
2. The experiences that we had during this lesson have taught us much about Detroit at the beginning of the automobile era. Your group should get together and prepare a skit showing something that you learned about life in the 1890s. After about 7 minutes, the students should present the skit.

ASSESSING THE LEARNING

- Have students make a brief oral presentation about what they learned about the automobile giants and Detroit life in the 1890s.

For more information about the
Detroit Historical Society,
or to schedule a field trip to the
Detroit Historical Museum or
Dossin Great Lakes Museum,
visit detroithistorical.org

DRAMA: INTRODUCING THE AUTOMOBILE GIANTS (PAGE 1)

CHARACTERS: Charles King, Henry Ford/Ford Motor Co., Ransom E. Olds/Oldsmobile, Henry M. Leland/Packard, John Dodge/Dodge Motor Co., Horace Dodge/Dodge Motor Co., Walter P. Chrysler/Chrysler Corp., David D. Buick/Buick Motors, William Durant/General Motors

SET DIRECTION: The nine auto leaders enter with their names and their cars on a poster board.

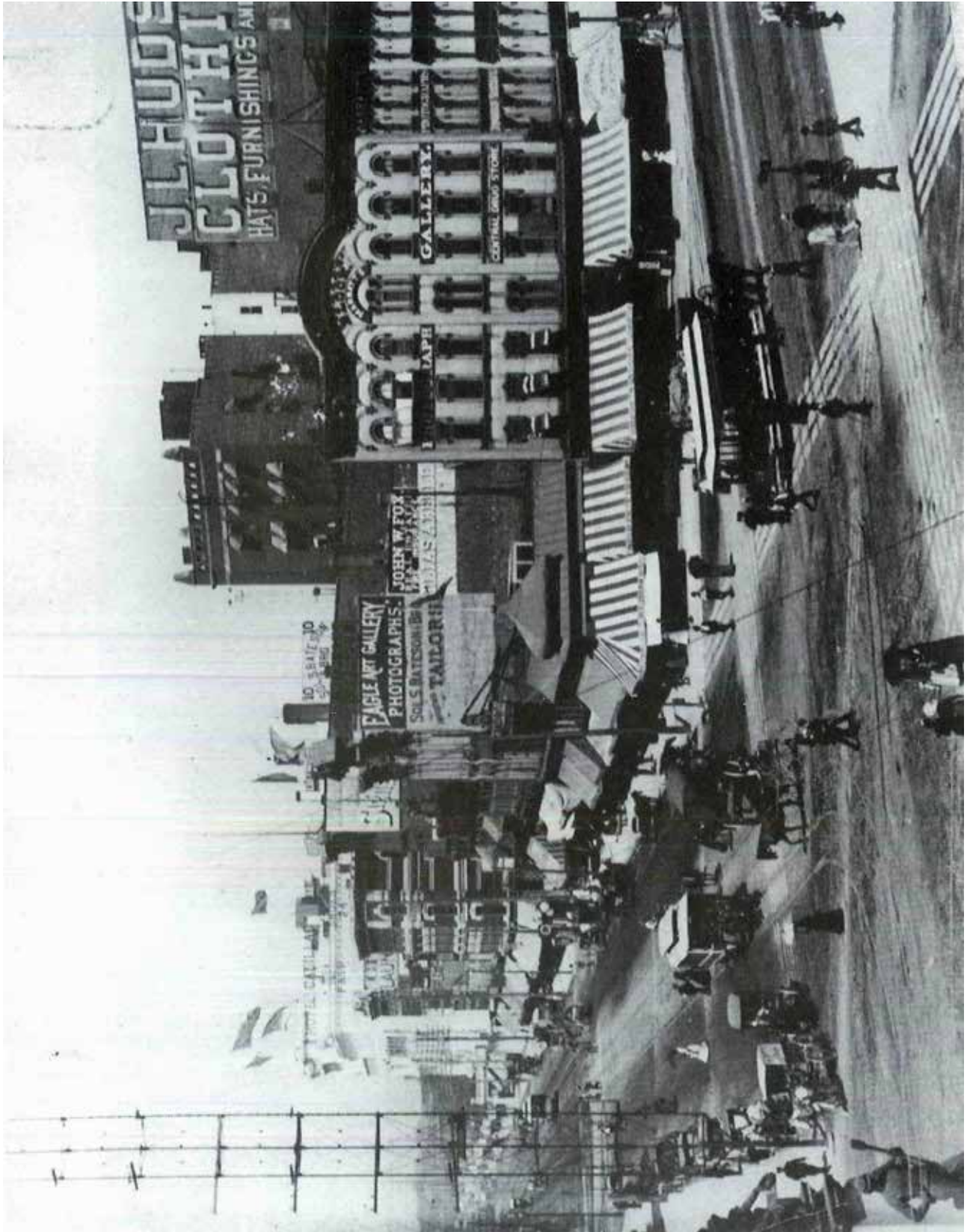
SKIT:

