

FORD LITERATURE

A Reading List of Published Material
by or about the Ford Motor Company
and Henry Ford, Available at
Ford Motor Company Archives.

Part I

Books

Ford Motor Company Archives
Dearborn, Michigan

February, 1953

I. BOOKS

1. Arnold, Horace Lucien, and Fay Leone Faurote.

Ford methods and the Ford shops. New York, Engineering Magazine (1915). 440 p. illus.

A detailed and profusely illustrated survey of Model T production at the Highland Park plant in the expansive period immediately following introduction of the five-dollar day. Compiled by experienced, technical reporters for the Engineering Magazine, in which it first appeared as a series of articles. Primarily technical (although not abstruse) the study also covers the more mechanical aspects of personnel management. The total lack of critical approach is scarcely relevant to this unique work's value as a source of information on just how cars were made.

2. Barclay, Hartley W.

Ford production methods. New York, Harper, 1936. 219 p. illus.

Index: p. 217-219.

Hartley Barclay was editor of Mill and Factory when he wrote this series of features, later bound in book form, which constitutes a tour of the Ford Rouge Plant and Village factories, replete with statistics. Barclay enters into great detail in descriptions of the steel mill, materials handling, mechanical power transmission, and power generation. Tables of drilling feeds and speeds, lubrication charts for generators, and steel heat treating procedures are examples of the detail given. The techniques here delineated show how a constant search for increased efficiency enables a better product at less cost. Photographs are sufficiently numerous and of such a quality as to make the book a visual presentation of the Ford plants.

3. Barreiros, Tito Livio.

A concessao Ford e o Governador Dionysio Bentes. Belem-Para, Oficinas Graphicas do Instituto Lauro Sodre, 1923. 184 p.

The book is a compilation of articles published in various Brazilian newspapers in the defense of Governor Dionysio Bentes regarding an interview given the "Gazeta de Noticias" (News Gazette) of Rio de Janeiro, by Senator Antonino Emiliano de

Sousa Castro on the subject of the Ford concession in distributing lands which belonged to the State.

The author believes that the contents of the concession made to Henry Ford by the government of the State of Para and which was ratified by the central government, should be made known to the world.

The sound and vigorous protests to futile allegations made by the Senator had a double objective: To attack the Governor, who at the time was the political boss of the State Party, and to place the country in a questionable position in the eyes of the concessioner, whose character and integrity were doubted and disputed during the negotiation.

4. Barrett, J. Lee.

Speed boat kings. Detroit, Arnold-Powers, 1939. 143 p. illus.

Occasional references to Henry and Edsel Ford attest to their interest in boats and racing.

5. Barrus, Clara.

Life and letters of John Burroughs. Boston and New York, Houghton Mifflin, 1925. 2 v. illus.

Index: p. 427-486.

Frequent references to Henry Ford attest to the friendship and many basic similarities of these two outwardly dissimilar men. Dr. Barrus in a detailed, sympathetic biography points out Ford's frequent gifts which began in 1912, years before they met. Little attention is paid to the famous camping trips.

6. Beard, Charles A., ed.

Century of progress. New York and London, Harper, 1933. 452 p.

Index: p. 425-452.

A collection of chapters by famous leaders in their fields which tells of the progress made in one hundred years. The chapter on industry, written by Henry Ford and Samuel Crowther, traces its growth objectively and logically by an observation

of social objectives, processes, new developments, an evolving science of industrial management, decentralization, wage policies and the human element.

7. Beasley, Norman.

Knudsen: a biography. New York and London, Whittlesey House, McGraw-Hill (1947). 397 p. front.

A routine biography of one of the great Ford executives. Mr. Knudsen's relations with Henry Ford are treated extensively if subjectively, the latter a fault common to the entire work.

8. Bennett, Harry, and Paul Marcus.

We never called him Henry. New York, Fawcett Publications, (1951). 180 p.

Harry Bennett's apologia pro vita sua. Contains errors of fact as well as omissions which, if filled in, could presumably have trebled the volume and its usefulness. While it fills no major gaps in the Ford story, it does furnish stepping stones through some areas. The lack of documentation implies a lack of authenticity but as the memoir of a man close to Mr. Ford it commands some attention.

9. Benson, Allan L.

The new Henry Ford. New York and London, Funk and Wagnalls, 1923. 360 p. illus.

A professional journalist recounts the Ford career to 1923 as the background for a word picture of the "new" Henry Ford's expanding interests in social, political and economic fields. Written, with the help of interviews, during the period of the Ford-for-president movement, the Dearborn Independent's career and Ford's interests in Muscle Shoals, agricultural reform, etc. Factually weak and cursory though not devoid of value as a character study.

10. Bernstein, Herman.

The truth about "The Protocols of Zion". New York, Covici, Friede (1935). 348 p.

A collection of the remarkable series of imaginative writings from which the spurious Protocols of Zion were plagiarized, together with other relevant documents and a convincing textual

comparison of the Protocols themselves with their source. Mr. Bernstein prefaced his exhibits with an account of the unfortunate forgery's history in Europe and America, including Henry Ford's apology to the Jewish people for his mistake in accepting the forgeries as authentic.

11. Bonville, Frank.

What Henry Ford is doing. Seattle, Privately Printed (1920). 224 p.

A heterogenous hodge-podge of sayings, clippings and hearsay compiled by the author to support his own untidy philosophy.

12. Bonville, Frank.

What Henry Ford thinks of war. Seattle, Frank Bonville, 1925. 128 p.

A misnamed and chaotic collection of quotations by Henry Ford and a host of others indiscriminately culled from published sources. Interspersed with Mr. Bonville's arguments against war and for the democratization of industry through a curious panacea called the "Bonville 99 year contract system", the plan for which appears in the book.

13. Borth, Christy.

Masters of mass production. Indianapolis, New York, Bobbs-Merrill (1945). 290 p.

Index: p. 281-290.

An account of the origin and impact of mass production on American history, with emphasis on the men who made it possible, by the historian of the Automobile Manufacturers Association.

14. Borth, Christy.

Pioneers of plenty; the story of chemurgy. Indianapolis, New York, Bobbs-Merrill (1939). 303 p. illus.

Index: p. 291-303.

The outstanding, popularly written story of chemurgy and of Henry Ford's influence in its development. Much space is given to Mr. Ford's methods, interest and philosophy regarding the mutual dependence of farm and factory and the practical applications of his findings by the Ford Motor Company.

15. Bridges, T. C., and H. Hessel Tiltman.
Romance of motoring. London, Harrap (1933). 292 p. illus.
Index: p. 291-292.

The automobile and its consequences seen through British eyes. The portions dealing with Henry Ford and the Ford Motor Company are remarkably inaccurate and inadequate due, apparently, to a reliance on unauthenticated sources.

16. Burlingame, Roger.
Backgrounds of power; the human story of mass production. New York, Scribner, 1949. 372 p.

Bibliography: p. 353-359.
Index: p. 361-372.

Included are extensive references to the dominance of Henry Ford in the areas with which this work deals.

17. Burlingame, Roger.
Engines of democracy; inventions and society in mature America. New York, Scribner, 1940. 606 p. illus.

Bibliography: p. 545-572.
Index: p. 579-606.

History as it is affected by social and economic forces resulting from the machine. The prominence of Henry Ford in these fields is adequately studied. A continuation of the theme developed in March of the Iron Men by the same author.

18. Busch, Niven, Jr.
Twenty-one Americans. Garden City, Doubleday-Doran, 1930. 332 p.

Contains a breezy, flighty vignette of Henry Ford studded with inaccuracies and imagination. Bolstered by anecdotes, it purports to show in outline Mr. Ford's life and interests.

19. Bushnell, Sarah T.
The truth about Henry Ford. Chicago, Reilly and Lee (1922). 222 p.

A eulogistic biography of Henry Ford based in part upon interviews with Mrs. Ford. It contains glaring errors of fact,

reconstructs conversations, and was publicly repudiated by the Fords shortly after its publication.

20. Caldwell, Cy.
Henry Ford. New York, Julian Messner (1947). 246 p. illus.

Index: p. 241-246.

A sympathetic and popularly written biography which is undocumented and frequently inaccurate.

21. Cameron, W. J.
The Ford Sunday Evening Hour talks, 1934-1942. Dearborn, Ford Motor Company (1935-1943). 8 v.

Henry Ford's personal spokesman on the Ford Sunday Evening Hour skillfully presents the Ford Creed to the American listening public in a series of closely reasoned talks blending a bewildering array of topics from governmental interference in business to the simple homilies of Christmas, Easter and Thanksgiving. Despite the intrusion of road safety, public opinion, Armistice Day, Russia, youth, and other assorted subjects, the series achieves thematic unity based on the positive aspects of the Ford Philosophy as revealed in the creation and operation of the Ford Motor Company.

22. Car, Michele.
L'Errore Ford. Torino, Silvestrelli & Cappelletto, 1932. 170 p.

"Much of what you ardently desired, to me seems useless and vexatious." (Remark addressed to Henry Ford in the preface.) Upon this capricious, flimsy foundation the author builds a disjointed criticism of the production system employed by Henry Ford in the development of the Ford industries. He further asserts that such mechanical methods are detrimental and will eventually enslave workers everywhere.

23. Cardoso, Vicente Licinio.
Afirmacoes e comentarios. Rio de Janeiro, Edicao do Anuario do Brasil (1925). 335 p.

Index: p. 335.

Contents: Ford; Roosevelt; Burbank; Pascal; Spinoza.

Presents a short sketch of Mr. Ford and a brief resume of the foundation, development, organization and resources of the Ford Motor Company that is taken almost wholly from My Life and Work (q.v.). Mr. Cardoso concludes that Henry Ford is a genius whose thought is expressed in action rather than in literary work.

24. Chase, Stuart.

Men and machines. New York, Macmillan, 1929. 354 p.

Selected Bibliography: p. 349-350.

Index: p. 351-354.

Frequent attention is paid to Henry Ford as the apostle of mass production in this popular study of the meaning of twentieth century American industrialism.

25. Cleveland, Reginald M., and S. J. Williamson.

The road is yours; the story of the automobile and the men behind it. New York, Greystone Press (1951). 304 p. illus.

"Chronology of the American Automobile": p. 270-300.

Index: p. 301-304.

A profusely illustrated, anecdotal history of the automobile industry which displays more attention to accuracy than do most similar works.

26. Clymer, Floyd.

Motor scrapbook. Los Angeles, Floyd Clymer (1944-1950). 6 v. illus.

A series of historical scrapbooks compiled by a pioneer in the industry. Consisting almost entirely of reproductions of ads, pictures and articles of early cars with a slight running commentary, these books are rich in early, fugitive and ephemeral information found only in contemporary publications.

27. Clymer, Floyd.

Treasury of early American automobiles, 1877-1925. New York, McGraw-Hill (1950). 213 p. illus.

Index: p. 212-213.

Compiled from ads in his own extensive collection, Mr. Clymer's

Treasury... includes a text which the photographs and advertising reproductions serve to illustrate and exemplify. First facts, records established or broken, and some statistical information constitute the narrative.

Reproductions of old ads are valuable reference sources, and perhaps the most useful aspect of the book.

The Fordiana included covers drawings of Henry Ford's first gasoline engine, pictures of the first car, and Models A, B, F, S, and several of the T; as well as a facsimile of a 1904 payroll. Biographical material on Henry Ford and his achievements add nothing to what is known from other sources. Other material includes clippings from Horseless Age, songs, and a list of cars "Made in U.S.A."

28. Cohn, David L.

Combustion on wheels. Boston, Houghton Mifflin, 1944. 272 p. illus.

Index: p. 269-272.

"An informal history of the Automobile Age" by a prolific, social historian. Riddled with inaccuracies and showing evidence of haste, it nonetheless evokes nostalgia and some knowledge of the evolution of the automobile. Most of the references to Henry Ford are in the chapters, "Birth of a Colossus", "Buggy into Battleship", and "Tin Lizzie Revolution."

29. Crowther, Samuel, et al.

A basis for stability. Boston, Little, Brown, 1932. 360 p.

A symposium on American economic problems presented as a series of essays by prominent industrial leaders obtained through interviews with Mr. Crowther. Henry Ford gives his views on mass production as a social and economic institution.

30. Cunningham, Walter M.

"J 8"; a chronicle of the neglected truth... Detroit, North American Publishing Company, n.d. 186 p.

A slashing pamphlet attack on personnel policies and conditions of work in the Ford plants during the late 'twenties by a disgruntled former employee. It is a detailed but undocumented indictment "from personal experience or direct contact." The social and industrial ills of American economy are held to be

peculiar to the Ford Motor Company due to its failure to adopt the author's "Golden Key", a plan for stabilized employment and a fair living wage.

31. Daniels, Josephus.

The Wilson era; years of peace, 1910-1917. Chapel Hill, University of North Carolina Press, 1944. 615 p.

Mr. Daniels, Secretary of the Navy under President Wilson, briefly tells the story of Henry Ford's decision to support Wilson in 1916.

32. The drift of civilization. By the contributors to the Fiftieth Anniversary Number of the St. Louis Post-Dispatch. New York, Simon and Schuster, 1929. 268 p.

Henry Ford attributes progress to "Freedom of conscience, freedom of invention and freedom of direction." A brief history of economic development with a forecast of the future.

33. Dubreuil, H.

Robots or men? A French workman's experience in American industry. (An authorized translation for the Taylor Society of Standards.) New York and London, Harper, 1930. 248 p.

A French disciple of scientific management reports on his experiences as a workman in American industry for fifteen months in 1927-28. A balanced view, enriched by frequent contrasts with French industry. Includes detailed description of life at the Ford Rouge Plant.

34. Duffield, Edgar N.

Ford through European eyeglasses, 1907-1947. Chelmsford, England, Mercury Press (1947). 210 p.

A pioneer English automobile enthusiast and editor of the Ford Times (English edition) has recorded here his memories of Henry and Edsel Ford and of the Ford European operations.

35. Duncan, H. O.

The world on wheels. Paris, France, H. O. Duncan (ca. 1927). 1200 p. illus.

A huge, amorphous collection of odds and ends about the history of wheeled vehicles concluding with a large section on

the American automobile industry. A collector's item, it is of value mainly for its unorthodox presentation and an occasional rare bit of information.

36. Dunn, Robert W.

Labor and automobiles. New York, International Publishers (1929). 224 p. illus.

Bibliography: p. 218-220.

Index: p. 221-224.

One of a series of industrial studies sponsored by the now defunct Marxist-oriented Labor Research Association. This work alleges intolerable conditions in the automobile industry, attacks all employers and pleads for one big union as a vital weapon in what the author conceives to be inevitable class warfare.

37. Epstein, Ralph C.

The automobile industry; its economic and commercial development. Chicago, New York, A. W. Shaw, 1928. 412 p. illus.

Index: p. 391-412.

Notes: p. 287-309.

A competent survey of the economics of automobile manufacture from the beginnings of the industry to 1927, as seen by a professional economist. Valuable though brief attention is paid to the financial practices and policies of the Ford Motor Company as they contrasted with those of other leaders in the industry.

