WS 6.1: Manufacturing Process Worksheet

The Five “W’s” and an “H” Worksheet

Use your Data Elements and this worksheet to write down the most important information about your part of the manufacturing process. Make sure you are as detailed as possible. You will use your answers to create a poster about your process.

WHAT part of the manufacturing process are you researching?

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HOW does your part work?
Describe the process in two or three sentences.

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WHERE does your part take place in Michigan?
List all the locations in which your process takes place.

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WHEN does your part take place?
Is your process first? Or last? How long does it take to complete?

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WHO is involved in your part?
Who are the workers? What do they do?

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WHY is your part important?
List all the reasons why you think your process is the most important.

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Use this space to draw pictures of your process and make notes about how you want to design your poster.
WS 6.2: Detroit Flag Skeleton

Use the Detroit Flag: Symbols of Our History handout to complete the worksheet. When you are finished, draw and color the flag in the center.

This section symbolizes


This section symbolizes


This section symbolizes


This section symbolizes
Metal, such as iron and copper, is mined from underground. It looks like chunks of rock, and it contains many different minerals and materials other than the metal.

This photo of raw iron ore is only about 60% iron. The remaining materials are other rocks and minerals.
Iron and copper ore are mined from the ground. Miners use pick axes, sledgehammers, and shovels to remove the ore from walls of rock. They then load the ore into bins that roll on tracks to the surface.

Photo courtesy of the Burton Historical Collection of the Detroit Public Library:
http://quod.lib.umich.edu/d/dpa1ic/x-ebo2m361/ebo2m361.tif
DE 6.3: Narrative: Life of an Iron Miner

Mining for iron was hard work. Miners often spent 10 to 12 hours a day in dark, damp, cold and dusty underground mines. A typical miner's day went something like this:

6 a.m.: Wake up, get dressed. Grab a lunch pail filled with a meat pasty, some coffee or tea, an apple and maybe a pickle, and walk down to the changing house at the mine.

6:30 a.m.: Change into mining gear, which includes thick long johns, trousers, a heavy shirt, a loose jacket, heavy boots and a helmet. The helmet has a candle attached, which is lit and works like a head lamp.

7:00 a.m.: Walk to the mine entrance, which is often a hole in the side of a hill or in the ground. Climb down a set of wooden and iron ladders until reaching the adit (the level ground that marks the entrance to the working mine area), which can be over 500 feet underground.

7:15 a.m.: Grab mining tools from the supply. They include a pick ax, shovel, chisel and sledge hammer, and climb down more ladders until reaching the active mining area.

7:30 a.m.: Knock big chunks of rock out of the side of the cave walls by swinging the pick axe and hammer to loosen the stone. Then, use the chisel to wedge it out of the wall and the shovel to pick it up and put it in a large bin – like a wheelbarrow. The mine is cold and damp, and rock dust flies all around the room. The helmet candles and lanterns are the only light in the room.

12:00 p.m.: Join other miners in front of a small fire for lunch break. Heat the meat pasty on a shovel over the fire. Talk and joke with the other men.

1:00 p.m.: Return to work, hammering, chiseling and loading ore into wagon bins. Perhaps help other miners roll filled bins along tracks to the place they will be lifted to the surface.

7:00 p.m.: Leave the mine site and climb back up to the surface.

7:15 p.m.: Remove dirty clothes, which have turned black and red from all the dirt and dust. Scrub face, neck, hair, arms and body to remove the dirt and dust. Put on clean clothes and walk home.

Depending on the mine, a miner worked 10 to 12 hours a day, six days a week. In 1868, underground miners averaged $52.50 pay for a month's work; surface workers averaged $44.00 a month.

Content adapted from: http://www.hal.state.mi.us/mhc/timetraveler/mining/dayinlife.html
Photos courtesy of the Burton Historical Collection of the Detroit Public Library
Freighters are long, big boats that carry ore and other cargo to ports in the Great Lakes. The freighter in the photo above has made a stop at the Rouge River port in Detroit. Crews are using cranes to unload its cargo, which is lumber from northern Michigan.

Photo courtesy of the Burton Historical Collection of the Detroit Public Library:
http://quod.lib.umich.edu/d/dpa1ic/x-dpa0567/dpa0567.tif
At the docks in Marquette, Michigan, freighters “park” next to a structure that looks like a railroad bridge. Iron and copper ore is sent down the tracks and dumped into the freighter’s hold, which is reached through holes in the ship’s deck.