- Charles King: Hello, I am Charles King and I guess you could say that I started the car scene here in Detroit. This is how: I moved here from California in 1893. I wanted to be a mechanic in one of the railroad car shops. I saw something in Chicago that changed my life. It was what we call a “horseless carriage.” At that moment, I decided to build one and finally it was done.
- I’ll never forget that cold evening on March 6, 1896. Because of a few flurries of snow, I put on a short coat, a muffler around my throat and perched a hat on my head. Everything was ready. A friend and I opened the barn-like doors and helped roll the strange contraption into the street. I had used high lightweight carriage wheels and felt very proud of the new machine.
- I climbed into the vehicle and grasped the steering tiller and my buddy spun the crank. The engine chugged and popped. I’ll never forget the excitement of that moment as I threw the clutch and started moving up St. Antoine toward Jefferson Avenue.
- When I arrived at my destination, the Russell House at Cadillac Square, the motor died.
- Henry, you joined the scene soon after.
- Henry Ford: Well, Charles, while you were putsying around, my wife, Clara, and I lived in Detroit and I worked as the night shift engineer of the Edison Illuminating Company. My steady job paid me \$125.00 per month. Before that job, I worked as a farmer, machinist, and watch repairman, but I wasn’t a big success at any of them.
- My machine looked a lot like yours, Charles. It was July of 1896. Let’s see now... You started yours in March and I was in July. You beat me by four months. Finally, I finished the assembly. Unluckily, I didn’t have a building with the barn-like doors like yours and I ended up knocking out part of the shed’s wall in order to start my new vehicle’s first run. [To the audience] By the way, that machine is called the Quadricycle and that very building can be found at Greenfield Village.
- As I cranked it up, I was the one who was most surprised of all when it actually started. “The darned thing ran!” I exclaimed.
- Ransom E. Olds: Hello. I guess you fellows have heard of me, I’m Ransom E. Olds. While you were playing around with your new toys, I was doing experiments in Lansing, working with my buddy, Frank Clark. The two of us got together and used our fathers’ factories and money and built the car that we called the Oldsmobile. Our dads thought that we were wasting our time and money, but we didn’t give up. We organized the Olds Motor Works in Lansing in 1897. I bought him out.
- In 1901, a fire completely destroyed my Detroit plant, including plans and machinery. All that was left was a small model with a curved dash. We moved our company back to Lansing and began making a smaller car. My new car sold for \$625.00 which made me the first automobile millionaire.

DRAMA: INTRODUCING THE AUTOMOBILE GIANTS (PAGE 1)