38. Ervin, Spencer.

Henry Ford vs. Truman H. Newberry. New York, Richard R. Smith, 1935. 616 p.

Bibliography: p. 593-604.

Index: p. 605-616.

Mr. Ervin's monograph on the disputed Senatorial election of 1918 focuses on the constitutional issue (Congress's right to regulate primary campaign expenditures), and on a defense of Mr. Newberry's record under the then-existing laws. The study consists largely of verbatim testimony from the published Senate hearings on the controversy with intermittent interpreta-

tions by the author. His decision to ignore other available sources precluded an adequate analysis.

39. Famous fortunes; intimate stories of financial success. Springfield, Massachusetts, Milton Bradley (1931). 256 p. illus.

Contains a popularly written version of Henry Ford's life that avoids many facets of his character and is generally short on facts.

40. Faulkner, Harold U.

The decline of laissez faire, 1897-1917. The economic history of the United States, volume VII. New York, Rinehart (1951). 433 p. illus.

Bibliography: p. 383-411.

Index: p. 423-433.

A detailed study of American economic life during the growth of big business and of government regulation. Henry Ford receives attention in those sections dealing with manufacturing techniques, mass production and the automobile industry.

41. Fay, Charles Norman.

Social justice; the moral of the Henry Ford fortune. Cambridge, Massachusetts, Cosmos Press, 1926. 270 p.

Index: p. 265-270.

A right-wing amateur economist uses Henry Ford's wealth and the way he earned it as a peg on which to hang pleas for a return to extreme conservatism.

42. Filene, Edward A., in collaboration with Charles W. Wood.

Successful living in this machine age. New York, Simon and Schuster, 1931. 274 p.

A study of mass production and its effect on most aspects of our culture, in which the influence of Henry Ford is always implicit and frequently cited.

43. Finley, Ruth E.

Lady of Godey's; Sarah Josepha Hale. Philadelphia and London, Lippincott, 1931. 319 p. illus.

Index: p. 315-318.

The biographer of the editor of Godey's Lady's Book devotes a chapter, "Mary's Lamb and Mr. Ford," to the support of Mrs. Hale's claims to authorship of the famous nursery rhyme as against the rival Tyler-Roolstone claims accepted by Henry Ford in his restoration of the Redstone School House, at Sudbury, Massachusetts, and in his booklet on Mary and her lamb.

44. Firestone, Harvey S., and Samuel Crowther.
Men and rubber. Garden City, Doubleday, Page, 1926. 279 p.
fronts. ill.
Index: p. 275-279.

A rather sketchy, popular biography of the famous rubber industrialist with frequent references to his friend, Henry Ford, and their close relationship.

45. Flynn, John T.
Men of wealth. New York, Simon and Schuster, 1941. 531 p.
illus.
Index: p. 515-531.

Henry Ford is not one of Mr. Flynn's men of wealth due, apparently, to the author's decision to restrict his choices to "significant" fortunes. There are passages alluding to Mr. Ford, however, as one of those whose wealth was acquired by the creation of goods.

46. Forbes, B. C.
Men who are making America. New York, B. C. Forbes (1919).
442 p. port.
A remarkably inaccurate portrait of Mr. Ford by the editor of Forbes magazine. Relies largely on hearsay and Mr. Forbes' imagination for what purports to be an objective analysis of Mr. Ford's character and contribution to American industry.

47. Forbes, B. C., and O. D. Foster.
Automotive giants of America. New York, B. C. Forbes (1926).
295 p.
Brief biographies of top men in the automobile industry by a

publisher who has made it his business to know them well. Henry Ford is considered sketchily and sometimes incorrectly on pages 94-109.

48. Ford, Henry.

Ford ideals; being a selection from "Mr. Ford's Page" in the Dearborn independent. Dearborn, Dearborn Publishing Company, 1926. 456 p.

Henry Ford not only provided a "universal car;" his attitudes, outlook, and beliefs epitomized the social attitudes of thousands of contemporary Americans. These attitudes and beliefs are set forth in Ford Ideals. The book contains ninety-eight short essays (more accurately, editorials) treating of a variety of topics, but always centered about individuals, industry and government. Written in an epigrammatic style, and buttressed with homely analogies, the editorials on success, business, corporations, progress, peace, fear of change, unemployment, economy in business and in government, education, management and labor, the old versus the new, and strikes combine to cast a light on Ford as a man, and on Ford Motor Company policies during his lifetime.

49. Ford, Henry.

My philosophy of industry; an authorized interview by Fay Leone Faurete. New York, Coward-McCann, 1929. 107 p. front.

A self-explanatory title covering Mr. Ford's statements regarding industry, success, progress and morality as applied to American life in the nineteen-twenties. It is a particularly clear and cogent presentation of his beliefs as of the date of publication.

50. Ford, Henry.

Things I've been thinking about. New York, Fleming H. Revell (1936). 32 p.

Henry Ford's gospel of work and expanding economy presented as the antidote to the faulty distributive system of finance capitalism.

51. Ford, Henry, and Clara Bryant Ford.

Good morning; after a sleep of 25 years, old fashioned dancing is being revived by Mr. and Mrs. Henry Ford. Dearborn, Dearborn Publishing Company, 1926. 169 p. illus.

Index: p. 166-169.

A manual of old-time dances prepared by Mr. and Mrs. Henry Ford in the hope that group dancing, which "fits the American temperament," will benefit from the publication of a style book in keeping with the traditions of the Quadrille, the Minuet, the Waltz and other dances of a similar character.

52. Ford, Henry, and Samuel Crowther.

Edison as I know him. New York, Cosmopolitan Book Corporation, 1930. 123 p. illus. English edition entitled: My friend Mr. Edison. London, Ernest Benn (1930). 93 p. illus.

In discussing Edison, Henry Ford reveals much of himself. One of the best studies of both Ford and Edison, giving insight into their interests, beliefs and foibles.

53. Ford, Henry, and Samuel Crowther.

Moving forward. Garden City, Doubleday, Doran, 1930. 310 p.

The third volume of the Henry Ford-Samuel Crowther trilogy is a timely book aimed at the fear of uneasiness brought about by the depression of 1929. It is a voice reiterating its faith in the time-honored system of American industry, a stimulus for the vacillating, a protest against the methods suggested as a depression cure. Mr. Ford's positive program of ever-increasing production of high quality goods to be sold in an efficient market at low prices is supported by arguments drawn from every facet of Mr. Ford's personal experience. The resulting heterogeneous organization of subject matter impairs the unity of the last volume as it did the first, but the richness of its raw material sources and its full exposition of Henry Ford's economic ideas make it an indispensable volume for the interested historian.

54. Ford, Henry, and Samuel Crowther.

My life and work. Garden City, Doubleday, Page (1922). 289 p.

Index: p. 285-289.

Henry Ford and his amanuensis cast a reflective glance at the decisive points in Mr. Ford's life, not to provide a detailed narrative of events, but to analyze the reasoning that led to the complete success of his creative efforts. These established points serve as a springboard from which Mr. Ford launches

into a discussion of his philosophy of industry and the impact of mass production techniques on the working man. Here the work surrenders planned organization and wanders into various topics of interest to Mr. Ford including economic and social theory, the dilemma of the American railroad, and a valedictory for his good friends, Thomas A. Edison and John Burroughs. Allowing for the reasoned afterthought, this volume provides an indispensable source for the scholar interested in the mind of Henry Ford.

55. Ford, Henry, and Samuel Crowther.

Today and tomorrow. Garden City, Doubleday, Page, 1926.
281 p.

Index: p. 277-281.

Has the human warmth of a personal discussion with Mr. Ford in which he talks quietly of a free economy motivated by service, not money; regulated by competition, not law; and offering security through work, not charity. The principles upon which a better way of life can be based are illustrated from Mr. Ford's own experience in such widely varying fields as the Henry Ford Trade School, the Ford Hospital, the Wayside Inn, the D.T. & I. Railroad and the village industries. The resulting union of fact and ideas is an indispensable source for any study of Henry Ford.

56. Fordex Editorial Staff.

The model T specialist. Detroit, Sales Equipment Company (1925). 208 p.

A handbook for Ford salesmen published by a private sales equipment company.

57. Fortune.

Understanding the big corporations. By the editors of Fortune. New York, Robert McBride (1934). 292 p. illus.

Chapter III entitled "Ford" gives the typical Fortune treatment to an analysis of the Ford Motor Company and its founder with particular emphasis on the Company's competitive position in the 'thirties.

58. Forrest, Wilbur.

Behind the front page. New York, London, Appleton-Century. 1934. 360 p.

A reporter for the New York Tribune tells of his interviews with Henry Ford and how he got them.

59. Freeman, Larry.

The merry old mobiles. Watkins Glen, New York, Century House (1949). 239 p. illus.

Index: p. 237-239.

A popularly-written, profusely illustrated account of the impact of the automobile on American culture and society. Includes reproductions of advertisements and a roll-call of companies, past and present, engaged in the manufacture of cars.

60. Gardiner, A. G.

Portraits and portents. New York and London, Harper, 1926. 306 p. port.

Brief sketches of world figures, predominantly British. In the case of Henry Ford, the piece is made ineffectual by its brevity and inaccuracy.

61. Garrett, Garet.

The wild wheel. New York, Pantheon (1952). 220 p. illus.

Reminiscences and commentary blending praise, nostalgia, criticism, and only hinting at motivations and philosophy that put a nation on (wild?) wheels. Journalist-editor Garrett attempts no final appraisal of Henry Ford; rather he trips lightly from the early to the later years over almost a dozen themes, leaving impressions of the Henry Ford Garet Garrett knew. Comparable to William Richards' Last Billionaire even to the conclusion that no one under today's lattice-work of regulation could duplicate the growth of the "wild wheel".

62. Giedion, Siegfried.

Mechanization takes command; a contribution to anonymous history. New York, Oxford University Press, 1948. 743 p. illus.

List of illustrations: p. 725-734.

Index: p. 735-743.

Bibliographical footnotes.

Professor Giedion's study is a sequel to his Space, Time, and Architecture. In the present work he attempts to determine the

extent to which human beings can be made to conform to processes of mechanization. His time span covers the medieval to modern period, and especially the eighteenth, nineteenth, and twentieth centuries.

Movement, says Giedion, underlies mechanization; and the symptom of full mechanization is the assembly line. It is his role in adapting assembly line techniques to the manufacture of the automobile that brings Henry Ford within the scope of Giedion's consideration.

63. Glasscock, C. B.

The gasoline age; the story of the men who made it. Indianapolis, New York, Bobbs-Merrill (1937). 359 p. illus.

Index: p. 343-359.

An informal record of the automobile industry's growth which emphasizes the personalities of the men who took part in it. Based largely on interviews and secondary sources it is one of the best treatments of the subject. Henry Ford occupies a characteristically large portion of the narrative.

64. Graves, Ralph H.

The triumph of an idea; the story of Henry Ford. Garden City, Doubleday, Doran, 1935. 184 p. illus.

Mr. Graves' theme and counter-theme are what was happening in the world at large vs. what Henry Ford was doing at that same moment. The half-century beginning in 1885 is covered in this sketchy outline of the development of the Ford car and the Ford Motor Company. Mr. Graves attempts to show related developments, e.g., of highways; and makes very brief references to the sociological effects of the automobile. There are some inaccuracies in figures.

65. Griffin, C. E.

The life history of automobiles. Michigan business studies, I. Ann Arbor, University of Michigan, 1928. 42 p.

A scholarly study of the factors affecting the life of an automobile. Emphasis is placed on the Ford due to the high percentage of them on the road.

66. Hagedorn, Hermann.
Americans; a book of lives. New York, John Day (1946).
392 p.

The conventional collection of brief, unpretentious biographies including one about Henry Ford. Better than most but only for the casual reader.

67. Haigh, Henry A.
The Ford historical and pioneer collections in Dearborn. Lansing, Michigan, Robert Smith, 1927. 127 p. illus.

These reprints of articles published in the Michigan History Magazine during the years 1925, 1926, and 1927 are a general description of Henry Ford's extensive collections of antiques. Includes two articles by Mr. H. M. Cordell, Mr. Ford's "antique" secretary. Profusely illustrated.

68. Hale, William J.
Farmward march; chemurgy takes command. New York, Coward-McCann (1939). 222 p.

An exponent of chemurgy, the author traces its development and probable future. Attention is called to Henry Ford's interest through his support of the Dearborn Conferences which launched the National Farm Chemurgic Council.

69. Hamilton, J. G. de Roulhac.
Henry Ford; the man, the worker, the citizen. New York, Holt (1927). 332 p. illus.

One of the more adulatory biographies, this reveals the author's awe in the presence of wealth and results in a diffident, incomplete picture of the man.

70. Hannover, Charles.
Mr. Ford sees it through. Seattle, Bayside Publishing Company (1924). 118 p.

An unimportant phantasy in the form of a series of imaginative letters to Henry Ford propounding an obscure peace plan.

71. Harris, Herbert.
American labor. New Haven, Yale University Press, 1939.
459 p. illus.

Bibliography: p. 433-450.

Index: p. 451-459.

A relatively superficial survey of labor problems in the late 'thirties. The chapter on the U.A.W., "Robot revolt", is the only pertinent reference to the automobile industry and Henry Ford.

72. Hendrick, Burton J.

Age of big business. Chronicles of America series, edited by Allen Johnson. New Haven, Yale University Press, 1919. 196 p.

Like all capsule histories which attempt to compress material within assigned space limitations, this volume suffers from superficial generalization, inadequate research and factual errors which render it virtually useless to the serious student of the automobile industry. The material relating to Henry Ford was lifted bodily from the Rose Wilder Lane biography and has all the faults of that study.

73. Henry Ford Hospital.

Staff. Collected Papers, 1915-1925. New York, Paul B. Hoeber, 1926. 634 p. illus.

Appendices: p. 595-623.

Index: p. 625-634.

This collection was the first of a projected series of like compilations. The papers are of value and interest primarily to the medical profession. Included, however, is a list of hospital staff members, and of former staff members as of 1925. Most valuable is the historical sketch of Henry Ford Hospital by W. L. Graham (later General Superintendent of the institution). The sketch is short but authoritative, and includes a copy of the letter to the Board of Trustees of the Detroit General Hospital in which Mr. Ford proposed to purchase the assets of the Detroit General Hospital.

74. Holt, Rackham.

George Washington Carver. Garden City, Doubleday, Doran, 1943. 342 p. illus.

Dr. Carver's friendship with Henry Ford and their mutual interests are touched on briefly in this biography of the great Negro scientist.

75. Honermeier, Emil.

Die Ford Motor Company; ihre Organisation und ihre Methoden.
Leipzig, Paul List (1925). 148 p.

Notes: p. 136-145.

Bibliography: p. 146-148.

Includes a character sketch of Henry Ford, technical background of Ford Motor Company, F.M.C. in World War I, competition in the American automobile industry, the Fordson tractor, Ford's airplane pioneering, the horizontal expansion and the vertical concentration of the Ford Motor Company, the Muscle Shoals project, the financial development of the Company, and social relationships within the Company.