Photo courtesy of the Burton Historical Collection of the Detroit Public Library: [http://quod.lib.umich.edu/d/dpa1ic/x-ebo2m121/ebo2m121.tif](http://quod.lib.umich.edu/d/dpa1ic/x-ebo2m121/ebo2m121.tif)
I was walking along the C. & P. ore dock at Cleveland, Ohio, and there was the [freighter] Charlotte Graveraet Breitung alongside me, a wall of black steel rising way up above my head, exhaling steam. Though she was under five thousand gross tons, she looked like a continent. She was owned by Juliet-Graveraet Steamship Company, Cleveland.

This was my first day and my first ship. Maybe my last. I was filled with doubts and dismay. This was 1916, and I was 16. What did I know about being a deckhand?

I asked, “When do we go to work?”
Roy said, “Soon enough. But the first mate gives us a lot of time off when we have to work at night.”
“Do we work at night too?”
Roy answered, “You don’t think they tie the ship up at night, do you?”
But he explained we only had to handle lines on the dock when in port or going through the Soo. “And once in a while haul groceries aboard, and maybe pull the hatches or stow the anchor chain. But there isn’t much to do tonight, only finish putting on the hatch covers. They’ll rinse her down in the morning.”

“All right, fellows, get a move on.”
It was the second mate. “Get these hatches on her now.”
I had seen it done many times before when I was a passenger, but now it was all different. Jim was saying, “You handle the dolly bar this time. It’s more dangerous to work with the bridle. You can do it another time, when it’s daylight. If you ever fell down the hold, you’d be a dead duck. Here, first you put the dolly bar in the socket at the rail – like this – then step clear of the cable, outside the bight. Never inside. If anything ever let go, you want to be in the clear. Don’t forget it!”

Jim ran over and helped Roy pull the light steel cable out until they could pull the rings of the bridle around the buttons on the hatch cover. He looked to see that everything was clear and no one was in the way, then he raised his hand and made the same winding motion the second mate used.

I looked toward the winch that pulled the hatch covers on. The watchman at the winch opened the steam valve the cable tightened. Boom, boom, boom – the telescoping steel hatch covers slid along the hatch coamings until they stopped suddenly with a bang that echoed through the empty vessel. At the same instant, Jim dropped his hand in a signal to the winch operator, who yanked the reverse level and shut off the steam. Jim and Roy snatched the rings of the bridle off the buttons and raced to the next hatch, Jim yelling, “All right, Slim, grab that dolly bar and run it up to the next hatch!”

In half an hour the hatches were closed, the pins were in, and we went aft to our room.

“We chipped paint and rust interminably. We spent days on end painting the cabins, the bulwarks, the cargo hold, the deck.

I was introduced to the joys of soogeying. Handling iron ore or coal, each time they are in port, these steamships are covered with dirt and grime. The condition is not permitted to last. The answer is soogey. No sooner do boats leave port than the rinsing down begins, clearing the decks of all loose ore or coal. The high-pressure hose scours thoroughly. The cabins are soogeyed every two or three trips. Water is heated by putting the bucket under the end of a steam pipe until it boils. With a generous portion of gold dust added, and perhaps a little lye if the paintwork is very dirty, this corrosive solution is applied with brooms and washed off with the hose.

A deckhand wears rubber boots if he doesn’t want the skin eaten off his feet. It is rough on the hands, too, but after a time your hands get hardened to it, even if it takes some of the paint off the ship.

When you get through a day’s soogeying, the cabins are snow white. Everything gleams ... except the deckhands.

The Cravanette reached the Soo. This time the mate sent me down the ladder onto the lock wall to handle the lines. I enjoyed feeling important while the tourists at the locks watched me struggle, dragging the heavy steel cable to the bollard on the lock wall. When the ship was tied up in the lock, the mate told me to get back aboard if I didn’t want to get left. The lock men would throw the lines off when the ship had risen to the Lake Superior level and was ready to go.

The whole operation took but forty-five minutes.

Fifteen hours later, the ship docked at Marquette, Michigan.”
DE 6.7: Diagram: Great Lakes Freighter
Once all the extra minerals and materials are removed from the raw ore, only pure metal is left behind. In this photo, a factory worker pours hot liquid copper into molds at a foundry.