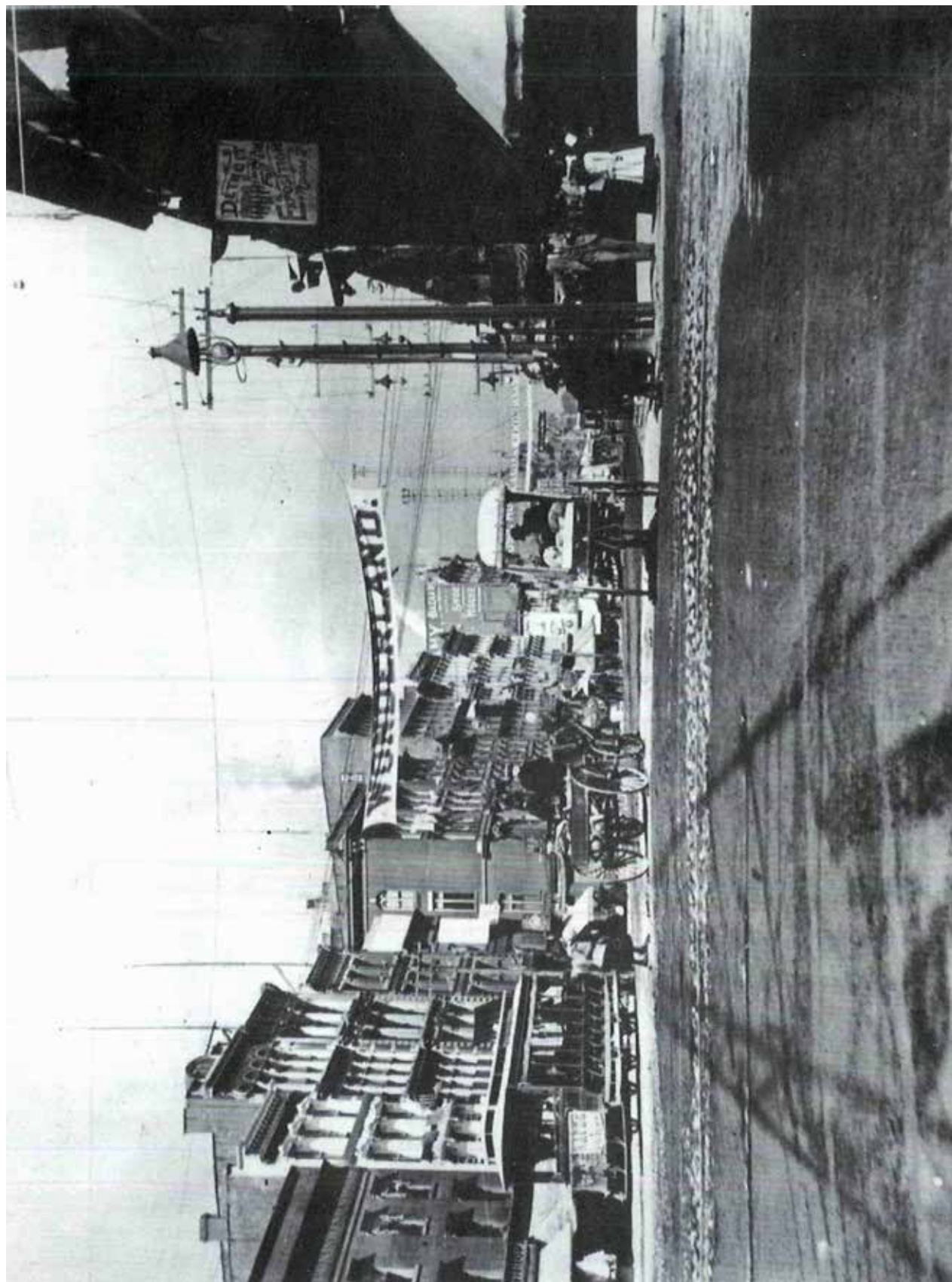
- Henry Ford: I started my Detroit Automobile Company in 1898. Because I had so much trouble getting along with my associates, I pulled out of the business in 1901 and started the Henry Ford Automobile Company. It took \$28,000, which was supplied by a coal dealer, a banker, and an attorney. John and Horace Dodge were contracted to make parts for my company. I wanted to produce a car that everyone could afford. We sold 1,708 cars during the first year.
- In 1908, we produced the Model T – called the Tin Lizzie. A Model T roadster could be bought for as little as \$275 and there were no added costs.
- In 1913, I started the first automotive assembly plant in Highland Park, which helped meet orders more quickly. Also, everyone was amazed when I offered \$5.00 per day for workers in 1914. People moved to Detroit from all over the United States and from all over the world in search of this unheard of wage.
- Henry M. Leland: Don't forget me, I'm another Henry, Henry Leland. I bought out Henry Ford in 1901 and started a new company named the Cadillac Motor Company. We called our first car the Cadillac. It's good to see you, John and Horace. [Put your arm around their shoulders as if meeting old buddies.]
- John Dodge: Yes, I'm John Dodge and I'd like to introduce my brother, Horace. We were from Niles, Michigan and came to Detroit in 1886 and found employment.
- Horace Dodge: For a while, we were partners in a bicycle manufacturing company in Windsor, Ontario. Yes, at that time, boats were the only way back and forth across the Detroit River. Then, I worked for you, Henry Leland, until John and I opened a machine shop in Detroit in 1900.
- John Dodge: Yes, with that money, we established the Dodge Brothers Company, producing the Dodge Car in our new Hamtramck plant.
- Walter Chrysler: I'm Walter Chrysler. When the two of you died in 1920, the company had some troubles, so in 1928, I bought your company, which became the Dodge division of the Chrysler Corporation.
- David D. Buick: I'm David D. Buick and I was watching all of you very closely. I was an engineer in a plumbing supply business. I put porcelain on bathtubs, toilets, and wash basins. The automobile bug bit me, and, in 1903, I built a car which I named for myself. Unfortunately, I used up all my money and had to sell out to a fellow named Durant. Durant thought that there were too many separate motor companies so his idea was to offer a range of cars.
- In 1908, Durant started the General Motors Company with Buick as the cornerstone. General Motors Corporation was started in 1919. He offered to buy out Henry Ford and almost succeeded, but at the last minute, the deal fell through.
- William Durant: I'm William Durant and two years after that, I acquired Cadillac, then the parent of the Pontiac Car called the Oakland. Next I bought the Chevrolet which was produced in Detroit. I decided to move this factory to Pontiac. Chevrolet gave me a chance to compete with the low priced Model T.
- Henry Ford: There was much more that went on during this booming period of time, but that's all we have time for now.