76. Howe, Irving, and B. J. Widick.

The U.A.W. and Walter Reuther. New York, Random House (1949).
309 p.

Notes: p. 292-302.

Index: p. 303-309.

A relatively well-documented record of the growth of the U.A.W. and its leader. Necessarily, Henry Ford and the Ford Motor Company are extensively, if not thoroughly, considered in their relationship to labor and labor unions. The work can not claim objectivity but does give a labor viewpoint coherently.

77. Hower, Ralph M.

The history of an advertising agency; N.W. Ayer & Son at work, 1869-1949. Revised edition. Cambridge, Massachusetts, Harvard University Press, 1949. 647 p. illus.

"Notes and References": p. 595-632.

Index: p. 633-647.

A detailed and documented study that refers to the Ford Motor Company account which at one time was handled by N. W. Ayer & Son.

78. Hurley, Edward N.

The bridge to France. Philadelphia, Lippincott, 1927. 338 p.
illus.

Index: p. 335-338.

In this bland and complimentary autobiography, Mr. Hurley devotes a chapter to his acquaintances, Messrs. Ford, Edison, Burroughs and Firestone.

79. Jeffreys, Raymond J.

God is my landlord. Chicago, Van Kampen Press (1947).
158 p. illus.

An account of Perry Hayden's Tecumseh, Michigan, experiment in growing increasing amounts of wheat from a beginning of one cubic inch of grain, and tithing the income. This religious and agricultural experiment received the attention and support of Henry Ford from 1942 to 1945.

80. Johnson, Clifton.

John Burroughs talks; his reminiscences and comments. Boston, Houghton Mifflin, 1922. 358 p.

A chapter is devoted to Ford and Edison which includes Burroughs' frank comments on each. Most of the incidents related deal with Ford's generosity to Burroughs and others.

81. Jones, Jesse H. and Edward Angly.

Fifty billion dollars; my thirteen years with the RFC (1932-1945). New York, Macmillan, 1951. 631 p. illus.

Appendices: p. 555-617.

Index: p. 619-631.

In his desire to "record in narrative form some of the principal accomplishments of the Reconstruction Finance Corporation" Jesse Jones has incidentally contributed his version of the banking crisis in Michigan early in 1933. The Ford connection with the Union Guardian Group, their later aid in establishing the Manufacturer's National Bank, and the differences between Mr. Ford and Senator Couzens are discussed with a minimum of editorial comment.

82. Kennedy, E. D.

The automobile industry; the coming of age of capitalism's favorite child. New York, Reynal & Hitchcock (1941). 333 p.

Index: p. 329-333.

A survey of the economic and financial aspects of the industry and its growth.

83. King, Charles Brady.

Psychic reminiscences. (Larchmont, New York) Charles B. King, 1935. 43 p. illus.

Charles Brady King, artist, engineer, and long-time friend of Henry Ford, relates a series of striking coincidences which impress him as a manifestation of psychic power in tune with the infinite. Several of these episodes serve as a useful introduction to the story of Henry Ford's first car as remembered by the author.

84. Kinsley, Philip.

Liberty and the press. Chicago, The Chicago Tribune, 1944. 99 p.

In discussing the "right of fair comment", Mr. Kinsley cites the suit filed by Henry Ford against the Chicago Tribune for having called him an "anarchist".

85. Kouwenhoven, John A.

Made in America; the arts in modern civilization. Garden City, Doubleday, 1948. 303 p. illus.

"List of Sources..." p. 271-290.
Index: p. 291-303.

The author has pursued much the same theme as has Giedion in that he seeks to identify the sources of our modern culture. To Henry Ford, his methods and products, is attributed much that is native to America's cultural and industrial growth.

86. Kraus, Henry.

The many and the few. Los Angeles, Plantin Press, 1947. 293 p.

The story of the General Motors sitdown strike of January, 1937, by an emotional, left-wing writer. The references to Henry Ford and the Ford Motor Company help establish their position in the labor picture of the 'thirties.

87. Lake Carriers' Association.
Annual Report, 1924. Detroit (Lake Carriers' Association)
1925. 206 p. illus.

Henry Ford was interested in the Lake Carriers' Association, and named William Livingstone, President of the Association in 1924, among his correspondents. Ford Motor Company work in the harbor at L'Anse, Michigan is noted; and a short description is made of the Henry Ford II and Benson Ford, both of which were launched early in 1924.

88. Lane, Rose Wilder.
Henry Ford's own story. New York, Ellis O. Jones, 1917.
184 p.

This highly fictional study was originally written in 1914 and set an unfortunate example for a large number of successive works. Consistently inaccurate throughout.

89. Leonard, Jonathan Norton.
The tragedy of Henry Ford. New York, Putnam, 1932. 245 p.

A popularly written, unsympathetic study of the public figure of Henry Ford in which the author attempts to develop the thesis that Ford was the victim of his own mechanical innovations. A light, humorous treatment lacking in documentation and authenticity.

90. Levinson, Edward.
Rise of the auto workers. Detroit, UAW-CIO (1945). 24 p.

A brief treatment of the auto union and its growth that touches on its relations with the Ford Motor Company.

91. Lewis, Eugene W.
Motor memories; a saga of whirling gears. Detroit, Alved,
1947. 258 p. illus.

Index: p. 249-258.

The reminiscences of a Detroit banker who, beginning in the automobile industry's earliest years as a bearing salesman, came to know its major figures and the atmosphere in which they worked.

92. Lief, Alfred.

The Firestone story; a history of the Firestone Tire and Rubber Company. New York, McGraw-Hill (1951). 435 p. illus.

Index: p. 419-435.

An authorized company history that considers in its proper sequence the relationships between Firestone and Ford.

93. Lief, Alfred.

Harvey Firestone; free man of enterprise. Foreword by Allan Nevins. New York, McGraw-Hill (1951). 324 p. illus.

Index: p. 319-324.

Lacking objectivity normally found in Mr. Lief's work, this book might well have been a public relations release. Frequent references are made to Henry Ford as an early customer, industrialist, friend and camping companion.

94. Lochner, Louis P.

Henry Ford - America's Don Quixote. New York, International Publishers, 1925. 240 p. illus.

A detailed account of the Ford Peace Ship expedition of 1915, and of the ill-fated Neutral Conference for Continuous Mediation. Presents the point of view of the disillusioned peace crusader who worked with Henry Ford in the episode's early stages and who served as General Secretary of the Conference. Essential to an understanding of the event, although it is too largely devoted to special pleading for the author's views and role to preserve balance and objectivity.

95. Lodge, John C.

I remember Detroit. By John C. Lodge, in collaboration with Milo M. Quaife. Detroit, Wayne University Press, 1949. 208 p. port.

Index: p. 199-208.

John Lodge's reminiscences are not of Detroit so much as they are of persons he knew there. No one theme is developed, no growth shown, however haphazard that growth might have been. These memories are of persons the author knew, embellished with fragments of dialogue. They are episodic, lacking in continuity. References to Henry Ford are sketchy and anecdotal, but

tell of Lodge's few meetings with Henry Ford; once as boys, once when the latter was chief engineer for the Edison Company, and later when Lodge had become Mayor. Some of the references appear in the biographical and explanatory notes compiled by Dr. Milo M. Quaife.

96. Mackbach, Frank, und Otto Kienzle, editors.

Fliessarbeit; Beiträge zu Ihrer Einführung. Berlin, VDI-Verlag G.M.B.H., 1926. 360 p. illus.

Index: p. 356-360.

Articles on mass production by German engineers and directors of manufacturing. Also an evaluation by the joint editors of other existing publications on mass production.

97. MacManus, Theodore F.

Sword-arm of business. New York, Devin-Adair (1927). 188 p.

In this exposition of his business and advertising theories, Mr. MacManus has frequent recourse to anecdotes regarding Henry Ford and the early automobile industry, all of which are relatively immaterial.

98. MacManus, Theodore F., and Norman Beasley.

Men, money, and motors. New York and London, Harper, 1929. 284 p.

Index: p. 275-284.

A chatty collection of anecdotes about the development of the automobile industry. The authors were both closely connected with their subject and their book, while carelessly put together, is a mine of reliable information about the early years of the industry. Henry Ford, due to his eminence in the field, commands a major portion of the book.

99. Marquis, Samuel S.

Henry Ford; an interpretation. Boston, Little Brown, 1923. 206 p. illus.

Index: p. 191-206.

An impressionistic account of Henry Ford, the human being, with occasional glances at his son and his associates in the

company. A character study from the standpoint of Christian ethics by an astute and sensitive Episcopal clergyman who had known Henry Ford for twenty-five years before he resigned as head of the Ford Sociological Department in disagreement with his employer's ideas. Indispensable to an understanding of Henry Ford's character.

100. Matthias, Eugen.

Amerikas Schicksal; Beobachtungen und Voraussagen eines Biologen in Hinblick auf europäische Verhältnisse. Frauenfeld und Leipzig, Verlag Huber (1933). 221 p.

The author, a student at the University of California in 1932, tells of his visit to Henry Ford and the consequent tour of the Ford plant. A typical visitor's commentary on America embodying praise of Henry Ford and of Ford methods and personnel relations.

101. Maxim, Hiram Percy.

Horseless carriage days. New York, Harper, 1937. 175 p. illus.

An engaging account of the automobile industry in its infancy, 1893-1901, by one of its pioneers. Contains references to the Selden Patent Case by which Henry Ford broke the monopoly that had existed in the industry.

102. Merz, Charles.

And then came Ford. Garden City, Doubleday, Doran, 1929. 321 p.

A professional journalist's cursory and popularly written impressions of the impact of Henry Ford and the Ford Motor Company on the American scene.

103. Miller, James Martin.

The amazing story of Henry Ford. (Chicago, M. A. Donohue, 1922). 448 p. illus.

The least restrained and objective of the many Ford panegyrics to appear in this period. Mr. Miller, author of The Triumphant Life of Theodore Roosevelt, sounds an equally rhapsodic note about Henry Ford in this chaotic medley of hero worship, antisemitism, bits and scraps of Henry Ford's philosophy, and the Ford automobile and truck manual for 1919.

104. Minnich, Harvey C., editor.

William Holmes McGuffey and his readers; old favorites from the McGuffey Readers. New York, American Book Company (1936). 2 v. illus.

Two volumes of reprints and commentary dedicated to Henry Ford, one of the associate editors, for his part in the revival of interest in McGuffey and his times.

105. Morris, Lloyd.

Postscript to yesterday. New York, Random House (1947). 475 p.

Bibliography: p. 451-465.

Index: p. 467-475.

A social history covering the period 1896-1946 which, inevitably, refers to the philosophy and accomplishments of Henry Ford in their relationship to the over-all pattern of events. Of value chiefly for its broad coverage of the American scene during the era of automotive development.

106. Morton, H. F.

Strange commissions for Henry Ford. York, England, Herald Printing Works (1934). 69 p. illus.

An engaging account of the tribulations, successes and failures encountered by the former engineer in charge of Plant of the Ford Motor Company, Ltd., of England, who acted as Henry Ford's agent in collecting English antiques. These ranged from a Cotswold country cottage through huge Birmingham engines to delicate Battersea enamel for the Edison Institute Museum in Greenfield Village at Dearborn. An unpretentious memoir which succeeds in casting some light on Henry Ford, the collector, as well as on the objects he collected.

107. Mote, Carl H.

The New Deal goose step. New York, Daniel Ryerson, 1939. 260 p.

Index: p. 249-260.

Footnotes.

A shrill voice from the embittered and embattled far right attacks "that man in the White House", referring frequently to Henry Ford for unjustifiable support.

108. Myers, Gustavus.
History of bigotry in the United States. New York, Random House (1943). 504 p.

Index: p. 497-504.

A study of the role of racial and religious prejudice in America which devotes two chapters to the Dearborn Independent's acceptance of the spurious Protocols of the Elders of Zion.
109. Neyhart, Louise Albright.
Henry Ford, engineer. Boston, Houghton Mifflin, 1950. 210 p. illus.

A sprightly account of Henry Ford's career and character avowedly designed to appeal to boys. Accurate within its modest limits except for frequent sections of plausible though necessarily imaginative dialogue between the characters of the story.
110. Norwood, Edwin P.
Ford men and methods. Garden City, Doubleday, Doran, 1931. 201 p. illus.

A popularly written account of the operations of the great Rouge plant of the Ford Motor Company. The emphasis is on personnel policies, working conditions and production methods. This book is not so much a thorough study as an excellent manual for visitors to the plant.
111. Nourse, Edwin G.
Price making in a democracy. Washington, D.C., Brookings Institution, 1944. 541 p.

Henry Ford's unorthodox views on wages and prices are occasionally described and contrasted with the ideas of others in this scholarly study of the dynamics of prices.
112. Nourse, Edwin G., and Horace B. Drury.
Industrial price policies and economic progress. Washington, D.C., Brookings Institution, 1938. 314 p.

Index: p. 311-314.

Henry Ford's leadership in price policies in the automobile field, especially with reference to the Model T, is discussed

in terms of the American economy as a whole in several chapters of this scholarly work.

113. Ormont, Jules, comp.

Straight from the shoulder. New York, Ormont Publishing Company (1929). 130 p.

Collected sayings of famous men including a number by Henry Ford. Sources for the quotations are not given.

114. Page, Victor W.

The model T Ford car; including Fordson farm tractor... 1926. Revised and enlarged edition. New York, Norman W. Henley, 1926. 459 p. illus.

Index: p. 491-495.

The complete manual on the Ford cars and tractors which, originally copyrighted in 1915, was periodically revised to cover all changes. Provides a mine of specific technical information difficult to find elsewhere. Profusely illustrated.

115. Partridge, Bellamy.

Fill 'er up! The story of fifty years of motoring. New York, McGraw-Hill (1952). 235 p. illus.

Chronology of the motor car: p. 219-227.

Index: p. 229-235.

Dating his own automobile fever from the early years of motoring, Bellamy Partridge intrudes his own reminiscences and interpretations freely into an undocumented narrative too broad in scope to cover the subject adequately. His breezy, occasionally inaccurate portrayal of the Ford beginnings and the Selden Patent Suit will offend more meticulous automotive historians.

116. Pater, Alan F., and Milton Landau.

What they said in 1937; the yearbook of oral opinion. New York, Paebur (1938). 248 p.

A miscellany of brief quotations attributed to prominent persons. No standard of inclusion is set forth. Henry Ford is quoted on business and finance, individual philosophy, labor, and the press.

117. Phelps, D. M.

Effect of the foreign market on the growth and stability of the American automobile industry. Michigan business studies, III. Ann Arbor, University of Michigan, 1931. 175 p.

A detailed and scholarly analysis of a highly specialized aspect of the industry in which the Ford Motor Company is studied along with other companies.

118. Pipp, E. G.

Henry Ford; both sides of him. Detroit, Pipp's Magazine, 1926. 76 p.

A valuable contribution to Ford literature by an astute Detroit journalist who was close to Henry Ford for years before serving him as the first editor of the Dearborn Independent, from 1918 until 1920, when he resigned in disagreement over editorial policy. Objective and revealing, the worth of this unpretentious attempt to answer some key questions about Henry Ford is not to be judged by its modest size and format.