Photo courtesy of the Burton Historical Collection of the Detroit Public Library: http://quod.lib.umich.edu/d/dpa1ic/x-ebo2m362/ebo2m362.tif
The Detroit Stove Works foundry was a large maze of buildings. The process of turning iron ore into stoves involved melting the iron, making a mold, pouring the molten iron into the mold, waiting for it to cool and harden, removing the finished piece – called a “casting” – from the mold, cleaning and polishing the piece and assembling it with other casting to make a stove.
A finished stove is made from several different castings, including stove walls, doors, and burners. Sometimes the stove factory cast decorations out of bronze and other metals which they attached to the stove through welding or soldering.
DE 6.11: Life of a Factory Worker

Steps for making a stove out of raw iron:

**Step 1: Melting**
The foundry worker placed iron into cauldron, which he then placed in a coal-heated furnace. If the iron ore had other minerals, rocks and other materials in it, they would melt the metal and add chemicals to remove everything but the pure iron. Once the iron was pure and melted to a red-hot liquid, it was ready to pour into a mold.

**Step 2: Mold making**
The process of pouring hot metal into a mold is called “casting.” Foundries that made products like stoves had to have a mold in which they would pour the molten iron. A mold is a pattern made in the shape of a desired part. Molds could be made out of any material that wouldn’t melt from the heat of the red hot iron. The most common molds in iron foundries were made out of sand, because sand melts at a higher temperature than iron. Some molds were flat, resulting in castings with only one finished side. Some fancy goods like stoves often used two molds placed face to face, so that the casting would have two sides.

**Step 3: Pouring**
Molten iron was usually poured into a mold using a large ladle. Molds had small openings, or channels, in which the foundry worker would carefully pour the hot liquid metal. Iron cooled quickly when removed from the furnace, so it was important for the workers to move quickly, but safely.

**Step 4: Removing from the mold**
Once the iron cooled completely, it became a hard metal again. The workers carefully removed the finished piece from its mold. In addition to the intended object, the finished piece had extra pieces sticking out of it from the channels where the molten metal was poured. The factory worker had to saw or smash these extra pieces off the finished piece. They also used sandpaper to smooth out the areas where they removed the extra pieces.

**Step 5: Finishing**
Even with the extra pieces removed from the final product, sand or other bits of the mold may have stuck to the casting. The workers would blast the piece with sand in order to remove any extra material and give the piece a clean finish. If needed, they would also grind down rough areas, and polish the metal until it had a perfect finish.

**Step 6: Assembling**
Iron stoves were made up of several different pieces of cast iron. Once they were all made in the molds and cleaned and finished, workers would assemble the pieces to make a finished stove. Assembly involved metal screws and hinges, rivets and even some soldering and welding. (Soldering is when bits of iron are melted with a hot torch and used to “glue” two pieces together.)
DE 6.12: Taking it to the Streets

The streets of Detroit tell the story of local history. Many of the streets are named after local settlers, farmers, merchants, mayors, and statesmen who were the civic and economic leaders in historical and contemporary Detroit. These men and women contributed financially, socially and culturally to Detroit and Michigan. Judge Augustus B. Woodward created the original plan for the layout of Detroit streets. It was to be patterned after Washington, D.C. and included two hundred foot wide boulevards, running north and south and east and west at right angles. Diagonal streets between the boulevards intersected to form circular plazas, or “circuses”, that would look like the spokes of a wagon wheel. Some of these same features can be seen today.

1. **WOODWARD AVENUE**

   This major street splits Detroit in East and West sides. It starts downtown, just beyond Hart Plaza and the statue of Joe Louis’ Fist and goes all the way to Pontiac. It was the site of an important civil rights march in the 1960s led by Dr. Martin Luther King, Jr. It is also the location of the annual Woodward Dream Cruise, and has elated many a child in November as the venue of the annual Thanksgiving Day Parade. This important avenue was named after Judge Augustus Woodward. Judge Woodward is credited with designing Grand Circus Park, the circular area of intersecting streets between Cass and Randolph streets, after the area was totally destroyed by a fire in 1805. Judge Woodward modeled the interesting design after the plan for Washington, D.C., which was laid out by Pierre Charles L’Enfant and Benjamin Banneker. Woodward Avenue also became the nation’s first concrete highway when the Wayne County Road Commission paved the section between Six Mile Road (McNichols) and Seven Mile Road in 1909.

