The original documents are located in Box D14, folder “Ford Biography and Related Speech, 1953?” of the Ford Congressional Papers: Press Secretary and Speech File at the Gerald R. Ford Presidential Library.

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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, he was selected Michigan's most valuable player in 1934.

He graduated from the University of Michigan with a B.A. degree in 1935. On January 7, 1935, Jerry traveled to San Francisco 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. Jerry Ford received his degree in law from Yale in 1941. Following his admission to the Michigan Bar in June of that year, Jerry joined the law firm of Ford and Buchen in 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 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...
Despite his busy schedule, he has always found time to work on various local fundraising campaigns, including Red Cross, Red Feather and Community Chest. Jerry also holds active membership in the American Legion, VFW and Amvets.


Jerry defeated Republican incumbent, Congressman Bartel J. Jnkman, 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 of Representatives. As a member of the Civil Functions sub-committee of the Committee on Appropriations, Jerry has had the specific task of investigating agency sub-committee throughout the Nation.

Jerry has maintained an excellent attendance record of over 97% during his two terms of office. His tenure is exceptional 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, Jerry was elected to his third term by more than a two-to-one vote in 1952 with a majority of over 65,000 votes.
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. 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 never ends is one demanding 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.
up to a standard of quality which will meet the require-
ments of a 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 seldom been made. Suppose, for example, that one
of the main highways were closed. Transportation would
be seriously hampered. Equally dangerous and critical
would be a system of highways which were not kept in con-
stant repair. Poor lighting, ruts and 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. Those same million vehicles, both commercial and private, rely upon good roads for practical and convenient travel. Without most good roads 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 in pace 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. Even where expressways have been built, traffic has already far exceeded any anticipated amount. Without any doubt, the job of keeping roads and highways