PHOTOGRAPH: WOODWARD AVE AT MICHIGAN AVE, 1890



Courtesy of the Detroit Historical Society

PHOTOGRAPH: DOWNTOWN DETROIT



Courtesy of the Detroit Historical Society

Articles & Advertisements from the Detroit News & Detroit Free Press Newspapers Circa 1890

ONE ROAD

That's all the strikers have touched

So far as the Detroit End is concerned
That road is the Wabash which is paralyzed
Their operations also affect the F. & P.M.
and D. L. & N.

But the strikers do nothing to these roads
Except to incidentally block their
operations

The railroad strike of the American Railway Union reached Detroit at a little after midnight this morning. A meeting was held last night at Baker Hall, which was attended by 400 to 600 members of the union, and by many other railroad men. It was called to order by President Jos. F. Griffith, of the west side branch of the big union, and addressed by President John McMinn of the east side branch.

A telegram was read from Eugene V. Debbs, head of the union in the United States, in which he announced that a general strike had been ordered on the Wabash system, and asking that good committees be put to work at getting the men out at once. The same action was suggested as regards the Michigan Central, but no other Detroit road was mentioned. In consequence, while the Wabash men went out, and the switchmen in the union depot yards did likewise, that was the extent of the strike this morning.

On the other roads it was not expected that the strike would take root until something was done by them infringing upon union rights. That is, until some road hauled Pullman cars, or employed scab labor or took freight from a tabooed road, it would be left alone.



You owe it to yourself to reduce the worry and care of housekeeping as much as possible.

ELECTRICITY in place of gas will do this. It cost less and is safer, cleaner and much less trouble.

It is so very simple and easy, as you can see in our "Electric Lighted Parlors," second floor.

We are putting **ELECTRICITY** into many private residences, and make a specialty of this class of work. *Come in and see it at any rate.*

BILLINGS & DREW
176 Woodward Ave.

SOLDIERS!

Gov. Rich Asked to Send Them.
They Are Missing in First Regiment
Armories,

But It is Not Likely They Will Be Needed,
For a Train Was Allowed to Leave
Battle Creek

Without a Sign of Trouble From Strikers.
The Strike Takes 560 Men Out at Port Huron.

Lansing, Mich., July 3. - Troops may be ordered to Battle Creek at any moment.

At 9 o'clock last night Gov. Rich received the following dispatch from Sheriff Walkenshaw, of Calhoun County:

"Strikers have full control of the Chicago & Grand Trunk at Battle Creek and refuse to allow any trains to pass. There are seven passenger trains held here. I may call on you for troops. Will use my full power tonight."

Five hours later there was a telegram from General Manager Spicer in Chicago. Gov. Rich refuses to allow it to be published, but the telegram was to the effect that the Chicago & Grand Trunk trains were massed at Battle Creek and that the crews were not allowed to move them. He asked for military protection.

This morning there was another telegram from Sheriff Walkenshaw. The sheriff said, in answer to the governors query, when troops would be needed:

"We cannot tell at this time. I have sworn in 40 deputies, and we are going to try to open the road up at once. We don't know what force we will need. Will wire as soon as we find out."

Upon receiving the two telegrams last night Gov. Rich instructed the first Regiment to mass in the various armories and be ready for action at any moment. He declared that he proposed to prevent any violence, but, of course, under the state law, could not order troops out until the demand had first come from the sheriff.

BURSTING OF A STONE

TWO MEN BADLY INJURED AT THE
STEEL AND SPRING WORKS.

BOTH OF THEM TAKEN TO THE
HOSPITAL AND MAY DIE.

ALBERT DRURY AND FRANK GOODMAN
THE UNFORTUNATES.

MANAGER LOOMIS SAYS THE
GRINDSTONE WAS PERFECTLY SOUND.

Two men were seriously, probably fatally injured by the bursting of a large grindstone at the Detroit Steel & Spring Co.'s works, corner Michigan and Hubbard avenues, at 8 o'clock yesterday morning. The injured men were Albert Drury, 31, single, of 909 Vinewood avenue, and Frank Goodman, 37 years old, married and father of four children, of 911 Vinewood avenue. They were still unconscious last evening at the hospitals to which they had been taken immediately after the accident. Drury at Grace, and Goodman at Harper Hospital.

Drury was at work on the stone when the bursting occurred, while Goodman was engaged in moving a steel press through the shop, and was near the stone when it burst. It had been of six feet diameter originally, but had been ground down to about four feet by long usage. When the bursting occurred the stone separated into four large pieces of nearly equal size and number of small fragments.

One of the larger pieces struck Drury and then went through the roof, landing on the Detroit & Bay City tracks, which passed by the shop. Drury's left arm was broken in three places, from the elbow to the wrist. The most serious injury which may have a fatal result, was caused by a big gash under his left eye, producing concussion of the brain, if not a fracture of the skull. There is small hope for his recovery.