119. Pitkin, Walter B.

The psychology of achievement. New York, Simon and Schuster, 1930. 502 p.

Index: p. 491-502.

A study of personality factors in achievement in which Henry Ford is used as a frequent example.

120. Pound, Arthur.

Detroit; dynamic city. New York, Appleton-Century, 1940. 398 p. illus.

Bibliography: p. 373-378.

Index: p. 379-398.

A comprehensive history of Detroit too broad in coverage to do more than indicate the automobile's relative importance in the city's life.

121. Pound, Arthur, and Samuel Taylor Moore, eds.

They told Barron... The notes of the late Clarence W. Barron. New York and London, Harper, 1930. 372 p.

Index: p. 363-372.

Invaluable fragments preserved by a competent financial journalist in the form of notes taken during interviews in 1923 and 1924. It is unfortunate that the author did not attempt a more extensive coverage of Henry Ford than a few comments on the future of the automobile, peace and war, the ideal of service and other subjects briefly touched.

122. Prentiss, Don C.

Ford products and their sale; a manual for Ford salesmen and dealers in six books. Detroit, Franklin Press, 1923. 6 v. indexed.

A quasi-official publication by an independent publisher for Ford salesmen. Interesting for its insight into selling methods.

123. Quaife, Milo M.

The life of John Wendell Anderson. Detroit, Privately Printed, 1950. 203 p. illus.

An important biography of one of the original stockholders of the Ford Motor Company by a competent historian. Provides a new and valuable insight into the incorporation and early history of the Company.

124. Quaife, Milo M.

This is Detroit. Detroit, Wayne University Press, 1951. 198 p. illus.

The profusely illustrated official publication of Detroit's 250th Birthday Festival Committee. Relates, in text and pictures, the contribution of Henry Ford to Detroit.

125. Rauschenbush, Carl.

Fordism; Ford and the workers, Ford and the community. New York, League for Industrial Democracy, 1937. 64 p.

Bibliography: p. 61-62.

"Additional Information on Ford Wages": 63-64.

A spokesman for the League for Industrial Democracy, "a society engaged in education toward a social order based on production for use and not for profit", presents labor's view of the Ford

Motor Company and its position in the community. Operating well within the self-imposed limitations dictated by this stated purpose, the pamphlet indicates that the League's pragmatic philosophy of education limits itself purely to those facts best designed to achieve its end. The brief period of research (from June 1937 to October of the same year) and the admittedly selective interviews, are the best evidence of the pamphlet's lack of objectivity. The analysis of the motive of Henry Ford is an over-simplification as great as the author's knowledge of the inner workings of Ford policy obviously is small. Granted that some of the basic facts are true, their interpretation, many times completely erroneous, testify to the ability of the author to slant his view in accordance with his purpose.

126. Richards, William C.

The last billionaire; Henry Ford. New York, Scribner, 1948. 422 p.

Index: p. 413-422.

An erstwhile reporter on the Ford beat, candid enough to confess his inability to solve the enigma of Henry Ford, or to evaluate his position in the hierarchy of the ages, has compiled on anecdotal account touching briefly the more important facets of Henry Ford's activities. The author's close personal contact with Ford officials has served him well, and his refusal to draw moral judgements has produced a balanced treatment more meaningful than any introspective analysis filtered through the mind of an observer. Free from all scholarly pretensions and written in a smooth-flowing journalistic style. Perhaps the best analysis is that of the author, "...I like to remember Mr. Ford as the most human gentleman I ever knew. He wrote his name large in his world -- and besides new trails he left, as all men do, an occasional muddy footprint on the carpet." Close adherence to this dispassionate thesis has produced a book well-equipped to give the reader a picture only slightly out of focus, of Henry Ford, the man.

127. Rieppel, Paul.

Ford-betriebe und Ford-methoden. München und Berlin, Verlag von R. Oldenbourg, 1925. 101 p. illus.

As the title indicates, this is a technical work on Ford management and Ford methods. In addition to fifty-one pages of text, there are fifty pages of Ford Motor Company pictures.

128. de Saunier, Baudry, Charles Dollfus et Edgar de Geoffroy.
Histoire de la locomotion terrestre; la locomotion naturelle,
l'attelage, la voiture, le cyclisme, la locomotion mecanique,
l'automobile. Paris, L'Illustration, 1936. 447 p. illus.

Index: p. 437-444.

A splendid example of the French flair for beautifully illustrated publications. The ambitious title suggests the superficiality of the narrative. The section devoted to Henry Ford borrows freely from My Life and Work and beyond revealing French admiration for his accomplishments, adds little to existing material on Mr. Ford.

129. Siebertz, Paul.

Gottlieb Daimler; ein Revolutionär der Technik. München-Berlin, J. F. Lehmanns Verlag, 1940. 334 p. front.

Bibliography: p. 324-331.

Index: p. 332-334.

Pages 187-192 concern Henry Ford, who saw the Daimlers in Chicago at the Columbian Exposition. Daimler's car is supposed to have had great influence on Mr. Ford's use of the gasoline engine. On p. 227 appears a quotation attributed to Henry Ford: "We would believe that man could make anything if it was well enough financed, but using his own intelligence he could not only make it better but make more money for himself."

130. Simonds, William Adams.

Edison; his life, his work, his genius. Indianapolis & New York, Bobbs-Merrill (1934). 364 p. illus.

Notes: p. 335-344.

Bibliography: p. 345-352.

A well-documented, popular biography of Edison with frequent references to his friend, Henry Ford. These are, in the main, anecdotal, revealing the close relationship and similarities of the two men.

131. Simonds, William Adams.

Henry Ford and Greenfield Village. New York, Stokes, 1938. 268 p. illus.

An account of Henry Ford's educational, historical and social

ideas and the manner in which he carried them out in the Greenfield Village Schools, other schools from Michigan to Georgia, The Edison Institute Museum, and the Village Industries program. The author was close to Henry Ford in his development of this important, revealing and frequently ignored aspect of his work and interests. The book is authoritative but the subject deserves more complete treatment than it has received here.

132. Simonds, William Adams.

Henry Ford; his life, his work, his genius. Indianapolis, Bobbs-Merrill, 1943. 365 p. illus.

Bibliography: p. 343-347.

Index: p. 349-365.

An experienced writer, long and closely associated with Henry Ford and the Ford Motor Company relates Ford history and biography from Henry Ford's birth to the contribution of Willow Run in the early war period of 1944. Valuable attention to details and comprehensive within the limits of the author's popular reportorial style, his candid admiration of his subject, limited access to source material, and ambitious attempts to cover so much in such a short space. One of the better books on Henry Ford.

133. Simonds, William Adams.

Henry Ford, motor genius. Garden City, Doubleday, Doran, 1929. 205 p. illus.

A simple, human-interest narrative of Henry Ford's life and achievements, written for boys. It covers the period from the time he left home until the introduction of the Model A, 1927. A noncritical biography entirely favorable to Henry Ford. Treatment is somewhat imaginative in the recreation of early conversations and events. Arrangement of the material is chronological rather than topical.

134. Sinsabaugh, Christopher George.

Who, me? Forty years of automobile history. Detroit, Arnold-Powers, 1940. 377 p. illus.

Index: p. 359-377.

Devotes two chapters, "Ford Motor Company" and "Henry and Edsel Ford", as well as scattered references, to Mr. Ford, his family and activities. Gives an informal view of the Ford Motor

Company's development, its place in the industry as a whole, and the personalities of Henry and Edsel Ford. The author is a veteran automobile trade journal writer who was editor of the Automotive News when he wrote this lively collection of intimate memories and thumbnail sketches.

135. Sinclair, Upton.

The flivver king. Pasadena, California, Upton Sinclair (1937). 119 p.

A socialistic tract, thinly disguised as a biography, using the device of contrasting lives in which misery of wealth is compared with the misery of poverty. More useful to the lovers of melodrama than to a serious student.

136. Sloan, Alfred P., Jr., and Boyden Sparkes.

Adventures of a white-collar man. New York, Doubleday, Doran, 1941. 208 p.

An autobiographical account of the rise of a prominent, industrial leader. Frequent references are made to the influence of Henry Ford on this rise.

137. Smith, Arthur D. Howden.

Men who run America. Indianapolis, New York, Bobbs-Merrill (1936). 361 p.

Index: p. 345-361.

An attempt to assess the capitalistic system by a study of thirty case histories. The result, in the study of Henry Ford, is an inconclusive, subjective picture based on inadequate source material and a poorly developed thesis.

138. Spargo, John.

The Jew and American ideals. New York and London, Harper (1921). 148 p.

A brief, cogent exposure of the spurious "Protocols of Zion" which culminates in a reasoned refutation of the Dearborn Independent's unfortunate series of articles based upon them as both false in fact and alien to American ideals.

139. Stark, George W.

City of destiny. Detroit, Arnold-Powers, 1943. 514 p. illus.

Scattered references to Henry Ford which sometimes repeat legendary inaccuracies. An anecdotal, popular history of Detroit containing much of reference value.

140. Stark, George W.

In old Detroit. Detroit, Arnold-Powers, 1939. 192 p. illus.

A series of anecdotes, some factual, some hearsay, about the boyhood of Henry Ford.

141. Stidger, William R.

Henry Ford; the man and his motives. New York, Doran (1923). 208 p.

A Methodist minister-journalist's eulogistic report of his Hearst-sponsored interviews with Henry Ford on a variety of subjects. The emphasis is upon Mr. Ford's motives, which are enthusiastically interpreted in terms of the Social Gospel with strong overtones of the "service" and "success" cults of the 'twenties.

142. Stout, William Bushnell.

So away I went. Indianapolis, New York, Bobbs-Merrill (1951). 336 p. illus.

Appendix: p. 323-326.

Index: p. 327-336.

A breezily written autobiography recording the impressions of a designer and sometimes promoter on his way through life. The section devoted to Henry Ford's excursion in the field of aviation is incomplete, poorly stated and tinged with the bitterness born of personal disappointment. The author has failed to round out the story of the dawn of American commercial aviation and has neglected the work of his many competent assistants. As the personal story of one of aviation's pioneers it commands attention.

143. Sullivan, Mark.

Our times. The United States, 1900-1925. New York, Scribner, 1926-1935. 6 v. illus.

A series of volumes containing a chronological account of noteworthy events in the first quarter of the twentieth century. Frequent references to Henry Ford and his activities

not only attest to his stature and versatility but relate his movements to the other events and over-all scenes of the times. Each volume indexed.

144. Sward, Keith.

The legend of Henry Ford. New York, Rinehart, 1948. 550 p.

Notes: p. 483-511.

Bibliography: p. 513-534.

Index: p. 535-550.

The only formal, book-length study of Henry Ford, equipped with scholarly appurtenances, to come from the pen of an academically trained American scholar; in this case a graduate psychologist who is also a former public relations counsel for the C. I. O. Drawn almost exclusively from published sources, primarily newspapers, Sward's largely adverse interpretation of his subject relies heavily upon psychological speculation and a uniformly pro-labor point of view. In spite of many moot conclusions based on incomplete evidence, and several sins of omission, the book offers the most systematic, if not sympathetic, coverage of its subject obtainable.

145. Tate, Alfred O.

Edison's open door. New York, Dutton, 1938. 320 p.

Index: p. 317-320.

Edison's life, consequently including references to Henry Ford, is told here by his private secretary.

146. Trine, Ralph Waldo.

The power that wins. Indianapolis, Bobbs-Merrill, 1929. 183 p.

Statements reflecting neo-transcendentalism, religious mysticism and common-sense homilies are ascribed to Henry Ford in a series of purportedly verbatim interviews on the "inner things" of life.

147. U.S. Federal Trade Commission.

Report on motor vehicle industry. Washington, D.C., Government Printing Office, 1939. 1077 p.

Bibliographical footnotes.

- This work is an excellent summary of the automobile industry. The section dealing specifically with the Ford Motor Company is somewhat sketchy in spots and definitely weak in those portions dealing with company history and the wage and personnel policies and practices. The fault may be laid to the use of unwisely selected secondary sources. It is invaluable as a reference work on the company's corporate structure and organization and in its summary of financial statistics. Probably the best work extant showing the company, in all phases, in its relationship to other companies in the industry. Unfortunately, the report is now badly out of date, covering only the period up to and including 1937.
148. Von Gottl-Ottlilienfeld, Friedrich.
Fordismus. Uber Industrie und Technische Vernunft. Jena, Verlag von Gustav Fischer, 1926. 169 p.
Five lectures and one added article on, 1) the relation between F. W. Taylor's economics and Henry Ford's technical common sense, 2) industry in the spirit of Henry Ford, 3) technical terms of production, 4) work as a fact of economic life, 5) technical progress and economic life, 6) industry and technical common sense.
149. Wagner, Fred J.
The saga of the roaring road. By Fred J. Wagner as told to John M. Mitchell. Los Angeles, Floyd Clymer, 1949. 189 p. illus.
The memoirs of a pioneer racing enthusiast. Contains apocryphal anecdotes about the early racing days of Henry Ford.
150. Wakefield, Sir Charles Cheers.
America today and tomorrow. A tribute of friendship. 2nd ed. London, Hodder and Stoughton (1924). 304 p. illus.
Index: p. 300-304.
A tribute to America by a noted English lecturer and ex-Lord Mayor of London in which Henry Ford's enterprises are selected for special notice as the ultimate example of American industry.
151. Walsh, J. Raymond.
C.I.O. Industrial unionism in action. New York, Norton (1937). 293 p.

"Notes on Sources": p. 283-287.

Index: p. 287-293.

A hastily written account of the C.I.O. which contributes very little to the story of labor and Ford.

152. Warshaw, Robert Irving.

Story of Wall Street. New York, Blue Ribbon Books (1929).
362 p. illus.

Index: p. 357-362.

Primarily a story of financial houses and transactions, one chapter is devoted to the automotive industry in which the author perpetuates a number of myths and inaccurate anecdotes.

153. White, Lee Strout.

Farewell to model T. New York, Putnam, 1936. 32 p. illus.

A deft bit of nostalgic humor that enshrines the model T as an authentic folk-hero. It reveals the impact of the "universal car" on the American scene perhaps better than weightier and more scholarly works. Has the same drawings by Alain that accompanied original article in the New Yorker.

154. Wilbur, Jack.

Word pictures of 52 all-American personalities. New York, Clement-Smith-Rogers, 1925. 119 p. illus.

Contains a thumbnail biography of Henry Ford, much too sketchy for value.

155. Wildman, Edwin.

Famous leaders of industry. Boston, Page (1920). 357 p. illus.

Short biographies written for boys. The chapter on Henry Ford is, unfortunately, an almost exact paraphrasing of B. C. Forbes' portrait in Men Who Are Making America.

156. Wolf, Howard and Ralph.

Rubber; a story of glory and greed. New York, Covici-Friede (1936). 533 p.

"Selected Bibliography": p. 527-533.

A comprehensive survey of the rubber industry with an account
of Henry Ford's Brazilian rubber plantation.