2. **CASS AVENUE**

   This street, which is parallel to and one block west of Woodward, was the front border of the Cass Farm Company, a ribbon farm that extended all the way to the Detroit River. It belonged to the family of Governor Lewis Cass, listed in many sources as Michigan’s most famous citizen.

3. **MICHIGAN AVENUE**

   When it was paved, Michigan Avenue was the longest street in the country. It began as a Native American footpath known as the Sauk Trail and extended from Fort Ponchartrain (Detroit) to Fort Dearborn, which was the founding site of Chicago. Today, Michigan Avenue is known in Chicago as Chicago Road. In the 1950s, Michigan Avenue had the nickname of “Skid Row” because of its many dirty bars, troublemakers, and cheap housing for former prison inmates. In the 1960s, urban renewal projects cleaned up the street.

4. **GRAND BOULEVARD**

   Early in the 1900s, wealthy Detroit citizens decided that they “deserved a scenic road around the city upon which pleasant Sunday drives might take place.” The location they chose was Grand Boulevard, which makes a semi-circle around Detroit, three miles north of Grand Circus Park. Later, in the 1950s, it became the home of Motown Record’s Studio A. Many Detroiters refer to Grand Boulevard simply as “The Boulevard.”

5. **PINGREE STREET**

   This street was named after one of Detroit’s most famous mayors, Hazen S. Pingree. In the 1890s, when the country was suffering from an economic recession, Pingree helped feed the poor and hungry by creating vegetable gardens around the city. He earned the nickname of Hazen “Potato Patch” Pingree.

Today, when new street names are proposed, they are approved by the City Council. City heroes and important people are remembered with honorary street names.
Some of the names of the earliest streets of Detroit are obscure in origin, but most will tell their own story of the founders and builders of Detroit.

- Michigan territorial judge Augustus B. Woodward was the author of the plan to rebuild Detroit after a fire in 1805 nearly destroyed it. The Woodward Plan was modeled after Washington, D.C. It called for 200-foot-wide boulevards to run north and south and east and west at right angles. Diagonal streets running between the boulevards would intersect at the same points, forming circular plazas, or "circuses," much as a hub of a wagon wheel does with its spokes. Disputes modified the plans a bit, but remnants of the original plan are still visible in Detroit today. Woodward Avenue was named after Woodward, who, in addition to being a judge, was president of one of Detroit's earliest banks and a colonel in the First Regiment of the Territorial Militia. He insisted that the street was not named in his honor but simply because it "ran towards the woods.

- John R, Elizabeth and Columbia streets are named for personal reasons. John R. Williams was a landowner, merchant and bank president in the first half of the 19th century, who named the street after himself. Baptized John Williams, he adopted the letter "R" to distinguish himself from another John Williams in Detroit. Some of his business ventures, such as publishing an early newspaper, included his uncle, Joseph Campau. Williams was a general in the Territorial Militia, a member of the board of trustees at the "new" University of Michigan and the first elected Detroit mayor in 1824. Williams named Elizabeth after his daughter and Columbia after a street where he lived in Albany, New York.

- Witherall was named after James Witherall, who succeeded Frederick Bates as one of the first Michigan territorial judges in 1808. He was a major in the War of 1812 and commanded General William Hull's army in Detroit. He was Territorial Secretary in 1828 and prompted the establishment of a public school system.

- Abbott Street was opened in 1835 and was named for James Abbott Jr., born in Detroit in 1776. His father, James Abbott Sr., came to Detroit in 1768 and organized a fur trading partnership with several local men. James Jr. was educated in Montreal, and followed his father into the fur business. His first Detroit store was near the southwest corner of Woodward Avenue and Woodbridge. He also was postmaster from 1806 to 1831. His home, store, post office and fur warehouse were all located below Woodbridge on Woodward. Abbott was also the first to grow tomatoes in the area.

- Randolph Street was named after John Randolph, the Virginia statesman and orator in the early 1800s.

