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CONGRESSMAN GERALD R. FORD, JR.

Representative of Fifth Congressional District of Michigan

Born July 14, 1913, Gerald R. Ford, Jr. spent his childhood in Grand Rapids, Michigan where he attended local public elementary and high schools. He was an outstanding high school athlete, winning all-city and all-state honors in football.

At the University of Michigan, Jerry won three varsity football letters during his undergraduate career.

A member of Michigan's undefeated national championship team<sup>1</sup> in 1932 + 1933, he was selected Michigan's most valuable player in 1934.

He graduated from the University of Michigan with a B.A. degree in 1935. *In his senior year he was selected a member of Mechypanna, the top honor society. He was a member of Delta Kappa Epsilon fraternity.* On January 1, 1935, Jerry traveled to San Fran-

cisco to play in the Shrine East West Crippled Children's

Benefit game and in August 1935 participated in the All Star Game in Chicago against the Chicago Bears.

Throughout his high school and college career,

Jerry held part time jobs in order to finance his schooling.

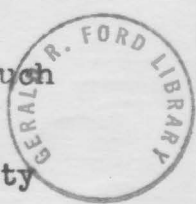


Jerry entered Yale university Law School in 1935 where, in addition to his scholastic duties, he acted as assistant varsity football coach under Head Coach Raymond "Ducky" Pond. *He also served as freshman boxing coach at Yale University.* Jerry Ford received his degree in law from

Yale in 1941. Following his admission to the Michigan State Bar in June of that year, Jerry ~~joined~~ *became a partner in* the law firm of Ford and Buchenson *Grand Rapids*

In 1942 Jerry entered the U.S. Navy where he served 47 months of active duty in World War II. Aboard the aircraft carrier, U.S.S. Monterey, for two years, he participated in *all* ~~most~~ of the 3rd and 5th fleet carrier operations from Sept. 1943 to Jan. 1945. Following shore duty with the Naval Aviation Training Program, Jerry was released to inactive duty in January of 1946 with the rank of Lieutenant Commander.

Returning to Grand Rapids, Jerry resumed his law practice with Butterfield, Keeney and Amberg, Grand Rapids law firm. In 1948 he received the G.R. Junior Chamber of Commerce Award for his active participation in various community projects such as Red Cross, Humane Society, Legal Aid Committee, Kent County



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Cancer Society and many others. ~~\_\_\_\_\_~~

~~of several local clubs and organizations.~~ Despite his busy

schedule, he has always found time to work on various local

*fund raising campaigns*  
~~drives~~ including Red Cross, Red Feather and Community Chest,

~~Drives.~~ Jerry also holds active membership in the American

Legion, VFW and Amvets.

On October 15, 1948 Jerry married Elizabeth Warren of

Grand Rapids. The Fords now have two sons: Michael G. born

March 14, 1950 and John G. born March 16, 1952.

Jerry defeated Republican incumbent, Congressman

Bartel J. Jankman, in the 1948 Republican primary by nearly

a two-to-one vote, and won the November election over his

Democratic opponent by over 27,000 votes. A majority of over

37,000 votes re-elected Jerry to the United States Congress in

1950. That same year, Jerry was awarded the Distinguished Service

Award by the U.S. Junior Chamber of Commerce as one of the ten

outstanding young men in the U.S.

Jerry Ford's appointment during his first term of  
office to the Committee on Public Works was followed by an



assignment to the Committee on Appropriations of the House

*In the 82nd Congress Jerry has been a*  
of Representatives. As a member of the Civil Functions sub-  
*member of the <sup>Army</sup> Civil Functions subcommittee & the Emergency*  
Committee Jerry has had the specific task of investigating  
*Agency subcommittee of the Committee on Appropriations.*  
and keeping control of power and flood control projects throughout

the Nation.

Jerry has maintained an excellent attendance record of  
over 97% during his two terms of office. His tenure is ex-  
ceptional in that he has become known for his intense personal  
interest in each individual problem in which the citizens of  
his District have sought his help.

Leading the entire Republican ticket in two counties,  
*Congressional*  
Jerry was elected to his third term by more than a two-to-one  
vote in 1952 *with a majority of over 55,000 votes.*





John O'Brien, Associate Automotive Editor  
Detroit Times  
Detroit, Michigan

In an expanding economy of which we here in America boast so highly, it is imperative, in order to maintain our standard of progress, to keep all commercial facilities abreast of demands. Fifty-three million vehicles hum along the 3,200,000 miles of United States roads and highways. Automobile sales records and Highway Dept. statistics show that the number of vehicles on the road increase almost daily. But at the same time, there is no corresponding expansion in road building. The result of this neglect is readily seen.

The millions of vehicles, both commercial and private rely upon good roads for practical and convenient travel. For without good roads the most perfect automobile or truck is useless. Therefore, common sense demands that even as automobiles and trucks are improved for safety, speed and comfort, so must streets and highways be made adequate for better travel. Necessarily, highway construction and repair in our country is a major industry



as important to national economy as the steel industry is to defense production.

Gradually, lumberingly we are coming to the day of the modern expressway. But even where expressways have been constructed, traffic has already far exceeded any anticipated amount. Judging from the general congestion and confusion, new roads are not being built fast enough ~~now~~ are existing roads adequately repaired. The job of keeping roads and highways up to a standard of quality which will meet the requirements of an ever-increasing number of vehicles travelling over U.S. roads is one demanding <sup>never ending</sup> ~~constant~~ vigilance.

This constant improvement of our highway system means a savings to each and every American citizen.

Congestion on city streets and highways means lost time — and time is money. For every truck which pokes along behind a stream of traffic on a crowded highway, ~~time and~~ the American public is being robbed of time and money. ~~money is being robbed~~



up to a standard of quality which will meet the require-  
ments of ~~the~~ <sup>An ever-increasing no. of.</sup> vehicles travelling over U.S. roads  
today, is one demanding constant vigilance.

Our highways have often been spoken of as the  
lifelines of our nation. A more fitting comparison  
has seldome been made. Suppose, for example, that one  
of the main highways were closed. Transportation would  
be seriously hampered. Equally ~~and~~ dangerous and critical  
would be a system of highways which were not kept in con-

stant repair. ~~How many accidents have resulted from~~  
~~poor lighting, ruts and ~~many~~ holes, dangerous curves~~  
~~and the many other highway hazards encountered on roads~~  
which have not received the care our traffic demands?

In a highly commercial country such as ours we  
cannot afford not to see to it that our roads and high-  
ways are kept in perfect condition and are modernized  
with every improvement engineers and technicians are able  
to contrive. Keep your eyes on the roads. They are  
vital to you and your country.





Fifty-three million vehicles hum along the 3,200,000 miles of United States roads and highways. <sup>Those same</sup> Fifty-three million vehicles, both commercial and private, rely upon good roads for practical and convenient travel. Without good roads <sup>most</sup> the perfect automobile would be useless. Even as automobiles and trucks are improved for safety, speed and comfort, so ~~must~~ streets and highways be made adequate for better travel.

In an expanding economy of which we here in America boast so highly, it is imperative, in order to maintain our standard of progress, to keep all commercial facilities apace of demands. Highway construction and repair in our country is a major industry AS important to national economy as the steel industry is to defense production.

The urgent need for modern expressways ~~has long~~ been realized. <sup>But</sup> Even where expressways have been built, traffic has already far exceeded any anticipated amount. Without any doubt, the job of keeping roads and highways

