

THE MICHIGAN COMPANION



A Guide to the Arts, Entertainment, Festivals, Food,
Geography, Geology, Government, History, Holidays,
Industry, Institutions, Media, People, Philanthropy,
Religion, and Sports of the Great State of Michigan

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942 | RACE FOR THE CURE

The Susan G. Komen Race for the Cure, an annual fundraiser for breast cancer research that includes a 5K Race/Walk and Fun Walk, takes place in downtown **Detroit** every spring. The Komen Race for the Cure series was founded by Nancy Brinker, sister of breast cancer victim Susan G. Komen, in 1982. Today, more than one-million people around the world participate in Komen races and fundraisers. In Detroit, the local presenting sponsor is the Barbara Ann Karmanos Cancer Institute, a comprehensive cancer center in Detroit. It was started by local businessman Peter Karmanos, a founder of Compuware Corporation, in memory of his wife, Barbara, who died of breast cancer. Each year, more than 30,000 people participate in the fundraiser and raise more than \$2 million for cancer research. Most of the participants show their support of a relative or loved one fighting the disease with shirts and signs acknowledging their commitment to end breast cancer.

Web site: www.karmanos.org/raceforthe curedetroit

943 | RACIAL AND ETHNIC HOSTILITIES

The history of racial and ethnic hostilities in Michigan dates from the early years of settlement in the area. The French voyageurs of the 1700s married into the native tribes of the **Northwest Territory** and generally lived among them at peace. In the early 1800s, a number of white settlers moved to Michigan from New England and New York and were soon in conflict with the native inhabitants, most of them from the **Chippewa (Ojibwa)**, **Potawatomi**, and **Ottawa** tribes. The white settlers were outraged at what they perceived as the savage way of life of the tribal peoples and tried to control that behavior through the establishment of legal boundaries and treaties designed to place the tribes on reservations or force them out of the state.

Far better known is the history of racial hostilities and violence between the **African-American** and white populations of the state, dating from the middle of the 19th century. In 1833, **Detroit**'s Thornton and Ruth Blackburn, fugitive slaves, were jailed to be returned to their former Kentucky owners. A group of black residents stormed the city jail and freed the Black-

burns, who escaped to Canada. In March 1863, some of **Detroit's Irish** and **German** immigrants, angry over the federal conscription law, incited a race riot over the arrest and conviction of an African American for rape that led to rioting, looting, and widespread destruction of property, serious injury, and one death.

In the 20th century, animosity continued to grow between the races, especially as blacks moved north for factory jobs. In 1925, a Ku Klux Klan cross-burning drew 10,000 in Detroit. That same year, when Dr. Ossian Sweet moved his family to an all-white section of the city, his home was surrounded by an angry mob. For years, blacks had to endure inadequate, overpriced housing and a segregated world that limited their opportunities in employment, housing, education, and services.

In 1942, during **World War II**, more than 1,000 people gathered to protest a black family moving into the **Sojourner Truth** housing project, built for African Americans working in the war plants. Police battled protesters for several hours, resulting in dozens of injuries. In 1943, another race riot exploded in Detroit, caused by simmering animosity between black and white residents. At the **Packard** plant, 25,000 white workers walked off the job when three black men were promoted to skilled positions. Violence erupted in June 1943, with rumors flying and black and white mobs taking to the streets, overturning cars and looting. The riot lasted for three days and ended in the death of 34 people—25 African Americans and nine whites.

For several decades after the 1943 riot, relations between blacks and whites improved in Detroit, due in large part to the efforts of the Urban League under the direction of John C. Dancy. The Urban League

and the National Association for the Advancement of Colored People (NAACP) worked for fair housing and greater educational and employment opportunities for African Americans. But their influence began to fade in the 1960s, as other, more radical groups voiced a new generation of black militancy in the fight for equal rights. Racial unrest broke into rioting in the mid-1960s in cities like Los Angeles, where the Watts riot resulted in the deaths of 34 people and millions of dollars in property damage. Despite the feeling that race relations were improving in Detroit, the city had an atmosphere of tension and simmering discontent.