Another large section struck Goodman a glancing blow on the head, causing a fracture of the skull at the base. The chances for recovery are decidedly against him. The same piece which knocked him down struck a round timber used in the moving of the steel press, and it fell near the latter to the floor.

Manager Loomis, of the works, says that the stone was perfectly sound, mounted and used in the usual way, and that nobody could have foreseen the accident. On this point the other employees and friends of the injured men agree with him. Grindstone explosions, which are not infrequent, always occur without a warning. Though the stone was not run at an unusual speed, it is claimed by some employees that the machinery had been working in a jerky manner, which would tend to cause a grindstone to burst. This point, however, is disputed by many others.

Policeman Would Like to Sleep at Home.

Ever since the railroad riots of one year ago one third of the force of patrolmen at each station in the city have been required to sleep at the station. Besides the inconvenience there is considerable extra expense to the men in this arrangement and an effort is being made to have the order rescinded. Patrolmen who are on duty during the day are required to sleep at the station, after reporting at 9 o'clock in the evening, and are obliged to rise at 4 or 5 o'clock in the morning, go home, get their breakfast and return for duty at 7. So there is an attempt to enlist Commissioner Chipman in a move to restore the old regime. "If there was any excitement, or any excuse whatever to apprehend extra service," said a member of the force yesterday, "we wouldn't say a word; but the city is perfectly quiet, and there is no longer any reason whatever for retaining the urgency measure."

AND NOW BLOOMERS ALL BICYCLE GIRLS WILL SOON WEAR THEM.

Hints as to Making Trousers, Skirts
and Bodice.

Easy and Quiet Styles in Bathing
Costumes- Black Is the Favorite Color, and
the Favorite Material Is Mohair- China Silk
Has Its Favorites.

With the growth of interest in wheeling, interest in the costume for wheeling has deepened. All in that respect, as in many others, we take suggestions from Paris. While poor American girls were struggling with uncomfortable, willful skirts, that refused to stay decorously down, but swayed by every zephyr that blew, the Parisienne was rolling gleefully along, with cool, puffy trousers and neatly belted jackets. Not one whit cared she for passer-by - which was the reason, perhaps, why idle comments so quickly ceased. That's what is the matter with American girls, sometimes. We haven't the courage of our convictions. "I believe it is lady like and quite proper to wheel" said more than one girl a year or two ago, "but would never dare to face the crowd that would gape and stare as I passed." Now these same damsels are riding along serenely, for the bicycle girl is no longer a rara avis.

FACTORY GIRLS ORGANIZE.

One Hundred and Thirty Girl Tobacco
Workers Met Last Night.

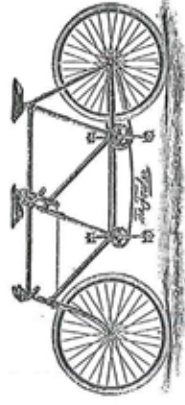
About 130 girls employed in the various tobacco factories of the city met in room 15, Hilsendegen block, last night and after listening to addresses by leaders in the labor movement for some two hours, each of whom portrayed the benefits of organization, effected a temporary organization. John E. Sauers was the principal speaker, and was followed by a number of others in the German language. The organization of the union is regarded as very important among trade unionists, as it is hoped and expected it will afford means for better enforcing the law of regulating child labor in factories.

TO PREVENT COLLISION.

STATE LAW GIVES RIGHT OF WAY TO
OLDEST STREET CAR LINE.

So many narrow escapes from collisions between the cars of the citizens' Co. and the Detroit Railway have occurred at the points where their tracks cross that considerable discussion has been caused as to the right of way of the cars. Corporation Counsel Speed finds that by the state law, which governs all street railroads, whether steam or electrical, the oldest established line has the right of way and precedence at the crossings. For example, the Fort street line has right of way over the Griswold street line at the intersection of Griswold and Fort streets and it is the duty of the conductor of the Griswold street car to see that the coast is clear before he attempts to cross the tracks of the Fort street line. The same rule holds good where the Detroit Railway cars cross the lines of the Citizens' Co., and the conductors of the new lines should see that no danger of a collision.

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SUCCESS or CHIC.

56 AND 58 ADAMS AVE. EAST.

FINE REPAIR SHOP IN CONNECTION

NEW STREET CAR TICKET.

Employees' Association Don't Like the
Punching.

The Citizens Railway yesterday inaugurated the new system of collecting fares. Instead of the strip of six tickets for a quarter, which allow all citizens who ride on street cars are familiar, the passenger paying a quarter will receive a small ticket with six figures upon it, one of which the conductor will punch for a ride, taking up the ticket as the last number. Cash fares only will be rung up as heretofore.

Secretary Kay, of the Street Car Employees Association, said last evening that a meeting of the general association will be called for the fore part of the coming week to take action on the new style of ticket which the Citizen's Co. has issued.