- Brush was named after Edmund Askin Brush, son of Elijah Brush, who was a leading lawyer and Detroit's second appointed mayor. Brush Street was also the Brush property boundary. Edmund studied law, as did his father before him. He was Secretary to the Governor and judge of the Michigan Territory in 1823, a private secretary to Lewis Cass in 1826, a court recorder, a member of the City Planning Commission and a police commissioner.

- Beaubien and St. Antoine originated from the two Beaubien brothers, Lambert and Antoine, each of whom received half of the family farm after the death of their father, Jean Baptiste Beaubien, one of the first white settlers on the river, opposite Fort Dearborn. Lambert was a colonel in the First Regiment of Detroit's militia. He fought in the War of 1812. Antoine chose to name his property after his patron saint, St. Antoine. Antoine was a lieutenant colonel in the Michigan Territorial Militia. He donated a chunk of his land for the Sacred Heart Academy, once located at the corner of Jefferson and St. Antoine.
• **Griswold** was named by Michigan Territorial governor William Woodbridge in honor of Governor Roger Griswold of Connecticut.

• **Park Avenue** received its name in 1835 because of its starting point at Grand Circus Park.

• **Fort and Shelby streets** were named after Fort Shelby, which was located there. The western point of Fort Street was opened and named in 1827 when the remains of Fort Shelby were razed. The fort was named after Gov. Isaac Shelby of Kentucky, who aided Michigan in the War of 1812 with troops from his home state.

• **Clifford** has a bit of humor attached to its name. Thomas Cliff owned the only home in this area of the city and ran a tavern where the David Whitney Building now stands. A creek crossed the road near the tavern and overflowed onto the road in the spring. When the festive set of Detroit wanted some merry-making, they usually went up to Cliff's place and crossed over the creek by means of stepping stones. When the roisterers returned they had great difficulty keeping on the stones, so they would return to town wet to their knees (sometimes even elbows). The townspeople referred to the crossing as "Cliff's ford." It first appeared on a map published by John Farmer in 1835.

• **Washington Boulevard** was originally named Washington Grand Avenue after General Washington, according to the Woodward Plan. In 1828 it was renamed Wayne after General Anthony Wayne, the American commanding officer at Detroit in 1796. The street was later renamed again after the first president.

• Like a number of other streets located west of Woodward, **Cass** was once a farm boundary line. The Lewis Cass farm, purchased from the Macomb family, was one of the largest Detroit farms, the width of Cass to Third Street and north from the Detroit River to Grand Boulevard in length. The 500 acres bought for $12,000 and the subsequent growth of Detroit made Cass a very wealthy man. Cass came to Detroit as a schoolmaster in the early 1800s and became a lawyer, a colonel in the militia, and a general in the U.S. Army. In 1813 President James Madison appointed Cass the second governor of the Michigan territory, a post he held for 18 years. He became a U.S. Senator from Michigan in 1845. In 1848 he ran for president as a Democrat, but lost to Whig Zachary Taylor. He served in the Senate until 1857 and was President James Buchanan's Secretary of State. Cass Street was located immediately west of Fort Shelby, and after Cass the streets were named numerically First, Second, Third, Fourth, Fifth, signifying their order west from the fort.

• **Atwater** was named for Reuben Atwater (the spelling was different but early Detroiter didn't seem to care) and because the street was "at the water." Atwater was Secretary of the Michigan Territory in 1808 and was acting governor in the absence of Gov. William Hull in the 1800s.

• William Woodbridge owned land west of the Cass farm and was active in early Detroit government. He was secretary of the Michigan Territory in 1814, a Michigan representative to Congress in 1819, territorial judge in 1827, governor of Michigan in 1839 and U.S. senator in 1841. His legacy is remembered in **Woodbridge Street**.

• **Jefferson Avenue** was named for President Thomas Jefferson, who appointed the first Michigan territorial officials and was a good friend of Augustus Woodward. It was first surveyed in 1807 and named "Main Street," but soon renamed for Jefferson. At its intersection with Griswold it passes through the heart of the old cemetery of St. Anne's Church where the remains of Detroit's earliest inhabitants are buried.
Joseph Campau was named for one of the wealthiest and best known citizens of Detroit. His grandfather came here with Cadillac, the founder of Detroit, and established what were afterwards known as James Campau, Chene and Poupard farms. Joseph Campau was a descendant of the third generation, born in Detroit in 1769. He opened a store on Atwater and became the first Detroit merchant to buy goods in Boston. He was the first real estate promoter of Detroit, who made a business of buying vacant lots and building homes on them to sell or rent.