On July 23, 1967, Detroit once again erupted into violence, in one of the deadliest riots in the nation's history, an event from which the city, and in many ways the state, has never recovered. The conflict began when Detroit police raided a blind pig on 12th Street. A crowd of several hundred on-lookers turned into a mob, and more police were called in, but did not control the mob. Soon, looting began, and hundreds of rioters took to the street, setting more than 1,600 fires throughout the city. When sniper fire began, Governor **George Romney** sent in state police and the National Guard; they were joined by federal troops. After one week, order was gradually restored to the city, but the results of the riot were devastating: 44 dead, more than \$50 million in property damages, and a major U.S. city torn apart and in dire need of help to rebuild itself.

In the aftermath of the riot, positive movements for change occurred. New Detroit was formed, a coalition of business and civic leaders devoted to improving housing, education, and employment in Detroit. Charitable organizations like **Focus: HOPE**



A 1942 photo showing one episode of racial and ethnic hostility: five African-American men at the Sojourner Truth housing project with their hands up, faced by a white police officer. The housing project was built to provide housing to black workers and placed in an all-white neighborhood, leading to protests by nearby whites.

were created. But the riot also prompted more “white flight,” as white residents fled Detroit for the suburbs. Many of the suburbs had policies of overt or covert racism, and the houses still had restrictive covenants designed to keep African Americans from purchasing a mortgage.

In the late 1960s, race relations in Michigan were dealt another blow when court-ordered **busing** to desegregate the schools caused further antagonism between suburban whites and urban blacks. When federal officials from HUD tried to encourage integration in **Warren**, the backlash from white residents was harsh, with a long-lasting affect on the region’s white/black relations.

Most recently, **Arab-Americans in Michigan** have faced racial hostilities in the wake of the terrorist attacks of September 11, 2001. This has led to programs that promote outreach on behalf of the Arab-American community, especially by Muslim leaders in **Dearborn**, home to the largest Arab population in the country. Whether these and other programs will succeed, and whether Detroit will outlive its segregated past, rests on the current generation of political, civic, and business leaders.

944 | RADISSON AND GROSEILLIERS, FATHERS

Pierre Esprit Radisson (1636?–1710)
and Médart Chouart des Groseilliers (1618–

1696) were French explorers and fur traders who explored the northern reaches of Michigan and Canada. Radisson was born around 1636 in France and came to the New France colony in North America with his family when still an adolescent. In 1641, he was captured by the Iroquois, who kept him captive for two years. He escaped and returned to Trois Rivières (Three Rivers), Quebec, to find that his sister had married Groseilliers.

Groseilliers was born in France and went to New France in 1642, where he worked for the Jesuits at their missions and began a life as a fur trader. Together, Radisson and Groseilliers set out in 1659 to discover new sources of profitable **beaver** pelts, traveling north of **Lake Superior** to the southwestern shores of Hudson Bay. They were wildly successful, returning with more than 100 canoes filled with furs. But the French authorities punished them for hunting without a license, taking away their furs and even throwing Groseilliers into jail.

Furious at their treatment, the two explorers went to England and met with King Charles II; they soon found themselves working for the English, trapping furs and looking for the fabled Northwest Passage through the New World to Asia. Radisson and Groseilliers worked for the English until 1674, when they returned to the service of their native France. But the French authorities once again seized their furs and ships in 1683. Disgusted with the French, Groseilliers retired. Radisson returned to the employ of the English and the Hudson's Bay Company, where he worked until his death.

945 | RADNER, GILDA (1946–1989)

Gilda Radner, a beloved comic and actress, was born in **Detroit**. After attending

the **University of Michigan**, she moved to Toronto, where she worked with the improvisational troupe Second City and first met other upcoming comics Dan Aykroyd and John Candy. While working in Toronto, she came to the attention of Lorne Michaels, who was casting a late-night weekend show, *Saturday Night Live*. In 1975, Radner became part of the first cast (The Not Ready for Prime Time Players) of that iconic television show, which also included John Belushi, Jane Curtin, Aykroyd, Laraine Newman, Garrett Morris, and Chevy Chase (Bill Murray soon replaced Chase). The show made Radner famous, and some of the characters she created for the show, including Roseanne Roseannadanna and Emily Litella, became classic comic figures. Radner left the show in 1980 and went on to have a stage and film career.