"This new ticket of the company, which contains six figures, one of which is to be punched out for a ride, until taken up at the sixth punching, is virtually the same thing that was rejected by the association," said Secretary Kay yesterday. "Besides, I don't think it will prove satisfactory to the public. One person must use the entire ticket, and cannot give single tickets to members of his family, as by the present coupon style."

Northern Steamship Company's

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Leave Detroit Wednesday and Saturdays, 3 p.m., for Macinac Island, the Soo, Duluth, Minneapolis, St. Paul and the West. The most attractive route across the continent. Connections for Chicago at Macinac Island.

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JOHN GORDON, General Manager
A.A. HEARD, Gen. Pass. Agent

SAD ACCIDENT

**Young Girl Fatally Injured in a
Runaway at Vassar.**

Vassar, Mich., July 11.- (special)- A sad accident occurred this evening. While Miss Cora Hanley, aged 16 years, her mother and her brother were passing down Huron Avenue the horse became frightened at the music of a merry-go-round and ran away. As it reached the bridge across Cass river the boy jumped, and while on the bridge, the young lady was thrown out against the timbers of the bridge and injured seriously.

At the present time she is unconscious, suffering from concussion of the brain, and there are no hopes for her recovery. Her mother and brother escaped with few bruises.



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SPACES 5 and 6 CYCLE SHOW

March 11-14.

AUDITORIUM

DETROIT BRANCH

305 Cycle Row.

WOODWARD AVENUE

The First Collision.

Grand River and Detroit
Railway Motor Came Together.

The first collision between the cars of the Citizens' street railway and those of the Detroit railway occurred yesterday afternoon. A car of the former company, bound west, encountered a car of the latter bound east at the Henry street crossing.

Both motormen brought their cars to a standstill, then both started at the same instant. Before their speed could be checked they were in a collision. The car of the Detroit railway was forced from the track and one of its wheels broken.

Workman were secured and the car shoved from the track, and it now lies just in the rear of the Webb's packing house awaiting repairs. The passengers in both cars were very much frightened, but there were no injuries. The incident shows the necessity of an arrangement of signals for the crossings, something after the manner of vessels.

Yesterday's Accidents

About 3:30 o'clock yesterday afternoon Joseph Peet, a driver, 56 years old, residing at the corner of Brush street and Jefferson avenue, was driving along near the stockyards when his horse became frightened and ran away, throwing Peet to the ground. He was frightfully cut about the head, his temple was gashed and he was kicked in the face by his horse, laying open his cheek from the eye to chin. He was taken to Harper Hospital in the ambulance attached to that institution, where he remains in precarious condition. It is feared that his skull is fractured, in which case his injuries may terminate fatally.

Susan B. on Bloomers

When asked her ideas with regard to "bloomer," Miss Anthony said: "When the new woman undertakes her new work she will certainly adapt her dress to the occasion. If she is to work around machinery she will not wear long flowing robes, but will dress suitably to her calling. I am decidedly in favor of bicycle riding for young ladies, and I think that they will soon rid themselves of the troublesome skirt and adopt a costume better fitted to the wheel.

BICYCLE TOURNAMENT

FAST TIME MADE BY THE
WHEELMEN AT BATTLE CREEK.
SEVERAL RIDERS MET WITH
SERIOUS ACCIDENTS.

DETROITERS WON BOTH
PRIZES IN THE ROAD RACE.

The Half Mile Open Captured by Tom
Cooper, also of Detroit.

Battle Creek, Mich., July 22. -(Special)- The state bicycle tournament opened most auspiciously this morning, with lovely weather, track in excellent condition and a crowd full of life and enthusiasm. The ten-mile road race this forenoon, from the City park, Main Street, to Stringham corners in Bedford township, attracted a great crowd. The course is two and a half miles, necessitating three turns, otherwise the course was perfect, the road being a fine gravel thoroughfare. Nearly all the entries started. It was an exciting race. B. W. Pierce, of Detroit, won the time race. Time, :27:45.



Dr. CLARKE

Merrill B'k (corner Woodward and Jefferson) Detroit, Mich.
THE REGULAR OLD ESTABLISHED

PHYSICIAN AND SURGEON

Is still treating with the greatest

SKILL AND SUCCESS ALL PRIVATE, NERVOUS, AND CHRONIC DISEASES

NERVOUS DEBILITY

Lost manhood, Mental and Physical Weakness, Exhausting Drains, and all the evil effects caused by excess or abuse, treated scientifically by new methods, and a thorough and permanent cure guaranteed.

BLOOD AND SKIN DISEASES

As Syphilis, Scrofula, Eczema, Rheumatism, Eruptions, etc. radically cured without mercury.