Larned's namesake was General Charles Larned. He settled in Detroit after assisting General William Henry Harrison in ridding the town of the British in the War of 1812. He became a U.S. attorney in 1814 and served in local government.

Congress was named in honor of the 1826 Congress. In that year, Congress granted to Detroit the military reserve through which the street ran.

Macomb owes its name to the Macomb family, one of Detroit's earliest settlers. They owned large parcels of land and at one time owned Hog Island, later named Belle Isle.

State Street was named in 1835, the year the State of Michigan was organized. The capitol was on the street until 1847, when it was moved to Lansing.

Cadillac Square and the street were named after Detroit's founder, Antoine de la Mothe Cadillac.

Gratiot originally led to Fort Gratiot, near Port Huron. The fort was named after Colonel Charles Gratiot of General William Henry Harrison's army.

Bagley Avenue commemorates John J. Bagley, who served two successive terms as Michigan governor from 1877 to 1881. Bagley made Detroit a chewing tobacco leader in the 1840s with Mayflower chewing tobacco. He was also the first president of Michigan Mutual Life Insurance in 1867, a bank trustee, and police commissioner in 1865.

Grand River was part of the original road that led west from Detroit to the Grand River at Grand Rapids.

Chandler is the namesake of Senator Zachariah Chandler, a leading merchant, former mayor of Detroit (1851) and founder of the Republican party. The Detroit News building on Lafayette was built on the site of his former home.

These are just some of the street names that were given by common consent and without official sanction. Today, street names are proposed by the City Planning Commission and approved by the City Council and mayor. The city still honors Detroit heroes by bestowing honorary names on streets.

In the 1970s Twelfth Street was changed to Rosa Parks Boulevard, to honor the "Mother of the Civil Rights Movement," and Cherry Street was renamed Kaline Drive, in honor of Tigers great Al Kaline. More recently, Linwood Boulevard was called Elijah Muhammed Boulevard, after the former Nation of Islam leader, in one area, and C.L. Franklin Boulevard in another to commemorate the founder of New Bethel Baptist Church, the father of Aretha Franklin.

Whatever the name, the city's streets are a visible outline of Detroit's political, geographical and industrial history.
DE 6.14: Detroit Flag: Symbols of Our History

Did you know that the City of Detroit has its very own flag?

Not only is it beautiful, also tells a story about our history and the spirit of our people.

The story begins when Detroit officially became a city in 1802. Michigan was still a territory and not a state, and the Territorial Legislature authorized the new city to create an official symbol, called a “seal”. It took 25 years, but the city finally adopted the present seal in 1827. American artist J.O. Lewis created the design, and he was paid five dollars for this service.

The official Seal of the City of Detroit commemorates the great fire of 1805 that burned Detroit to the ground. The center of the seal shows two women. The woman on the left represents Detroit at the time of the fire. She is weeping over the loss of the city. The woman on the right, who represents hope and the future, is comforting her. The background scene to the left shows the city in flames. On the right is a new and brighter industrial city. Above and below the scene are two latin phrases. The one at the top, “Speramus Meliora” means “We Hope For Better Things.” The one at the bottom, “Resurget Cineribus” translates to “It Shall Rise From The Ashes.” These phrases make up the city’s motto, and it captures the spirit of Detroit—one that meets challenges and evokes images of Detroiters working and building together.

David E. Heineman, a Detroit resident, designed the city’s first flag in 1907. The flag is divided into 5 sections:

- In the lower left section, a white background has five fleur-de-lis. This represents the French founding of Detroit in 1701. The French controlled Detroit from 1701—1760.
- The upper right section shows a red background with three gold lions. It represents the British, who occupied Detroit from 1760-1796.
- In the upper left section, a blue field with thirteen stars represents the American occupation of the city from 1796-1812.
- Finally, the lower right section contains red and white stripes. They represent the American re-occupation of Detroit from 1813 to the present.
- The city seal makes up the center section.

The city’s early history and her spirit is reflected in the flag’s design. It was first flown on June 12, 1908, on Pennant Day, a celebration honoring Detroit’s baseball club. However, it did not officially become the city flag until 1948, when the Common Council adopted it at the urging of Mayor Eugene Van Antwerp.