Radner developed ovarian cancer in 1986, increasing public awareness of the disease, and died in 1989 at the age of 42. Her legacy lives on in Gilda's Club, founded after her death by her husband, actor Gene Wilder, and her cancer psychotherapist, Joanna Bull. The chapters of Gilda's Club provide free emotional and social support for cancer patients and their families at facilities in Royal Oak, **Grand Rapids**, and around the world.

Web site: www.gildasclub.org

946 | RAILROAD FERRY SERVICE ON LAKE MICHIGAN

In 1849, steamboats shuttled freight and passengers between Chicago, Illinois, New Buffalo, Michigan, and Milwaukee, Wisconsin, because the Northern Indiana railroad link was not completed. The Detroit and Milwaukee Railway and Steamship Company commenced shipping operations

from **Grand Haven** to Milwaukee in 1859. Then, in 1875, a Ludington connection, transporting package freight and passengers to Sheboygan, Wisconsin, began service. In 1892, the Ann Arbor Railway Company constructed a wooden railroad ferry, the SS *Ann Arbor I*, which carried 24 loaded freight cars from Frankfort to Kewaunee, Wisconsin. The first steel-hulled railcar ferry on **Lake Michigan** was the SS *Pere Marquette*. The 338-foot vessel made her maiden voyage from Ludington to Manitowoc, Wisconsin, in 1897. The SS *Badger*, the last railcar ferry still in service, was converted to an automobile and passenger carrier between Ludington and Manitowoc in 1992.

947 | RAILROAD STATIONS, 19TH-CENTURY

Michigan's 19th-century railroad depots comprise some of the state's most interesting architectural structures. Although none of the 1836–1850 stations survive, a number remain from the latter 1800s. One of the earliest is the 1858 Italianate-style Chicago, Detroit & Grand Trunk Junction Railway station in **Mount Clemens**. Now owned by the city, it is nicknamed the “Tom Edison Station.” It was here in 1862 that young Thomas Alva Edison (1847–1931), who worked as a newsboy and candy salesman on the **Detroit-Port Huron** line, saved the station agent's young son from being hit by a train. Closed by Grand Trunk in 1953, the station is now leased to the Michigan Transit Museum.

A number of large 19th-century stations are on the former **Michigan Central Railroad** mainline to Chicago, now Norfolk Southern and Amtrak. Going west from Detroit, the massive two-towered 1886 field-stone depot in **Ann Arbor** is now the popular Gandy Dancer restaurant. **Jackson**

has its 1873 single-story long-brick station and **Battle Creek** its 1886 brick station. **Kalamazoo's** 1887 brick station is now the Kalamazoo Metro Transit Center, serving Amtrak and buses. Niles maintains a two-story sandstone structure dating from the 1890s. All except Ann Arbor are Amtrak stops.

The Ann Arbor, Battle Creek, Kalamazoo, and Niles stations are in the then-popular Richardsonian Romanesque architectural style. Richardsonian is the styling influence of Henry Hobson Richardson (1838–1886), who favored long, round arches and Romanesque detail with heavy massing in his widespread designs. Architects Frederick H. Spier and William C. Rohns designed Ann Arbor and Niles; James Rogers and Walter MacFarlane, Battle Creek; and Cyrus L. W. Eidlitz, Kalamazoo. Jackson, designed by Michigan Central's H. P. Gardner, is in the Italianate style. All these railroad architects were Detroiters except New Yorker Eidlitz.

Many other smaller 19th-century stations built of brick and stone remain throughout Michigan, such as the handsome Union Depot in **Muskegon**. Although no longer used as railroad stations, many of these fine old depots have today been adapted for use as visitor centers, museums, and restaurants.