FORD LITERATURE

A Reading List of Published Material
by or about the Ford Motor Company
and Henry Ford, Available at
Ford Motor Company Archives.

Part I

Books

Ford Motor Company Archives
Dearborn, Michigan

February, 1953

I. BOOKS

1. Arnold, Horace Lucien, and Fay Leone Faurote.

Ford methods and the Ford shops. New York, Engineering Magazine (1915). 440 p. illus.

A detailed and profusely illustrated survey of Model T production at the Highland Park plant in the expansive period immediately following introduction of the five-dollar day. Compiled by experienced, technical reporters for the Engineering Magazine, in which it first appeared as a series of articles. Primarily technical (although not abstruse) the study also covers the more mechanical aspects of personnel management. The total lack of critical approach is scarcely relevant to this unique work's value as a source of information on just how cars were made.

2. Barclay, Hartley W.

Ford production methods. New York, Harper, 1936. 219 p. illus.

Index: p. 217-219.

Hartley Barclay was editor of Mill and Factory when he wrote this series of features, later bound in book form, which constitutes a tour of the Ford Rouge Plant and Village factories, replete with statistics. Barclay enters into great detail in descriptions of the steel mill, materials handling, mechanical power transmission, and power generation. Tables of drilling feeds and speeds, lubrication charts for generators, and steel heat treating procedures are examples of the detail given. The techniques here delineated show how a constant search for increased efficiency enables a better product at less cost. Photographs are sufficiently numerous and of such a quality as to make the book a visual presentation of the Ford plants.

3. Barreiros, Tito Livio.

A concessao Ford e o Governador Dionysio Bentes. Belem-Para, Officinas Graphicas do Instituto Lauro Sodre, 1923. 184 p.

The book is a compilation of articles published in various Brazilian newspapers in the defense of Governor Dionysio Bentes regarding an interview given the "Gazeta de Noticias" (News Gazette) of Rio de Janeiro, by Senator Antonino Emiliano de

Sousa Castro on the subject of the Ford concession in distributing lands which belonged to the State.

The author believes that the contents of the concession made to Henry Ford by the government of the State of Para and which was ratified by the central government, should be made known to the world.

The sound and vigorous protests to futile allegations made by the Senator had a double objective: To attack the Governor, who at the time was the political boss of the State Party, and to place the country in a questionable position in the eyes of the concessioner, whose character and integrity were doubted and disputed during the negotiation.

4. Barrett, J. Lee.

Speed boat kings. Detroit, Arnold-Powers, 1939. 143 p. illus.

Occasional references to Henry and Edsel Ford attest to their interest in boats and racing.

5. Barrus, Clara.

Life and letters of John Burroughs. Boston and New York, Houghton Mifflin, 1925. 2 v. illus.

Index: p. 427-486.

Frequent references to Henry Ford attest to the friendship and many basic similarities of these two outwardly dissimilar men. Dr. Barrus in a detailed, sympathetic biography points out Ford's frequent gifts which began in 1912, years before they met. Little attention is paid to the famous camping trips.

6. Beard, Charles A., ed.

Century of progress. New York and London, Harper, 1933. 452 p.

Index: p. 425-452.

A collection of chapters by famous leaders in their fields which tells of the progress made in one hundred years. The chapter on industry, written by Henry Ford and Samuel Crowther, traces its growth objectively and logically by an observation

of social objectives, processes, new developments, an evolving science of industrial management, decentralization, wage policies and the human element.

7. Beasley, Norman.

Knudsen: a biography. New York and London, Whittlesey House, McGraw-Hill (1947). 397 p. front.

A routine biography of one of the great Ford executives. Mr. Knudsen's relations with Henry Ford are treated extensively if subjectively, the latter a fault common to the entire work.

8. Bennett, Harry, and Paul Marcus.

We never called him Henry. New York, Fawcett Publications, (1951). 180 p.

Harry Bennett's apologia pro vita sua. Contains errors of fact as well as omissions which, if filled in, could presumably have trebled the volume and its usefulness. While it fills no major gaps in the Ford story, it does furnish stepping stones through some areas. The lack of documentation implies a lack of authenticity but as the memoir of a man close to Mr. Ford it commands some attention.

9. Benson, Allan L.

The new Henry Ford. New York and London, Funk and Wagnalls, 1923. 360 p. illus.

A professional journalist recounts the Ford career to 1923 as the background for a word picture of the "new" Henry Ford's expanding interests in social, political and economic fields. Written, with the help of interviews, during the period of the Ford-for-president movement, the Dearborn Independent's career and Ford's interests in Muscle Shoals, agricultural reform, etc. Factually weak and cursory though not devoid of value as a character study.

10. Bernstein, Herman.

The truth about "The Protocols of Zion". New York, Covici, Friede (1935). 348 p.

A collection of the remarkable series of imaginative writings from which the spurious Protocols of Zion were plagiarized, together with other relevant documents and a convincing textual

comparison of the Protocols themselves with their source. Mr. Bernstein prefaced his exhibits with an account of the unfortunate forgery's history in Europe and America, including Henry Ford's apology to the Jewish people for his mistake in accepting the forgeries as authentic.

11. Bonville, Frank.

What Henry Ford is doing. Seattle, Privately Printed (1920). 224 p.

A heterogenous hodge-podge of sayings, clippings and hearsay compiled by the author to support his own untidy philosophy.

12. Bonville, Frank.

What Henry Ford thinks of war. Seattle, Frank Bonville, 1925. 128 p.

A misnamed and chaotic collection of quotations by Henry Ford and a host of others indiscriminately culled from published sources. Interspersed with Mr. Bonville's arguments against war and for the democratization of industry through a curious panacea called the "Bonville 99 year contract system", the plan for which appears in the book.

13. Borth, Christy.

Masters of mass production. Indianapolis, New York, Bobbs-Merrill (1945). 290 p.

Index: p. 281-290.

An account of the origin and impact of mass production on American history, with emphasis on the men who made it possible, by the historian of the Automobile Manufacturers Association.

14. Borth, Christy.

Pioneers of plenty; the story of chemurgy. Indianapolis, New York, Bobbs-Merrill (1939). 303 p. illus.

Index: p. 291-303.

The outstanding, popularly written story of chemurgy and of Henry Ford's influence in its development. Much space is given to Mr. Ford's methods, interest and philosophy regarding the mutual dependence of farm and factory and the practical applications of his findings by the Ford Motor Company.

15. Bridges, T. C., and H. Hessel Tiltman.
Romance of motoring. London, Harrap (1933). 292 p. illus.
Index: p. 291-292.

The automobile and its consequences seen through British eyes. The portions dealing with Henry Ford and the Ford Motor Company are remarkably inaccurate and inadequate due, apparently, to a reliance on unauthenticated sources.
16. Burlingame, Roger.
Backgrounds of power; the human story of mass production. New York, Scribner, 1949. 372 p.

Bibliography: p. 353-359.
Index: p. 361-372.

Included are extensive references to the dominance of Henry Ford in the areas with which this work deals.
17. Burlingame, Roger.
Engines of democracy; inventions and society in mature America. New York, Scribner, 1940. 606 p. illus.

Bibliography: p. 545-572.
Index: p. 579-606.

History as it is affected by social and economic forces resulting from the machine. The prominence of Henry Ford in these fields is adequately studied. A continuation of the theme developed in March of the Iron Men by the same author.
18. Busch, Niven, Jr.
Twenty-one Americans. Garden City, Doubleday-Doran, 1930. 332 p.

Contains a breezy, flighty vignette of Henry Ford studded with inaccuracies and imagination. Bolstered by anecdotes, it purports to show in outline Mr. Ford's life and interests.
19. Bushnell, Sarah T.
The truth about Henry Ford. Chicago, Reilly and Lee (1922). 222 p.

A eulogistic biography of Henry Ford based in part upon interviews with Mrs. Ford. It contains glaring errors of fact,

reconstructs conversations, and was publicly repudiated by the Fords shortly after its publication.

20. Caldwell, Cy.
Henry Ford. New York, Julian Messner (1947). 246 p. illus.
Index: p. 241-246.

A sympathetic and popularly written biography which is undocumented and frequently inaccurate.

21. Cameron, W. J.
The Ford Sunday Evening Hour talks, 1934-1942. Dearborn, Ford Motor Company (1935-1943). 8 v.

Henry Ford's personal spokesman on the Ford Sunday Evening Hour skillfully presents the Ford Creed to the American listening public in a series of closely reasoned talks blending a bewildering array of topics from governmental interference in business to the simple homilies of Christmas, Easter and Thanksgiving. Despite the intrusion of road safety, public opinion, Armistice Day, Russia, youth, and other assorted subjects, the series achieves thematic unity based on the positive aspects of the Ford Philosophy as revealed in the creation and operation of the Ford Motor Company.

22. Car, Michele.
L'Errore Ford. Torino, Silvestrelli & Cappelletto, 1932. 170 p.

"Much of what you ardently desired, to me seems useless and vexatious." (Remark addressed to Henry Ford in the preface.) Upon this capricious, flimsy foundation the author builds a disjointed criticism of the production system employed by Henry Ford in the development of the Ford industries. He further asserts that such mechanical methods are detrimental and will eventually enslave workers everywhere.

23. Cardoso, Vicente Licinio.
Afirmacoes e comentarios. Rio de Janeiro, Edicao do Anuario do Brasil (1925). 335 p.

Index: p. 335.
Contents: Ford; Roosevelt; Burbank; Pascal; Spinoza.

Presents a short sketch of Mr. Ford and a brief resume of the foundation, development, organization and resources of the Ford Motor Company that is taken almost wholly from My Life and Work (q.v.). Mr. Cardoso concludes that Henry Ford is a genius whose thought is expressed in action rather than in literary work.

24. Chase, Stuart.

Men and machines. New York, Macmillan, 1929. 354 p.

Selected Bibliography: p. 349-350.

Index: p. 351-354.

Frequent attention is paid to Henry Ford as the apostle of mass production in this popular study of the meaning of twentieth century American industrialism.

25. Cleveland, Reginald M., and S. J. Williamson.

The road is yours; the story of the automobile and the men behind it. New York, Greystone Press (1951). 304 p. illus.

"Chronology of the American Automobile": p. 270-300.

Index: p. 301-304.

A profusely illustrated, anecdotal history of the automobile industry which displays more attention to accuracy than do most similar works.

26. Clymer, Floyd.

Motor scrapbook. Los Angeles, Floyd Clymer (1944-1950). 6 v. illus.

A series of historical scrapbooks compiled by a pioneer in the industry. Consisting almost entirely of reproductions of ads, pictures and articles of early cars with a slight running commentary, these books are rich in early, fugitive and ephemeral information found only in contemporary publications.

27. Clymer, Floyd.

Treasury of early American automobiles, 1877-1925. New York, McGraw-Hill (1950). 213 p. illus.

Index: p. 212-213.

Compiled from ads in his own extensive collection, Mr. Clymer's

Treasury... includes a text which the photographs and advertising reproductions serve to illustrate and exemplify. First facts, records established or broken, and some statistical information constitute the narrative.

Reproductions of old ads are valuable reference sources, and perhaps the most useful aspect of the book.

The Fordiana included covers drawings of Henry Ford's first gasoline engine, pictures of the first car, and Models A, B, F, S, and several of the T; as well as a facsimile of a 1904 payroll. Biographical material on Henry Ford and his achievements add nothing to what is known from other sources. Other material includes clippings from Horseless Age, songs, and a list of cars "Made in U.S.A."

28. Cohn, David L.

Combustion on wheels. Boston, Houghton Mifflin, 1944. 272 p. illus.

Index: p. 269-272.

"An informal history of the Automobile Age" by a prolific, social historian. Riddled with inaccuracies and showing evidence of haste, it nonetheless evokes nostalgia and some knowledge of the evolution of the automobile. Most of the references to Henry Ford are in the chapters, "Birth of a Colossus", "Buggy into Battleship", and "Tin Lizzie Revolution."

29. Crowther, Samuel, et al.

A basis for stability. Boston, Little, Brown, 1932. 360 p.

A symposium on American economic problems presented as a series of essays by prominent industrial leaders obtained through interviews with Mr. Crowther. Henry Ford gives his views on mass production as a social and economic institution.

30. Cunningham, Walter M.

"J 8"; a chronicle of the neglected truth... Detroit, North American Publishing Company, n.d. 186 p.

A slashing pamphlet attack on personnel policies and conditions of work in the Ford plants during the late 'twenties by a disgruntled former employee. It is a detailed but undocumented indictment "from personal experience or direct contact." The social and industrial ills of American economy are held to be

peculiar to the Ford Motor Company due to its failure to adopt the author's "Golden Key", a plan for stabilized employment and a fair living wage.

31. Daniels, Josephus.

The Wilson era; years of peace, 1910-1917. Chapel Hill, University of North Carolina Press, 1944. 615 p.

Mr. Daniels, Secretary of the Navy under President Wilson, briefly tells the story of Henry Ford's decision to support Wilson in 1916.

32. The drift of civilization. By the contributors to the Fiftieth Anniversary Number of the St. Louis Post-Dispatch. New York, Simon and Schuster, 1929. 268 p.

Henry Ford attributes progress to "Freedom of conscience, freedom of invention and freedom of direction." A brief history of economic development with a forecast of the future.

33. Dubreuil, H.

Robots or men? A French workman's experience in American industry. (An authorized translation for the Taylor Society of Standards.) New York and London, Harper, 1930. 248 p.

A French disciple of scientific management reports on his experiences as a workman in American industry for fifteen months in 1927-28. A balanced view, enriched by frequent contrasts with French industry. Includes detailed description of life at the Ford Rouge Plant.

34. Duffield, Edgar N.

Ford through European eyeglasses, 1907-1947. Chelmsford, England, Mercury Press (1947). 210 p.

A pioneer English automobile enthusiast and editor of the Ford Times (English edition) has recorded here his memories of Henry and Edsel Ford and of the Ford European operations.

35. Duncan, H. O.

The world on wheels. Paris, France, H. O. Duncan (ca. 1927). 1200 p. illus.

A huge, amorphous collection of odds and ends about the history of wheeled vehicles concluding with a large section on

the American automobile industry. A collector's item, it is of value mainly for its unorthodox presentation and an occasional rare bit of information.

36. Dunn, Robert W.

Labor and automobiles. New York, International Publishers (1929). 224 p. illus.

Bibliography: p. 218-220.

Index: p. 221-224.

One of a series of industrial studies sponsored by the now defunct Marxist-oriented Labor Research Association. This work alleges intolerable conditions in the automobile industry, attacks all employers and pleads for one big union as a vital weapon in what the author conceives to be inevitable class warfare.

37. Epstein, Ralph C.

The automobile industry; its economic and commercial development. Chicago, New York, A. W. Shaw, 1928. 412 p. illus.

Index: p. 391-412.

Notes: p. 287-309.

A competent survey of the economics of automobile manufacture from the beginnings of the industry to 1927, as seen by a professional economist. Valuable though brief attention is paid to the financial practices and policies of the Ford Motor Company as they contrasted with those of other leaders in the industry.