URINARY AND KIDNEY

Complaints, Gonorrhea, Gleet, Stricture, Varicocels, and all diseases of the genito-urinary organs speedily and safely cured.

DISEASE OF WOMAN, of whatever nature, skillfully and successfully treated.

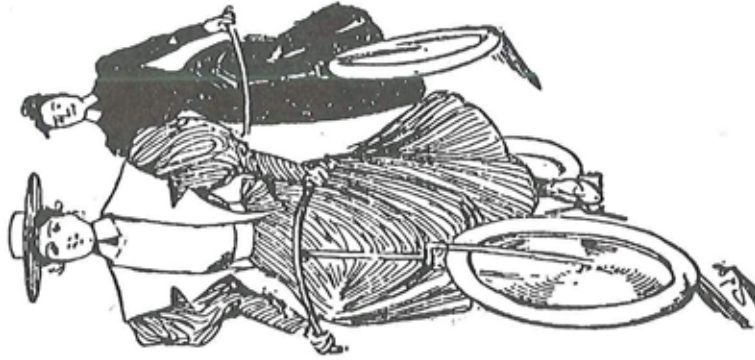
No experiments. Thousands cured. Consult the Old Doctor, Forty years in practice. Consultation personally or by letter free and confidential. No matter who has failed to cure you, write Dr. CLARKE a full history of your case. Medicines sent everywhere free from observation. Hours, 8 to 8; Sundays, 9-12. (call on or address)

DR. F. D. CLARKE,
Merrill Block, Detroit, Mich.

WHEEL ETIQUETTE.

THE PROPER THING TO DO WHEN RIDING THE BICYCLE.

Whatever enjoyment we obtain from our daily intercourse with others possible only through our obedience to the laws of that etiquette which governs the whole machinery of society, keeps every cog and wheel in place at its own work and carries



ACCOMPANIED BY HER MAID.

all things along comfortably to their consummation.

Cycling having taken such mighty hold on the land, it has naturally followed that an etiquette of cycling should be established and that it should be well defined and rightly regarded by society.

BICYCLISTS MUST USE BELLS

THE LANTERN CLAUSE OF THE ORDINANCE KNOCKED OUT.

Ninety Days Before the Measure Can
Go Into Effect.

After a lot of wrangling and many futile attempts to break the quorum the bicycle ordinance was forced through the common council at the adjourned session held yesterday morning. The ordinance gives the wheelman the whole thing, and they do not have to carry lanterns. The lines in the fight were drawn between the members that are riders, or prospective riders of the silent steed, and those who have no ambitions that way. The bicyclists won.

When the session opened Ald. Wright's bicycle ordinance was called up and from it the ordinance passed was evolved, after being so amended as to be unrecognizable. As it is present it reads, in brief, that the speed of the wheels within the half-mile circle shall be limited to six miles an hour, and the speed outside the half-mile circle to ten miles an hour; that all wheels shall be provided with suitable bells, whistles or signal alarms; that no person shall ride a wheel on the sidewalk of any paved street; that bicycles may be ridden on the sidewalks of unpaved streets at the risk of the rider, and at a speed not to exceed four miles an hour; that no wheel shall be ridden within three feet of any street car, and that not more than two wheels shall be ridden abreast on any public street; that no wheel shall be left against any fire hydrant or hitching post. None of the provisions except those relating to speed and right of way shall apply to children under 12 years old, operating three or four-wheeled velocipedes, or to individuals using velocipedes. Any violation of the ordinance may be punished by a fine not exceeding \$50, in default of which the offender may be sent to the House of Correction for a period not exceeding thirty days.

Ald. Wuellner tried to pass his ordinance which provides for the registering and licensing of wheels and the carrying of lanterns after dark, but he could not force it through. Ald. Beamer, who is a member of the Detroit Wheelmen, fathered the amendments to the ordinance that are in the interest of the riders of wheels. The ordinance as passed will not take effect for three months from approval by the mayor, so as to give all owners of wheels an opportunity to secure bells.



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QUOTED THE DECLARATION

**Detroit Cigar Co. Gave the Strikers
Its Ultimatum.**

The negotiations between the Strikers and the Detroit Cigar Co. which have been under way for the past day or two, here terminated yesterday by a letter from John McLean, manager of the company. Which was read at the noon meeting of the advisory board, and which rejected every proposition of the strikers. To the request of the union that the company employ none but union cigarmakers in its factory. Mr. McLean says: "We, believe that every man has the right to life, liberty, and the pursuit of happiness according to the dictates of his own conscience and personal interests." After rejecting the several demands of the union, Mr. McLean concludes as follows: "Our shops will be open next Monday morning to all our old employees who wish to return to work on the old plan and union scale of wages that they have been receiving. To such as do not desire to return we request that they call and remove all their effects from the factory." This request was provocative of considerable indignation, and the striking employees of the factory resolved to march to the factory in a body and take away their belongings. When the negotiations with the Detroit company began the strikers were in high spirits, believing the factory ready to capitulate, and the answer read yesterday was exceedingly disappointing and dispiriting.