948 | RAILROADS

Michigan railroads, like all railroads in the United States, have seen enormous change since 1960. That's when the **Grand Trunk Western** was the last U.S. Class 1 railroad to retire the steam locomotive. With the 1980 federal Staggers Rail Act, the tight control of the Interstate Commerce Commission established in 1887 gave way to railroad consolidations and competitive

freight rate-making. Today, only three major rail systems are in Michigan: the Canadian National North America (CNNA), formerly the Grand Trunk Western; CSX, formerly the Chesapeake & Ohio; and the Norfolk Southern (N-S). All three have acquired numerous other rail carriers, including Conrail and its predecessor Penn Central, comprised of the Pennsylvania, New York Central, and New Haven railroads. Other Michigan Class 1 companies absorbed were the **Pere Marquette** and the Wabash. A fourth railroad, Canadian Pacific (CPR), terminates in southwest **Detroit**, using the **Detroit-Windsor railroad tunnel**.

Tens of thousands of Michigan railroad jobs no longer exist nor do thousands of miles of track. Michigan's total railroad mileage today is some 3,600 miles, a sharp decline from more than 9,000 miles in the 1920s. As of 2003, Michigan railroad mileage included 2,025 miles of CNNA, CSX and N-S track. The 24 regional short lines totaled 405 miles and the local railroads 973 miles, with the balance of 187 miles used in switching and terminals. The major rail routes are the Norfolk Southern mainline from Detroit through **Ann Arbor, Jackson, Battle Creek, Kalamazoo**, Niles, and New Buffalo to Chicago, Illinois; and the N-S (former Wabash mainline) from Detroit to Fort Wayne, Indiana, and St. Louis, Missouri. N-S also runs from Detroit to Toledo, Ohio, a major rail center. The CSX (former Pere Marquette mainline) runs from Detroit through **Lansing, Grand Rapids, Holland**, and **Benton Harbor** to Chicago. CSX also has a mainline from Toledo through Plymouth to **Flint**. CSX interchanges in southwest Detroit with Canadian Pacific for connections to Toronto, Ontario.

CNNA has connections to Toronto and Buffalo at **Port Huron**. Its former Grand

Trunk Western lines from Toledo, Port Huron, and Detroit meet at Durand, going on to Lansing, Battle Creek, South Bend (Indiana), and Chicago. And Amtrak, the National Railroad Passenger Corporation, owns the 43 miles of former Conrail mainline between Kalamazoo and Porter, Indiana. This is the first line in Michigan upgraded from 70 to 95 miles per hour, with plans to go to 110 mph in 2010.

Underwater rail tunnels exist between Detroit and Windsor (the **Detroit/Windsor tunnel**) and between Port Huron and Sarnia (the Port Huron/Sarnia tunnel). The **Detroit River** twin-tunnel opened in 1910, and one tube was deepened in the 1990's by Conrail to handle "high cube" boxcars, auto rack triple-deck flatcars, piggyback trailers (trailer on flatcar or TOFC), and container (COFC) flatcars. The 1891 **St. Clair River Tunnel** at Port Huron-Sarnia was replaced in 1995 by Canadian National with a new twin tube tunnel capable of handling TOFC, COFC auto racks, and high cubes.

Cross-country passenger service is no longer universal, but limited to main routes operated by Amtrak. In Michigan that's the former New York Central mainline from Detroit with no rail connection to the East, running through Ann Arbor, Jackson, Battle Creek, Kalamazoo, Niles, and Benton Harbor to Chicago. And the former Grand Trunk Western mainline from Toronto to Port Huron, Flint, Lansing, Battle Creek, and South Bend to Chicago. Commuter rail services no longer exist in Michigan with the demise of the Pontiac to Detroit service of the Southeastern Michigan Transportation Authority in 1983. But funding is in place to study Ann Arbor-to-Detroit commuter service.

Today, America's railroads, including those in Michigan, are able to concentrate



A map of Michigan railroads from 1874-76, prepared for the commissioner of railroads.

on what they do best, hauling full carload shipments 300 miles and more. While the employee and mileage reductions are the result competition with trucks and the Federal Highway System, railroads today are quite profitable. Tonnage is at an all-time high, in large part due to the railroads taking the overland truck traffic away with their unit-train auto-rack, high cube, TOFC, and COFC services. Michigan's short lines serve local customers with shipments ranging from bulk commodities such as **coal**, **gravel**, stone, and petroleum to agricultural products including grain, **soy beans**, **potatoes**, wheat, flour, and fruit. They also service local industries, hauling in raw materials such as lumber, glass, rendering products, fertilizers, and chemicals and then shipping out the finished products. Train crews have been reduced from five or six in the 1960s to two or three, with the unneeded fireman and extra brakeman jobs eliminated. Modern freight trains no longer have a caboose; the train's rear end is guarded by "Fred" (Flashing Rear End Device).