38. Ervin, Spencer.

Henry Ford vs. Truman H. Newberry. New York, Richard R. Smith, 1935. 616 p.

Bibliography: p. 593-604.

Index: p. 605-616.

Mr. Ervin's monograph on the disputed Senatorial election of 1918 focuses on the constitutional issue (Congress's right to regulate primary campaign expenditures), and on a defense of Mr. Newberry's record under the then-existing laws. The study consists largely of verbatim testimony from the published Senate hearings on the controversy with intermittent interpreta-

tions by the author. His decision to ignore other available sources precluded an adequate analysis.

39. Famous fortunes; intimate stories of financial success. Springfield, Massachusetts, Milton Bradley (1931). 256 p. illus.

Contains a popularly written version of Henry Ford's life that avoids many facets of his character and is generally short on facts.

40. Faulkner, Harold U.

The decline of laissez faire, 1897-1917. The economic history of the United States, volume VII. New York, Rinehart (1951). 433 p. illus.

Bibliography: p. 383-411.

Index: p. 423-433.

A detailed study of American economic life during the growth of big business and of government regulation. Henry Ford receives attention in those sections dealing with manufacturing techniques, mass production and the automobile industry.

41. Fay, Charles Norman.

Social justice; the moral of the Henry Ford fortune. Cambridge, Massachusetts, Cosmos Press, 1926. 270 p.

Index: p. 265-270.

A right-wing amateur economist uses Henry Ford's wealth and the way he earned it as a peg on which to hang pleas for a return to extreme conservatism.

42. Filene, Edward A., in collaboration with Charles W. Wood.

Successful living in this machine age. New York, Simon and Schuster, 1931. 274 p.

A study of mass production and its effect on most aspects of our culture, in which the influence of Henry Ford is always implicit and frequently cited.

43. Finley, Ruth E.

Lady of Godey's; Sarah Josepha Hale. Philadelphia and London, Lippincott, 1931. 319 p. illus.

Index: p. 315-318.

The biographer of the editor of Godey's Lady's Book devotes a chapter, "Mary's Lamb and Mr. Ford," to the support of Mrs. Hale's claims to authorship of the famous nursery rhyme as against the rival Tyler-Roolstone claims accepted by Henry Ford in his restoration of the Redstone School House, at Sudbury, Massachusetts, and in his booklet on Mary and her lamb.

44. Firestone, Harvey S., and Samuel Crowther.
Men and rubber. Garden City, Doubleday, Page, 1926. 279 p.
fronts. ill.
Index: p. 275-279.

A rather sketchy, popular biography of the famous rubber industrialist with frequent references to his friend, Henry Ford, and their close relationship.

45. Flynn, John T.
Men of wealth. New York, Simon and Schuster, 1941. 531 p.
illus.
Index: p. 515-531.

Henry Ford is not one of Mr. Flynn's men of wealth due, apparently, to the author's decision to restrict his choices to "significant" fortunes. There are passages alluding to Mr. Ford, however, as one of those whose wealth was acquired by the creation of goods.

46. Forbes, B. C.
Men who are making America. New York, B. C. Forbes (1919).
442 p. port.

A remarkably inaccurate portrait of Mr. Ford by the editor of Forbes magazine. Relies largely on hearsay and Mr. Forbes' imagination for what purports to be an objective analysis of Mr. Ford's character and contribution to American industry.

47. Forbes, B. C., and O. D. Foster.
Automotive giants of America. New York, B. C. Forbes (1926).
295 p.

Brief biographies of top men in the automobile industry by a

publisher who has made it his business to know them well. Henry Ford is considered sketchily and sometimes incorrectly on pages 94-109.

48. Ford, Henry.

Ford ideals; being a selection from "Mr. Ford's Page" in the Dearborn independent. Dearborn, Dearborn Publishing Company, 1926. 456 p.

Henry Ford not only provided a "universal car;" his attitudes, outlook, and beliefs epitomized the social attitudes of thousands of contemporary Americans. These attitudes and beliefs are set forth in Ford Ideals. The book contains ninety-eight short essays (more accurately, editorials) treating of a variety of topics, but always centered about individuals, industry and government. Written in an epigrammatic style, and buttressed with homely analogies, the editorials on success, business, corporations, progress, peace, fear of change, unemployment, economy in business and in government, education, management and labor, the old versus the new, and strikes combine to cast a light on Ford as a man, and on Ford Motor Company policies during his lifetime.

49. Ford, Henry.

My philosophy of industry; an authorized interview by Fay Leone Faurete. New York, Coward-McCann, 1929. 107 p. front.

A self-explanatory title covering Mr. Ford's statements regarding industry, success, progress and morality as applied to American life in the nineteen-twenties. It is a particularly clear and cogent presentation of his beliefs as of the date of publication.

50. Ford, Henry.

Things I've been thinking about. New York, Fleming H. Revell (1936). 32 p.

Henry Ford's gospel of work and expanding economy presented as the antidote to the faulty distributive system of finance capitalism.

51. Ford, Henry, and Clara Bryant Ford.

Good morning; after a sleep of 25 years, old fashioned dancing is being revived by Mr. and Mrs. Henry Ford. Dearborn, Dearborn Publishing Company, 1926. 169 p. illus.

Index: p. 166-169.

A manual of old-time dances prepared by Mr. and Mrs. Henry Ford in the hope that group dancing, which "fits the American temperament," will benefit from the publication of a style book in keeping with the traditions of the Quadrille, the Minuet, the Waltz and other dances of a similar character.

52. Ford, Henry, and Samuel Crowther.

Edison as I know him. New York, Cosmopolitan Book Corporation, 1930. 123 p. illus. English edition entitled: My friend Mr. Edison. London, Ernest Benn (1930). 93 p. illus.

In discussing Edison, Henry Ford reveals much of himself. One of the best studies of both Ford and Edison, giving insight into their interests, beliefs and foibles.

53. Ford, Henry, and Samuel Crowther.

Moving forward. Garden City, Doubleday, Doran, 1930. 310 p.

The third volume of the Henry Ford-Samuel Crowther trilogy is a timely book aimed at the fear of uneasiness brought about by the depression of 1929. It is a voice reiterating its faith in the time-honored system of American industry, a stimulus for the vacillating, a protest against the methods suggested as a depression cure. Mr. Ford's positive program of ever-increasing production of high quality goods to be sold in an efficient market at low prices is supported by arguments drawn from every facet of Mr. Ford's personal experience. The resulting heterogeneous organization of subject matter impairs the unity of the last volume as it did the first, but the richness of its raw material sources and its full exposition of Henry Ford's economic ideas make it an indispensable volume for the interested historian.

54. Ford, Henry, and Samuel Crowther.

My life and work. Garden City, Doubleday, Page (1922). 289 p.

Index: p. 285-289.

Henry Ford and his amanuensis cast a reflective glance at the decisive points in Mr. Ford's life, not to provide a detailed narrative of events, but to analyze the reasoning that led to the complete success of his creative efforts. These established points serve as a springboard from which Mr. Ford launches

into a discussion of his philosophy of industry and the impact of mass production techniques on the working man. Here the work surrenders planned organization and wanders into various topics of interest to Mr. Ford including economic and social theory, the dilemma of the American railroad, and a valedictory for his good friends, Thomas A. Edison and John Burroughs. Allowing for the reasoned afterthought, this volume provides an indispensable source for the scholar interested in the mind of Henry Ford.

55. Ford, Henry, and Samuel Crowther.

Today and tomorrow. Garden City, Doubleday, Page, 1926.
281 p.

Index: p. 277-281.

Has the human warmth of a personal discussion with Mr. Ford in which he talks quietly of a free economy motivated by service, not money; regulated by competition, not law; and offering security through work, not charity. The principles upon which a better way of life can be based are illustrated from Mr. Ford's own experience in such widely varying fields as the Henry Ford Trade School, the Ford Hospital, the Wayside Inn, the D.T. & I. Railroad and the village industries. The resulting union of fact and ideas is an indispensable source for any study of Henry Ford.

56. Fordex Editorial Staff.

The model T specialist. Detroit, Sales Equipment Company (1925). 208 p.

A handbook for Ford salesmen published by a private sales equipment company.

57. Fortune.

Understanding the big corporations. By the editors of Fortune. New York, Robert McBride (1934). 292 p. illus.

Chapter III entitled "Ford" gives the typical Fortune treatment to an analysis of the Ford Motor Company and its founder with particular emphasis on the Company's competitive position in the 'thirties.

58. Forrest, Wilbur.

Behind the front page. New York, London, Appleton-Century. 1934. 360 p.

A reporter for the New York Tribune tells of his interviews with Henry Ford and how he got them.

59. Freeman, Larry.

The merry old mobiles. Watkins Glen, New York, Century House (1949). 239 p. illus.

Index: p. 237-239.

A popularly-written, profusely illustrated account of the impact of the automobile on American culture and society. Includes reproductions of advertisements and a roll-call of companies, past and present, engaged in the manufacture of cars.

60. Gardiner, A. G.

Portraits and portents. New York and London, Harper, 1926. 306 p. port.

Brief sketches of world figures, predominantly British. In the case of Henry Ford, the piece is made ineffectual by its brevity and inaccuracy.

61. Garrett, Garet.

The wild wheel. New York, Pantheon (1952). 220 p. illus.

Reminiscences and commentary blending praise, nostalgia, criticism, and only hinting at motivations and philosophy that put a nation on (wild?) wheels. Journalist-editor Garrett attempts no final appraisal of Henry Ford; rather he trips lightly from the early to the later years over almost a dozen themes, leaving impressions of the Henry Ford Garet Garrett knew. Comparable to William Richards' Last Billionaire even to the conclusion that no one under today's lattice-work of regulation could duplicate the growth of the "wild wheel".

62. Giedion, Siegfried.

Mechanization takes command; a contribution to anonymous history. New York, Oxford University Press, 1948. 743 p. illus.

List of illustrations: p. 725-734.

Index: p. 735-743.

Bibliographical footnotes.

Professor Giedion's study is a sequel to his Space, Time, and Architecture. In the present work he attempts to determine the

extent to which human beings can be made to conform to processes of mechanization. His time span covers the medieval to modern period, and especially the eighteenth, nineteenth, and twentieth centuries.

Movement, says Giedion, underlies mechanization; and the symptom of full mechanization is the assembly line. It is his role in adapting assembly line techniques to the manufacture of the automobile that brings Henry Ford within the scope of Giedion's consideration.

63. Glasscock, C. B.

The gasoline age; the story of the men who made it. Indianapolis, New York, Bobbs-Merrill (1937). 359 p. illus.

Index: p. 343-359.

An informal record of the automobile industry's growth which emphasizes the personalities of the men who took part in it. Based largely on interviews and secondary sources it is one of the best treatments of the subject. Henry Ford occupies a characteristically large portion of the narrative.

64. Graves, Ralph H.

The triumph of an idea; the story of Henry Ford. Garden City, Doubleday, Doran, 1935. 184 p. illus.

Mr. Graves' theme and counter-theme are what was happening in the world at large vs. what Henry Ford was doing at that same moment. The half-century beginning in 1885 is covered in this sketchy outline of the development of the Ford car and the Ford Motor Company. Mr. Graves attempts to show related developments, e.g., of highways; and makes very brief references to the sociological effects of the automobile. There are some inaccuracies in figures.

65. Griffin, C. E.

The life history of automobiles. Michigan business studies, I. Ann Arbor, University of Michigan, 1928. 42 p.

A scholarly study of the factors affecting the life of an automobile. Emphasis is placed on the Ford due to the high percentage of them on the road.

66. Hagedorn, Hermann.
Americans; a book of lives. New York, John Day (1946).
392 p.

The conventional collection of brief, unpretentious biographies including one about Henry Ford. Better than most but only for the casual reader.

67. Haigh, Henry A.
The Ford historical and pioneer collections in Dearborn. Lansing, Michigan, Robert Smith, 1927. 127 p. illus.

These reprints of articles published in the Michigan History Magazine during the years 1925, 1926, and 1927 are a general description of Henry Ford's extensive collections of antiques. Includes two articles by Mr. H. M. Cordell, Mr. Ford's "antique" secretary. Profusely illustrated.

68. Hale, William J.
Farmward march; chemurgy takes command. New York, Coward-McCann (1939). 222 p.

An exponent of chemurgy, the author traces its development and probable future. Attention is called to Henry Ford's interest through his support of the Dearborn Conferences which launched the National Farm Chemurgic Council.

69. Hamilton, J. G. de Roulhac.
Henry Ford; the man, the worker, the citizen. New York, Holt (1927). 332 p. illus.

One of the more adulatory biographies, this reveals the author's awe in the presence of wealth and results in a diffident, incomplete picture of the man.

70. Hannover, Charles.
Mr. Ford sees it through. Seattle, Bayside Publishing Company (1924). 118 p.

An unimportant phantasy in the form of a series of imaginative letters to Henry Ford propounding an obscure peace plan.

71. Harris, Herbert.
American labor. New Haven, Yale University Press, 1939.
459 p. illus.

Bibliography: p. 433-450.

Index: p. 451-459.

A relatively superficial survey of labor problems in the late 'thirties. The chapter on the U.A.W., "Robot revolt", is the only pertinent reference to the automobile industry and Henry Ford.

72. Hendrick, Burton J.

Age of big business. Chronicles of America series, edited by Allen Johnson. New Haven, Yale University Press, 1919. 196 p.

Like all capsule histories which attempt to compress material within assigned space limitations, this volume suffers from superficial generalization, inadequate research and factual errors which render it virtually useless to the serious student of the automobile industry. The material relating to Henry Ford was lifted bodily from the Rose Wilder Lane biography and has all the faults of that study.

73. Henry Ford Hospital.

Staff. Collected Papers, 1915-1925. New York, Paul B. Hoeber, 1926. 634 p. illus.

Appendices: p. 595-623.

Index: p. 625-634.

This collection was the first of a projected series of like compilations. The papers are of value and interest primarily to the medical profession. Included, however, is a list of hospital staff members, and of former staff members as of 1925. Most valuable is the historical sketch of Henry Ford Hospital by W. L. Graham (later General Superintendent of the institution). The sketch is short but authoritative, and includes a copy of the letter to the Board of Trustees of the Detroit General Hospital in which Mr. Ford proposed to purchase the assets of the Detroit General Hospital.

74. Holt, Rackham.

George Washington Carver. Garden City, Doubleday, Doran, 1943. 342 p. illus.

Dr. Carver's friendship with Henry Ford and their mutual interests are touched on briefly in this biography of the great Negro scientist.

75. Honermeier, Emil.

Die Ford Motor Company; ihre Organisation und ihre Methoden.
Leipzig, Paul List (1925). 148 p.

Notes: p. 136-145.

Bibliography: p. 146-148.

Includes a character sketch of Henry Ford, technical background of Ford Motor Company, F.M.C. in World War I, competition in the American automobile industry, the Fordson tractor, Ford's airplane pioneering, the horizontal expansion and the vertical concentration of the Ford Motor Company, the Muscle Shoals project, the financial development of the Company, and social relationships within the Company.