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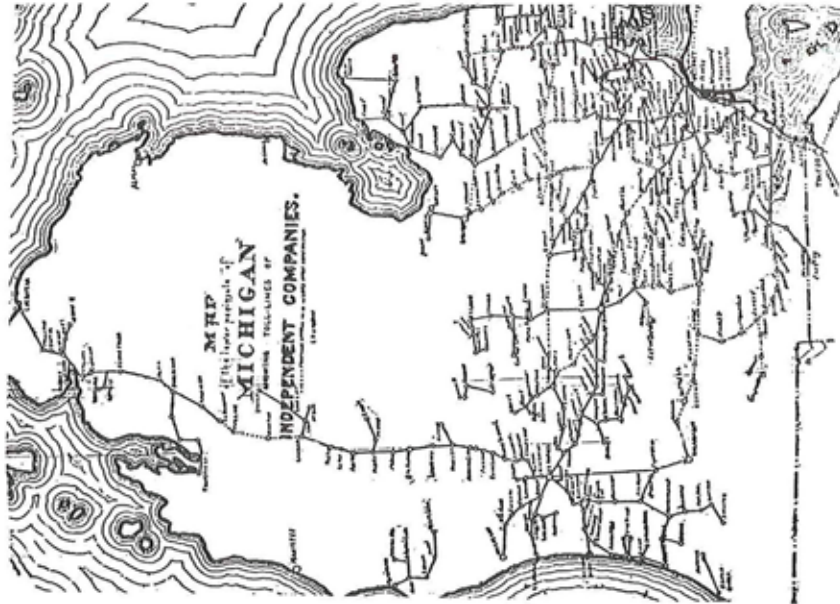


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LOWER TELEPHONE RATES.

Meeting of Physicians to Discuss the Subject.

About twenty physicians representing the different medical societies of Detroit met at the Hotel Cadillac at 5:30 o'clock last evening to discuss telephone rates and to protect against the action of the city council in not granting a franchise to the Harrison Telephone Co. in competition with the Bell Co. Those present were Drs. Gunsolus, Hickey, Lennox, John L. Irwin, T. S. Barclay, Carstens, Leonard, McLaren, Morley, Richards, Donovan, Henderson, Stevens, Parker, Utter, and Cook.

Dr. Lennox explained the object of the meeting and said that he believed they were playing exorbitant telephone rates to the Bell Co. Some were also paying more than others—one \$65 and another \$80 a year for the same service. He thought that the profession should encourage any opposition to the existing company that they could get. Similar opinions were expressed by nearly all the others, and the feeling of the meeting was in favor of another telephone franchise with the view to getting lower rates, and, as one stated, also better service.

Dr. Morley thought that the telephone was a nuisance anyway. Nor did he think that a protest against the action of the city council would do any good. What they should do was to get on the necks of the alderman. They were not influenced by justice or right.

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BICYCLES AND STREET CAR FRANCHISE.

A low estimate of the number of bicycles in Detroit puts the number at 10,000. Most of these probably are in daily use, furnishing transportation to their riders for business purposes. But, assuming that only one half of them are in commission for that purpose and the other half for recreation only, \$5,000 may be easily estimated as the number of passenger fares to be deducted from the revenue of the street car companies. These riders, it may be assumed, would use the cars night and morning; many of them four times a day; a certain proportion of them would avail themselves of the cheap fares; but offsetting against these are those who would use them at noon, it would be unfair to say that the companies lose at least 8 cents a day from the bicycle riders who use their wheels for business purposes. This aggregates \$400 a day. Three hundred business days means \$120,000 a year. It is true that winter weather and other inclement days cut off at least 60 days of the 300; but this will be offset by the number of those who will use their wheels at night and on Sundays, and at other times, for recreation, when they would ride in the street cars—visits to Belle Isle, excursions, and the like. So that a loss of \$120,000 a year, or 4 percent on a capitalization of \$3,000,000 is not an overestimate.

In determining the value of the street car franchise and what capitalists can afford to pay, this leakage in revenues that did not exist 10 years ago, and is likely to continue indefinitely, must be taken into account. Capitalist will, and the city will have to, include it in their calculations.

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New excursion steamer City of Chatham makes round trip Detroit to Chatham every Friday and Saturday, leaving foot Randolph St. 8:30 a.m. Returning leave Chatham at 3:30 p.m.; giving about two hours in Chatham. Fare, round trip, 50 c. Also leave Chatham Sunday mornings 8:30, fare one way, 50 c. Boat can be chartered for excursions. E. CORNETT, Captain.

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