949 | RECESSION OF THE EARLY 1980s

Lacking a catchy name, the economic recession of the early 1980s caused nationwide unemployment rates to rise rapidly and halted the sale of large-scale items such as autos and homes. The most significant of the recession periods occurred between July of 1981 and November of 1982. Recovery began in the third quarter of 1983 and was completed by the end of 1984.

Deregulation allowed banks to enter into speculative financing, causing bank failures at a startling rate. There were 40 bank failures in 1982 and 49 failures in 1983. The Great Depression's high was 43 in 1940. Continental Illinois, once considered "too

big to fail," required a \$4.5 billion rescue package. Failure of Continental could very well have caused a ripple effect leading to a total collapse of the financial industry.

The prime rate hovered around 20 percent, inflation exceeded 14 percent, 30-year mortgages were 18.5 percent, and 48-month car loans exceeded 17 percent. Cars and homes were not selling. Michigan unemployment soared to 16.9 percent. Unemployment in **Detroit** and other large cities that were dependent on auto manufacturing ranged from 20 to 30 percent. From 1979 to 1983, one-third of all auto and steelworkers experienced layoffs. Auto employment in Michigan fell from 437,000 in October of 1978 to 289,000 in October of 1982. **Chrysler Corporation** was facing bankruptcy, but was bailed out by Congress. **Ford Motor Company** was in financial distress, and **General Motors** posted its first losses in years. During the Chrysler bailout, 15,000 Detroit-area workers lost their jobs. Many auto workers left Michigan for Texas and other booming areas.

Michigan's 1982 unemployment rate of nearly 17 percent remains the second-highest state unemployment level in the history of the United States. The record of 18.2 percent was set by West Virginia in 1983. There are 27 other states that had unemployment records set during the 1982–1983 recession.

950 | RED FLANNEL FESTIVAL

The Red Flannel Festival is a fall event held in Cedar Springs, located in west-central Michigan, 20 miles from **Grand Rapids**. In 1936, Cedar Springs became famous for its production of red flannel clothing. During a severe winter, a New York writer lamented: "Here we are in the midst of an

old-fashioned winter and there are no red flannels in the USA to go with it." A response promoting the local red flannel industry appeared in a Cedar Springs' newspaper. The Associated Press came upon the article and Cedar Springs' red flannel industry boomed. In 1939, Cedar Springs commemorated its success with the first Red Flannel Festival. Though the factory closed in 1994, production of the red flannels has resumed due to local efforts. Held around the first Saturday in October, the festival includes contests like the Chile Cook Off, the Red Flannel Queen Scholarship Pageant, and the Red Flannel Photography Contest. Events also include horseshoe throwing, karaoke singing, tractor pulls, a parade, dance, carnival, car show, antique tractor show, and a festival-closing fireworks show.

Web site: www.redflannelfestival.org

951 | RED SCARE OF THE 1930s

The despair felt throughout Michigan during the early days of the Great Depression increased the appeal of communist doctrine attacking capitalism and free enterprise. While communism never really found a serious home in Michigan, charges were leveled that the state was a bastion for "reds." In the days immediately following **World War I**, the rise of communism in the Union of Soviet Socialist Republics (USSR) led to fears that immigrants to America were importing radical ideas. On January 2, 1920, federal agents arrested more than 800 individuals in **Detroit** in one of the nation's biggest subversive raids. The arrestees were held for several days but were released when it was determined they had no interest in or knowledge of subversive activities. Two years later, federal agents broke up a gathering of the American Com-

munist Party near Bridgman in **Berrien County**. Those arrested were charged with violating a recently passed law that made it a felony to propose reform through the use of violence. The "Bridgman Reds," as they were called, were tried locally. Charges were dropped when the state's prosecutor in the case expressed surprise that many of the "reds" were native-born Americans who failed to fit the stereotype of the communist "as a wild-eyed, bearded, bomb-throwing foreigner."