76. Howe, Irving, and B. J. Widick.

The U.A.W. and Walter Reuther. New York, Random House (1949).
309 p.

Notes: p. 292-302.

Index: p. 303-309.

A relatively well-documented record of the growth of the U.A.W. and its leader. Necessarily, Henry Ford and the Ford Motor Company are extensively, if not thoroughly, considered in their relationship to labor and labor unions. The work can not claim objectivity but does give a labor viewpoint coherently.

77. Hower, Ralph M.

The history of an advertising agency; N.W. Ayer & Son at work, 1869-1949. Revised edition. Cambridge, Massachusetts, Harvard University Press, 1949. 647 p. illus.

"Notes and References": p. 595-632.

Index: p. 633-647.

A detailed and documented study that refers to the Ford Motor Company account which at one time was handled by N. W. Ayer & Son.

78. Hurley, Edward N.

The bridge to France. Philadelphia, Lippincott, 1927. 338 p.
illus.

Index: p. 335-338.

In this bland and complimentary autobiography, Mr. Hurley devotes a chapter to his acquaintances, Messrs. Ford, Edison, Burroughs and Firestone.

79. Jeffreys, Raymond J.

God is my landlord. Chicago, Van Kampen Press (1947).
158 p. illus.

An account of Perry Hayden's Tecumseh, Michigan, experiment in growing increasing amounts of wheat from a beginning of one cubic inch of grain, and tithing the income. This religious and agricultural experiment received the attention and support of Henry Ford from 1942 to 1945.

80. Johnson, Clifton.

John Burroughs talks; his reminiscences and comments. Boston, Houghton Mifflin, 1922. 358 p.

A chapter is devoted to Ford and Edison which includes Burroughs' frank comments on each. Most of the incidents related deal with Ford's generosity to Burroughs and others.

81. Jones, Jesse H. and Edward Angly.

Fifty billion dollars; my thirteen years with the RFC (1932-1945). New York, Macmillan, 1951. 631 p. illus.

Appendices: p. 555-617.
Index: p. 619-631.

In his desire to "record in narrative form some of the principal accomplishments of the Reconstruction Finance Corporation" Jesse Jones has incidentally contributed his version of the banking crisis in Michigan early in 1933. The Ford connection with the Union Guardian Group, their later aid in establishing the Manufacturer's National Bank, and the differences between Mr. Ford and Senator Couzens are discussed with a minimum of editorial comment.

82. Kennedy, E. D.

The automobile industry; the coming of age of capitalism's favorite child. New York, Reynal & Hitchcock (1941). 333 p.

Index: p. 329-333.

A survey of the economic and financial aspects of the industry and its growth.

83. King, Charles Brady.

Psychic reminiscences. (Larchmont, New York) Charles B. King, 1935. 43 p. illus.

Charles Brady King, artist, engineer, and long-time friend of Henry Ford, relates a series of striking coincidences which impress him as a manifestation of psychic power in tune with the infinite. Several of these episodes serve as a useful introduction to the story of Henry Ford's first car as remembered by the author.

84. Kinsley, Philip.

Liberty and the press. Chicago, The Chicago Tribune, 1944. 99 p.

In discussing the "right of fair comment", Mr. Kinsley cites the suit filed by Henry Ford against the Chicago Tribune for having called him an "anarchist".

85. Kouwenhoven, John A.

Made in America; the arts in modern civilization. Garden City, Doubleday, 1948. 303 p. illus.

"List of Sources..." p. 271-290.
Index: p. 291-303.

The author has pursued much the same theme as has Giedion in that he seeks to identify the sources of our modern culture. To Henry Ford, his methods and products, is attributed much that is native to America's cultural and industrial growth.

86. Kraus, Henry.

The many and the few. Los Angeles, Plantin Press, 1947. 293 p.

The story of the General Motors sitdown strike of January, 1937, by an emotional, left-wing writer. The references to Henry Ford and the Ford Motor Company help establish their position in the labor picture of the 'thirties.

87. Lake Carriers' Association.
Annual Report, 1924. Detroit (Lake Carriers' Association)
1925. 206 p. illus.

Henry Ford was interested in the Lake Carriers' Association, and named William Livingstone, President of the Association in 1924, among his correspondents. Ford Motor Company work in the harbor at L'Anse, Michigan is noted; and a short description is made of the Henry Ford II and Benson Ford, both of which were launched early in 1924.

88. Lane, Rose Wilder.
Henry Ford's own story. New York, Ellis O. Jones, 1917.
184 p.

This highly fictional study was originally written in 1914 and set an unfortunate example for a large number of successive works. Consistently inaccurate throughout.

89. Leonard, Jonathan Norton.
The tragedy of Henry Ford. New York, Putnam, 1932. 245 p.

A popularly written, unsympathetic study of the public figure of Henry Ford in which the author attempts to develop the thesis that Ford was the victim of his own mechanical innovations. A light, humorous treatment lacking in documentation and authenticity.

90. Levinson, Edward.
Rise of the auto workers. Detroit, UAW-CIO (1945). 24 p.

A brief treatment of the auto union and its growth that touches on its relations with the Ford Motor Company.

91. Lewis, Eugene W.
Motor memories; a saga of whirling gears. Detroit, Alved,
1947. 258 p. illus.

Index: p. 249-258.

The reminiscences of a Detroit banker who, beginning in the automobile industry's earliest years as a bearing salesman, came to know its major figures and the atmosphere in which they worked.

92. Lief, Alfred.

The Firestone story; a history of the Firestone Tire and Rubber Company. New York, McGraw-Hill (1951). 435 p. illus.

Index: p. 419-435.

An authorized company history that considers in its proper sequence the relationships between Firestone and Ford.

93. Lief, Alfred.

Harvey Firestone; free man of enterprise. Foreword by Allan Nevins. New York, McGraw-Hill (1951). 324 p. illus.

Index: p. 319-324.

Lacking objectivity normally found in Mr. Lief's work, this book might well have been a public relations release. Frequent references are made to Henry Ford as an early customer, industrialist, friend and camping companion.

94. Lochner, Louis P.

Henry Ford - America's Don Quixote. New York, International Publishers, 1925. 240 p. illus.

A detailed account of the Ford Peace Ship expedition of 1915, and of the ill-fated Neutral Conference for Continuous Mediation. Presents the point of view of the disillusioned peace crusader who worked with Henry Ford in the episode's early stages and who served as General Secretary of the Conference. Essential to an understanding of the event, although it is too largely devoted to special pleading for the author's views and role to preserve balance and objectivity.

95. Lodge, John C.

I remember Detroit. By John C. Lodge, in collaboration with Milo M. Quaife. Detroit, Wayne University Press, 1949. 208 p. port.

Index: p. 199-208.

John Lodge's reminiscences are not of Detroit so much as they are of persons he knew there. No one theme is developed, no growth shown, however haphazard that growth might have been. These memories are of persons the author knew, embellished with fragments of dialogue. They are episodic, lacking in continuity. References to Henry Ford are sketchy and anecdotal, but

tell of Lodge's few meetings with Henry Ford; once as boys, once when the latter was chief engineer for the Edison Company, and later when Lodge had become Mayor. Some of the references appear in the biographical and explanatory notes compiled by Dr. Milo M. Quaife.

96. Mackbach, Frank, und Otto Kienzle, editors.
Flieissarbeit; Beiträge zu Ihrer Einführung. Berlin, VDI-Verlag G.M.B.H., 1926. 360 p. illus.
Index: p. 356-360.

Articles on mass production by German engineers and directors of manufacturing. Also an evaluation by the joint editors of other existing publications on mass production.

97. MacManus, Theodore F.
Sword-arm of business. New York, Devin-Adair (1927). 188 p.

In this exposition of his business and advertising theories, Mr. MacManus has frequent recourse to anecdotes regarding Henry Ford and the early automobile industry, all of which are relatively immaterial.

98. MacManus, Theodore F., and Norman Beasley.
Men, money, and motors. New York and London, Harper, 1929. 284 p.

Index: p. 275-284.

A chatty collection of anecdotes about the development of the automobile industry. The authors were both closely connected with their subject and their book, while carelessly put together, is a mine of reliable information about the early years of the industry. Henry Ford, due to his eminence in the field, commands a major portion of the book.

99. Marquis, Samuel S.
Henry Ford; an interpretation. Boston, Little Brown, 1923. 206 p. illus.

Index: p. 191-206.

An impressionistic account of Henry Ford, the human being, with occasional glances at his son and his associates in the

company. A character study from the standpoint of Christian ethics by an astute and sensitive Episcopal clergyman who had known Henry Ford for twenty-five years before he resigned as head of the Ford Sociological Department in disagreement with his employer's ideas. Indispensable to an understanding of Henry Ford's character.

100. Matthias, Eugen.

Amerikas Schicksal; Beobachtungen und Voraussagen eines Biologen in Hinblick auf europäische Verhältnisse. Frauenfeld und Leipzig, Verlag Huber (1933). 221 p.

The author, a student at the University of California in 1932, tells of his visit to Henry Ford and the consequent tour of the Ford plant. A typical visitor's commentary on America embodying praise of Henry Ford and of Ford methods and personnel relations.

101. Maxim, Hiram Percy.

Horseless carriage days. New York, Harper, 1937. 175 p. illus.

An engaging account of the automobile industry in its infancy, 1893-1901, by one of its pioneers. Contains references to the Selden Patent Case by which Henry Ford broke the monopoly that had existed in the industry.

102. Merz, Charles.

And then came Ford. Garden City, Doubleday, Doran, 1929. 321 p.

A professional journalist's cursory and popularly written impressions of the impact of Henry Ford and the Ford Motor Company on the American scene.

103. Miller, James Martin.

The amazing story of Henry Ford. (Chicago, M. A. Donohue, 1922). 448 p. illus.

The least restrained and objective of the many Ford panegyrics to appear in this period. Mr. Miller, author of The Triumphant Life of Theodore Roosevelt, sounds an equally rhapsodic note about Henry Ford in this chaotic medley of hero worship, antisemitism, bits and scraps of Henry Ford's philosophy, and the Ford automobile and truck manual for 1919.

104. Minnich, Harvey C., editor.

William Holmes McGuffey and his readers; old favorites from the McGuffey Readers. New York, American Book Company (1936). 2 v. illus.

Two volumes of reprints and commentary dedicated to Henry Ford, one of the associate editors, for his part in the revival of interest in McGuffey and his times.

105. Morris, Lloyd.

Postscript to yesterday. New York, Random House (1947). 475 p.

Bibliography: p. 451-465.

Index: p. 467-475.

A social history covering the period 1896-1946 which, inevitably, refers to the philosophy and accomplishments of Henry Ford in their relationship to the over-all pattern of events. Of value chiefly for its broad coverage of the American scene during the era of automotive development.

106. Morton, H. F.

Strange commissions for Henry Ford. York, England, Herald Printing Works (1934). 69 p. illus.

An engaging account of the tribulations, successes and failures encountered by the former engineer in charge of Plant of the Ford Motor Company, Ltd., of England, who acted as Henry Ford's agent in collecting English antiques. These ranged from a Cotswold country cottage through huge Birmingham engines to delicate Battersea enamel for the Edison Institute Museum in Greenfield Village at Dearborn. An unpretentious memoir which succeeds in casting some light on Henry Ford, the collector, as well as on the objects he collected.

107. Mote, Carl H.

The New Deal goose step. New York, Daniel Ryerson, 1939. 260 p.

Index: p. 249-260.

Footnotes.

A shrill voice from the embittered and embattled far right attacks "that man in the White House", referring frequently to Henry Ford for unjustifiable support.

108. Myers, Gustavus.
History of bigotry in the United States. New York, Random House (1943). 504 p.

Index: p. 497-504.

A study of the role of racial and religious prejudice in America which devotes two chapters to the Dearborn Independent's acceptance of the spurious Protocols of the Elders of Zion.
109. Neyhart, Louise Albright.
Henry Ford, engineer. Boston, Houghton Mifflin, 1950. 210 p. illus.

A sprightly account of Henry Ford's career and character avowedly designed to appeal to boys. Accurate within its modest limits except for frequent sections of plausible though necessarily imaginative dialogue between the characters of the story.
110. Norwood, Edwin P.
Ford men and methods. Garden City, Doubleday, Doran, 1931. 201 p. illus.

A popularly written account of the operations of the great Rouge plant of the Ford Motor Company. The emphasis is on personnel policies, working conditions and production methods. This book is not so much a thorough study as an excellent manual for visitors to the plant.
111. Nourse, Edwin G.
Price making in a democracy. Washington, D.C., Brookings Institution, 1944. 541 p.

Henry Ford's unorthodox views on wages and prices are occasionally described and contrasted with the ideas of others in this scholarly study of the dynamics of prices.
112. Nourse, Edwin G., and Horace B. Drury.
Industrial price policies and economic progress. Washington, D.C., Brookings Institution, 1938. 314 p.

Index: p. 311-314.

Henry Ford's leadership in price policies in the automobile field, especially with reference to the Model T, is discussed

in terms of the American economy as a whole in several chapters of this scholarly work.

113. Ormont, Jules, comp.

Straight from the shoulder. New York, Ormont Publishing Company (1929). 130 p.

Collected sayings of famous men including a number by Henry Ford. Sources for the quotations are not given.

114. Page, Victor W.

The model T Ford car; including Fordson farm tractor... 1926. Revised and enlarged edition. New York, Norman W. Henley, 1926. 459 p. illus.

Index: p. 491-495.

The complete manual on the Ford cars and tractors which, originally copyrighted in 1915, was periodically revised to cover all changes. Provides a mine of specific technical information difficult to find elsewhere. Profusely illustrated.

115. Partridge, Bellamy.

Fill 'er up! The story of fifty years of motoring. New York, McGraw-Hill (1952). 235 p. illus.

Chronology of the motor car: p. 219-227.

Index: p. 229-235.

Dating his own automobile fever from the early years of motoring, Bellamy Partridge intrudes his own reminiscences and interpretations freely into an undocumented narrative too broad in scope to cover the subject adequately. His breezy, occasionally inaccurate portrayal of the Ford beginnings and the Selden Patent Suit will offend more meticulous automotive historians.

116. Pater, Alan F., and Milton Landau.

What they said in 1937; the yearbook of oral opinion. New York, Paebur (1938). 248 p.

A miscellany of brief quotations attributed to prominent persons. No standard of inclusion is set forth. Henry Ford is quoted on business and finance, individual philosophy, labor, and the press.

117. Phelps, D. M.

Effect of the foreign market on the growth and stability of the American automobile industry. Michigan business studies, III. Ann Arbor, University of Michigan, 1931. 175 p.

A detailed and scholarly analysis of a highly specialized aspect of the industry in which the Ford Motor Company is studied along with other companies.

118. Pipp, E. G.

Henry Ford; both sides of him. Detroit, Pipp's Magazine, 1926. 76 p.

A valuable contribution to Ford literature by an astute Detroit journalist who was close to Henry Ford for years before serving him as the first editor of the Dearborn Independent, from 1918 until 1920, when he resigned in disagreement over editorial policy. Objective and revealing, the worth of this unpretentious attempt to answer some key questions about Henry Ford is not to be judged by its modest size and format.