Beginning in 1929, the American Communist Party established over 100 Unemployed Councils in industrial centers across the United States. The party's most experienced organizers and trade union activists were stationed in Detroit, which had 12 to 15 of Michigan's 26 Unemployed Councils. The councils mobilized the unemployed to march for expanded relief measures, improved unemployment services, and reforms such as unemployment insurance. One Detroit protest against unemployment in 1930 drew 5,000 demonstrators and 2,500 city police.

A more dramatic protest occurred on March 7, 1932, when a crowd of several thousand protestors marched from Detroit to **Dearborn** to demand jobs from the **Ford Motor Company**. What became known as the **Ford Hunger March** turned violent when Ford's security forces, in cooperation with the Dearborn police, opened fire on the marchers with tear gas, fire hoses, and guns. Four marchers were killed and another 29 wounded. Five days after the disaster, a mass funeral was held on **Woodward Avenue** for the victims. The marchers sang the communist "Internationale," as well as the "Star Spangled Banner." Communists were charged with creating conditions that caused the violence in Dearborn. A **Wayne**

County grand jury claimed that communist agitators were responsible for the march and the police were justified in their actions. But the grand jury rejected the local county prosecutor's request to charge march leaders as "revolutionaries."

In November 1932, the communists received 9,318 votes in Michigan for their presidential candidate. Only three other states saw a greater percentage of votes cast for their Communist Party candidates in that election. In Michigan, many of those votes came from the **Upper Peninsula's** Copper Country in the Upper Peninsula—the home to many unemployed immigrant miners. Communist fears during the 1930s caused the state to react. In the summer of 1940, Governor Luren Dickinson ordered the Michigan State Police to investigate "subversion, communistic activities and un-Americanism." Within a few months, the state police announced it had 10,000 subversives on file and even claimed Michigan stood second only to New York in having subversive aliens. The state Legislature passed a law denying the Communist Party a place on the Michigan ballot, but the measure was narrowly defeated in the state Senate.

952 | REEVES, MARTHA (1941–)

Martha Reeves was the lead singer of Martha and the Vandellas, one of **Motown's** most popular groups. She was born in **Detroit** and had an early start as a jazz singer in local clubs. Reeves started working at Motown's headquarters, Hitsville USA, doing clerical work. Soon she was singing background vocals for Motown stars. Martha and the "Vandellas," whose name combined Van Dyke, a street in Detroit, with the name of famed songstress Della Reese, included Rosalyn Ashford and An-

nette Sterling. The group produced a series of hits for the label in the 1960s, including "Heat Wave," "Dancing in the Street," and "Nowhere to Run." Reeves left Motown in 1972 and began a solo career. She continues to tour and perform. In 2005, Reeves ran for and won a seat on Detroit's City Council, but was not elected to a second term. Martha and the Vandellas were inducted into the Rock and Roll Hall of Fame in 1995.

Web site: www.missmarthareeves.com

953 | RELIGION

The history of organized religion in Michigan begins in 1668, when **Jacques Marquette** founded **Sault Ste. Marie**, the first European settlement in what would become Michigan, and taught Christianity to the **Ottawa** tribe. Just 33 years later, in 1701, **Antoine de la Mothe Cadillac** landed in **Detroit** and founded **Ste. Anne's Catholic Church**. The **Roman Catholic** faith became the dominant religion among Michiganders into the 19th century and beyond and was concentrated in Detroit as immigrants from Ireland, Germany, Poland, Hungary, Belgium, and Italy came to the area to work, and Catholic parishes developed in ethnic enclaves throughout the city. Part of the lasting legacy of the Catholic Church in Detroit are several cathedrals, noted for their stunning architecture, and the establishment of one of the city's major educational institutions, the **University of Detroit**.

In the 19th century, **Protestants** began arriving in the state in large numbers, immigrating from New England and New York as well as from Europe to Detroit. In 1816, **John Monteith**, a Presbyterian minister, came to serve all the Protestant congregations in the area, which had united as the "First Protestant Society." Soon, a large influx of Protes-

tants had formed their own churches, including Presbyterians, Methodists, Baptists, Lutherans, Congregationalists, and Episcopalians. They, too, contributed some of the most beautiful and architecturally significant churches to the city.

In 1848, a minister of the **Dutch Reformed Church** in the Netherlands, Albertus Van Raalte, left Europe and moved to what is now **Holland** in western Michigan. There, he and his family, along with other fellow worshipers, established a congregation that would grow, especially in the **Grand Rapids** area, to become one of the largest Christian Reformed Church communities in the country.

During the 19th century, Quaker communities were established in towns such as **Battle Creek**, Farmington, and **Marshall** and were known for their participation in the **abolitionist** movement. Battle Creek also became the headquarters of the **Seventh-Day Adventist Church**. Michigan served as the center of the growing **Spiritualist** movement, particularly in Albion.

In 1850, the oldest Jewish organization in Michigan, the Beth El Society, was founded in Detroit by a group of German immigrant families; the Jewish community would grow substantially over the next decades, expanding from Detroit into the suburbs.

The late 19th century saw the boom in the mining industry in the **Upper Peninsula**, and the Cornish, Scandinavian, and Italian miners and their families established Catholic and Protestant congregations throughout the area.

As the various Protestant groups spread out across the state, they founded several of Michigan's still-prominent small colleges, including **Kalamazoo** (founded by

members of the Baptist Church), **Albion** (Methodist), **Alma** (Presbyterian), **Adrian** (Methodist), and **Hope** (Reformed Church in America).

The first Greek Orthodox settlers reached Michigan in the 1890s, settling in Detroit, **Ann Arbor**, and several other communities. Over the next 100 years, 46 parishes would be established across the state.

In the 20th century, **Dearborn** became the home of the largest population of **Arab Americans** in the country, leading to a substantial increase in the number of Roman Catholics and Muslims in the state. In 1921, followers of Islam built the first mosque in the United States, in Highland Park; in 2004, the largest mosque in country, the Islamic Center of America in Dearborn, was completed, signifying the growth of this major religious group in Michigan. By 2000, an estimated 50,000 practicing Muslims were in the Detroit metropolitan area.

Religion continues to be a vibrant part of the lives of the people of Michigan. According to a 2000 study, just over two million Catholics are in the state. The state is home to 244,000 Missouri Synod Lutherans, 222,000 Methodists, 160,000 Evangelical Lutherans, 112,000 members of the Christian Reformed Church, 104,000 Presbyterians, and 37,000 members of the Seventh-Day Adventists. The Jewish community numbered about 110,000.

954 | RENAISSANCE CENTER

The Renaissance Center is located on East Jefferson Avenue in **Detroit** on the city's **Detroit River** waterfront. This unique \$350 million hotel, office, and retail complex was designed by John Portman & Associates of Atlanta in 1976–1981. Said to be the world's largest private development, it was



The Renaissance Center on the Detroit River, with the GM logo on the tower.

conceived by **Henry Ford II** and largely funded by the Ford Land Development Corporation in response to economic concerns rising from the **Detroit riot of 1967**. The first phase was a five-building rosette, the center of which was a 73-story hotel, Michigan's tallest building (and the world's tallest hotel when built), surrounded with four 39-story office towers. Two additional 21-story office towers, Towers 500 and 600, opened in 1981. This construction arrangement has been called "a city within a city." The complex was purchased by **General Motors Corporation** in 1996 for their corporate headquarters. Architects Skidmore, Owings & Merrill handled the 1996–2006 renovations and the new Jefferson Avenue entrance pavilion. Included in the renovation was the addition of the five-story Win-

tergarden atrium overlooking the International Riverfront.

Web site: www.gmrencen.com

955 | REPUBLICAN NATIONAL CONVENTION OF 1980

The Republican National Convention of 1980 was held at **Joe Louis Arena** in downtown **Detroit** from July 14–17. Downtown Detroit was enjoying a renaissance, and hosting the convention allowed the city to show the world the progress it had made. The newly constructed **Renaissance Center** and **Joe Louis Arena** were the focal points of the convention. The Renaissance Center was the world's tallest hotel. Joe Louis Arena was barely a year old, completing its first season as home to the **Detroit Red**

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