119. Pitkin, Walter B.

The psychology of achievement. New York, Simon and Schuster, 1930. 502 p.

Index: p. 491-502.

A study of personality factors in achievement in which Henry Ford is used as a frequent example.

120. Pound, Arthur.

Detroit; dynamic city. New York, Appleton-Century, 1940. 398 p. illus.

Bibliography: p. 373-378.

Index: p. 379-398.

A comprehensive history of Detroit too broad in coverage to do more than indicate the automobile's relative importance in the city's life.

121. Pound, Arthur, and Samuel Taylor Moore, eds.

They told Barron... The notes of the late Clarence W. Barron. New York and London, Harper, 1930. 372 p.

Index: p. 363-372.

Invaluable fragments preserved by a competent financial journalist in the form of notes taken during interviews in 1923 and 1924. It is unfortunate that the author did not attempt a more extensive coverage of Henry Ford than a few comments on the future of the automobile, peace and war, the ideal of service and other subjects briefly touched.

122. Prentiss, Don C.

Ford products and their sale; a manual for Ford salesmen and dealers in six books. Detroit, Franklin Press, 1923. 6 v. indexed.

A quasi-official publication by an independent publisher for Ford salesmen. Interesting for its insight into selling methods.

123. Quaife, Milo M.

The life of John Wendell Anderson. Detroit, Privately Printed, 1950. 203 p. illus.

An important biography of one of the original stockholders of the Ford Motor Company by a competent historian. Provides a new and valuable insight into the incorporation and early history of the Company.

124. Quaife, Milo M.

This is Detroit. Detroit, Wayne University Press, 1951. 198 p. illus.

The profusely illustrated official publication of Detroit's 250th Birthday Festival Committee. Relates, in text and pictures, the contribution of Henry Ford to Detroit.

125. Rauschenbush, Carl.

Fordism; Ford and the workers, Ford and the community. New York, League for Industrial Democracy, 1937. 64 p.

Bibliography: p. 61-62.

"Additional Information on Ford Wages": 63-64.

A spokesman for the League for Industrial Democracy, "a society engaged in education toward a social order based on production for use and not for profit", presents labor's view of the Ford

Motor Company and its position in the community. Operating well within the self-imposed limitations dictated by this stated purpose, the pamphlet indicates that the League's pragmatic philosophy of education limits itself purely to those facts best designed to achieve its end. The brief period of research (from June 1937 to October of the same year) and the admittedly selective interviews, are the best evidence of the pamphlet's lack of objectivity. The analysis of the motive of Henry Ford is an over-simplification as great as the author's knowledge of the inner workings of Ford policy obviously is small. Granted that some of the basic facts are true, their interpretation, many times completely erroneous, testify to the ability of the author to slant his view in accordance with his purpose.

126. Richards, William C.

The last billionaire; Henry Ford. New York, Scribner, 1948. 422 p.

Index: p. 413-422.

An erstwhile reporter on the Ford beat, candid enough to confess his inability to solve the enigma of Henry Ford, or to evaluate his position in the hierarchy of the ages, has compiled on anecdotal account touching briefly the more important facets of Henry Ford's activities. The author's close personal contact with Ford officials has served him well, and his refusal to draw moral judgements has produced a balanced treatment more meaningful than any introspective analysis filtered through the mind of an observer. Free from all scholarly pretensions and written in a smooth-flowing journalistic style. Perhaps the best analysis is that of the author, "...I like to remember Mr. Ford as the most human gentleman I ever knew. He wrote his name large in his world -- and besides new trails he left, as all men do, an occasional muddy footprint on the carpet." Close adherence to this dispassionate thesis has produced a book well-equipped to give the reader a picture only slightly out of focus, of Henry Ford, the man.

127. Rieppel, Paul.

Ford-betriebe und Ford-methoden. München und Berlin, Verlag von R. Oldenbourg, 1925. 101 p. illus.

As the title indicates, this is a technical work on Ford management and Ford methods. In addition to fifty-one pages of text, there are fifty pages of Ford Motor Company pictures.

128. de Saunier, Baudry, Charles Dollfus et Edgar de Geoffroy.
Histoire de la locomotion terrestre; la locomotion naturelle,
l'attelage, la voiture, le cyclisme, la locomotion mecanique,
l'automobile. Paris, L'Illustration, 1936. 447 p. illus.

Index: p. 437-444.

A splendid example of the French flair for beautifully illustrated publications. The ambitious title suggests the superficiality of the narrative. The section devoted to Henry Ford borrows freely from My Life and Work and beyond revealing French admiration for his accomplishments, adds little to existing material on Mr. Ford.

129. Siebertz, Paul.

Gottlieb Daimler; ein Revolutionär der Technik. München-Berlin, J. F. Lehmanns Verlag, 1940. 334 p. front.

Bibliography: p. 324-331.

Index: p. 332-334.

Pages 187-192 concern Henry Ford, who saw the Daimlers in Chicago at the Columbian Exposition. Daimler's car is supposed to have had great influence on Mr. Ford's use of the gasoline engine. On p. 227 appears a quotation attributed to Henry Ford: "We would believe that man could make anything if it was well enough financed, but using his own intelligence he could not only make it better but make more money for himself."

130. Simonds, William Adams.

Edison; his life, his work, his genius. Indianapolis & New York, Bobbs-Merrill (1934). 364 p. illus.

Notes: p. 335-344.

Bibliography: p. 345-352.

A well-documented, popular biography of Edison with frequent references to his friend, Henry Ford. These are, in the main, anecdotal, revealing the close relationship and similarities of the two men.

131. Simonds, William Adams.

Henry Ford and Greenfield Village. New York, Stokes, 1938. 268 p. illus.

An account of Henry Ford's educational, historical and social

ideas and the manner in which he carried them out in the Greenfield Village Schools, other schools from Michigan to Georgia, The Edison Institute Museum, and the Village Industries program. The author was close to Henry Ford in his development of this important, revealing and frequently ignored aspect of his work and interests. The book is authoritative but the subject deserves more complete treatment than it has received here.

132. Simonds, William Adams.

Henry Ford; his life, his work, his genius. Indianapolis, Bobbs-Merrill, 1943. 365 p. illus.

Bibliography: p. 343-347.

Index: p. 349-365.

An experienced writer, long and closely associated with Henry Ford and the Ford Motor Company relates Ford history and biography from Henry Ford's birth to the contribution of Willow Run in the early war period of 1944. Valuable attention to details and comprehensive within the limits of the author's popular reportorial style, his candid admiration of his subject, limited access to source material, and ambitious attempts to cover so much in such a short space. One of the better books on Henry Ford.

133. Simonds, William Adams.

Henry Ford, motor genius. Garden City, Doubleday, Doran, 1929. 205 p. illus.

A simple, human-interest narrative of Henry Ford's life and achievements, written for boys. It covers the period from the time he left home until the introduction of the Model A, 1927. A noncritical biography entirely favorable to Henry Ford. Treatment is somewhat imaginative in the recreation of early conversations and events. Arrangement of the material is chronological rather than topical.

134. Sinsabaugh, Christopher George.

Who, me? Forty years of automobile history. Detroit, Arnold-Powers, 1940. 377 p. illus.

Index: p. 359-377.

Devotes two chapters, "Ford Motor Company" and "Henry and Edsel Ford", as well as scattered references, to Mr. Ford, his family and activities. Gives an informal view of the Ford Motor

Company's development, its place in the industry as a whole, and the personalities of Henry and Edsel Ford. The author is a veteran automobile trade journal writer who was editor of the Automotive News when he wrote this lively collection of intimate memories and thumbnail sketches.

135. Sinclair, Upton.

The flivver king. Pasadena, California, Upton Sinclair (1937). 119 p.

A socialistic tract, thinly disguised as a biography, using the device of contrasting lives in which misery of wealth is compared with the misery of poverty. More useful to the lovers of melodrama than to a serious student.

136. Sloan, Alfred P., Jr., and Boyden Sparkes.

Adventures of a white-collar man. New York, Doubleday, Doran, 1941. 208 p.

An autobiographical account of the rise of a prominent, industrial leader. Frequent references are made to the influence of Henry Ford on this rise.

137. Smith, Arthur D. Howden.

Men who run America. Indianapolis, New York, Bobbs-Merrill (1936). 361 p.

Index: p. 345-361.

An attempt to assess the capitalistic system by a study of thirty case histories. The result, in the study of Henry Ford, is an inconclusive, subjective picture based on inadequate source material and a poorly developed thesis.

138. Spargo, John.

The Jew and American ideals. New York and London, Harper (1921). 148 p.

A brief, cogent exposure of the spurious "Protocols of Zion" which culminates in a reasoned refutation of the Dearborn Independent's unfortunate series of articles based upon them as both false in fact and alien to American ideals.

139. Stark, George W.

City of destiny. Detroit, Arnold-Powers, 1943. 514 p. illus.

Scattered references to Henry Ford which sometimes repeat legendary inaccuracies. An anecdotal, popular history of Detroit containing much of reference value.

140. Stark, George W.

In old Detroit. Detroit, Arnold-Powers, 1939. 192 p. illus.

A series of anecdotes, some factual, some hearsay, about the boyhood of Henry Ford.

141. Stidger, William R.

Henry Ford; the man and his motives. New York, Doran (1923). 208 p.

A Methodist minister-journalist's eulogistic report of his Hearst-sponsored interviews with Henry Ford on a variety of subjects. The emphasis is upon Mr. Ford's motives, which are enthusiastically interpreted in terms of the Social Gospel with strong overtones of the "service" and "success" cults of the 'twenties.

142. Stout, William Bushnell.

So away I went. Indianapolis, New York, Bobbs-Merrill (1951). 336 p. illus.

Appendix: p. 323-326.

Index: p. 327-336.

A breezily written autobiography recording the impressions of a designer and sometimes promoter on his way through life. The section devoted to Henry Ford's excursion in the field of aviation is incomplete, poorly stated and tinged with the bitterness born of personal disappointment. The author has failed to round out the story of the dawn of American commercial aviation and has neglected the work of his many competent assistants. As the personal story of one of aviation's pioneers it commands attention.

143. Sullivan, Mark.

Our times. The United States, 1900-1925. New York, Scribner, 1926-1935. 6 v. illus.

A series of volumes containing a chronological account of noteworthy events in the first quarter of the twentieth century. Frequent references to Henry Ford and his activities

not only attest to his stature and versatility but relate his movements to the other events and over-all scenes of the times. Each volume indexed.

144. Sward, Keith.

The legend of Henry Ford. New York, Rinehart, 1948. 550 p.

Notes: p. 483-511.

Bibliography: p. 513-534.

Index: p. 535-550.

The only formal, book-length study of Henry Ford, equipped with scholarly appurtenances, to come from the pen of an academically trained American scholar; in this case a graduate psychologist who is also a former public relations counsel for the C. I. O. Drawn almost exclusively from published sources, primarily newspapers, Sward's largely adverse interpretation of his subject relies heavily upon psychological speculation and a uniformly pro-labor point of view. In spite of many moot conclusions based on incomplete evidence, and several sins of omission, the book offers the most systematic, if not sympathetic, coverage of its subject obtainable.

145. Tate, Alfred O.

Edison's open door. New York, Dutton, 1938. 320 p.

Index: p. 317-320.

Edison's life, consequently including references to Henry Ford, is told here by his private secretary.

146. Trine, Ralph Waldo.

The power that wins. Indianapolis, Bobbs-Merrill, 1929. 183 p.

Statements reflecting neo-transcendentalism, religious mysticism and common-sense homilies are ascribed to Henry Ford in a series of purportedly verbatim interviews on the "inner things" of life.

147. U.S. Federal Trade Commission.

Report on motor vehicle industry. Washington, D.C., Government Printing Office, 1939. 1077 p.

Bibliographical footnotes.

- This work is an excellent summary of the automobile industry. The section dealing specifically with the Ford Motor Company is somewhat sketchy in spots and definitely weak in those portions dealing with company history and the wage and personnel policies and practices. The fault may be laid to the use of unwisely selected secondary sources. It is invaluable as a reference work on the company's corporate structure and organization and in its summary of financial statistics. Probably the best work extant showing the company, in all phases, in its relationship to other companies in the industry. Unfortunately, the report is now badly out of date, covering only the period up to and including 1937.
148. Von Gottl-Ottlilienfeld, Friedrich.
Fordismus. Uber Industrie und Technische Vernunft. Jena, Verlag von Gustav Fischer, 1926. 169 p.
Five lectures and one added article on, 1) the relation between F. W. Taylor's economics and Henry Ford's technical common sense, 2) industry in the spirit of Henry Ford, 3) technical terms of production, 4) work as a fact of economic life, 5) technical progress and economic life, 6) industry and technical common sense.
149. Wagner, Fred J.
The saga of the roaring road. By Fred J. Wagner as told to John M. Mitchell. Los Angeles, Floyd Clymer, 1949. 189 p. illus.
The memoirs of a pioneer racing enthusiast. Contains apocryphal anecdotes about the early racing days of Henry Ford.
150. Wakefield, Sir Charles Cheers.
America today and tomorrow. A tribute of friendship. 2nd ed. London, Hodder and Stoughton (1924). 304 p. illus.
Index: p. 300-304.
A tribute to America by a noted English lecturer and ex-Lord Mayor of London in which Henry Ford's enterprises are selected for special notice as the ultimate example of American industry.
151. Walsh, J. Raymond.
C.I.O. Industrial unionism in action. New York, Norton (1937). 293 p.

"Notes on Sources": p. 283-287.

Index: p. 287-293.

A hastily written account of the C.I.O. which contributes very little to the story of labor and Ford.

152. Warshaw, Robert Irving.

Story of Wall Street. New York, Blue Ribbon Books (1929).
362 p. illus.

Index: p. 357-362.

Primarily a story of financial houses and transactions, one chapter is devoted to the automotive industry in which the author perpetuates a number of myths and inaccurate anecdotes.

153. White, Lee Strout.

Farewell to model T. New York, Putnam, 1936. 32 p. illus.

A deft bit of nostalgic humor that enshrines the model T as an authentic folk-hero. It reveals the impact of the "universal car" on the American scene perhaps better than weightier and more scholarly works. Has the same drawings by Alain that accompanied original article in the New Yorker.

154. Wilbur, Jack.

Word pictures of 52 all-American personalities. New York, Clement-Smith-Rogers, 1925. 119 p. illus.

Contains a thumbnail biography of Henry Ford, much too sketchy for value.

155. Wildman, Edwin.

Famous leaders of industry. Boston, Page (1920). 357 p. illus.

Short biographies written for boys. The chapter on Henry Ford is, unfortunately, an almost exact paraphrasing of B. C. Forbes' portrait in Men Who Are Making America.

156. Wolf, Howard and Ralph.

Rubber; a story of glory and greed. New York, Covici-Friede (1936). 533 p.

"Selected Bibliography": p. 527-533.

A comprehensive survey of the rubber industry with an account
of Henry Ford's Brazilian rubber plantation.

