



Henry Ford Unmasked at Last!!

The Ford Motor Company was a subsidiary of the Standard Oil Company!!

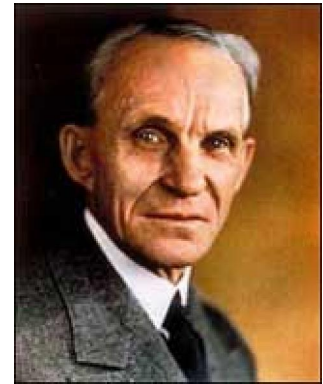


John D. Rockefeller
(1839-1937).

John D. Rockefeller—the quintessential robber baron—was a billionaire by 1910.

He was the founder of the Standard Oil Company.

Around 1910, he financed Henry Ford in order to produce the noisy air polluting gasoline engine and thus multiply his ill-gotten fortune.



Henry Ford (1863-1947).

In 1908, Henry Ford began mass production of the infamous gasoline air polluting car known as the Model T. Most people in the U.S. believed that automobiles would be powered by the newly developed wonder of ELECTRICITY. What most people did not realize was that the Ford Motor Company was a SUBSIDIARY of the Rockefeller owned Standard Oil Company.

When the other car companies saw the vast profits that Ford was making on his gasoline powered Model T, they abandoned the electric car, and began to produce their own air polluting cars.

In the early 20th century, National City Lines, which was a partnership of General Motors, Firestone, and Standard Oil of California, purchased many electric tram networks across the country to dismantle them and replace them with GM buses. The partnership was convicted for this conspiracy, but the ruling was overturned in a higher court. Electric tram line technologies could be used to recharge BEVs and PHEVs on the highway while the user drives, providing virtually unrestricted driving range.

"Mr. Electric" Thomas Edison ENCOURAGED Ford to produce gasoline powered vehicles!!

Thomas Alva Edison is a revered icon in the U.S. and around the world. Many credit him with developing electricity and lighting up the world. He was just another Rockefeller shill and [Nikola Tesla](#) was the man who electrified the world—not Thomas Edison.

Edison—acting under order from his boss Rockefeller—encouraged Henry Ford in the development of the gasoline engine. As a matter of fact, Edison and Ford were very good friends for all of their adult lives.



Henry Ford and Thomas Edison became very close friends.

The ONLY thing that Thomas Edison invented was the *electric chair*.

He fought Nikola Tesla's alternating current system with relentless fury.

Eventually his DC system was abandoned, and as revenge, he encouraged Ford to produce the gasoline engine.



Thomas Edison, John Burroughs, Henry Ford and Harvey Firestone on a camping expedition in 1918.

Ford looked on Edison as a sort of demigod. He finally got to meet his hero at a convention in Atlantic City, New Jersey, in 1887. Here is Ford's own account of their first meeting:

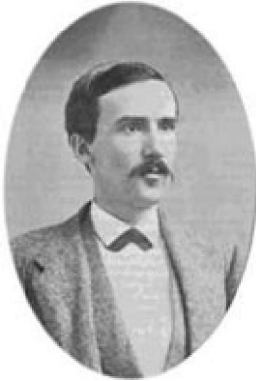
No man exceeds Thomas A. Edison in broad vision and understanding. I met him first many years ago when I was with the Detroit Edison Company, — probably about 1887 or thereabouts. The electrical men held a convention at Atlantic City, and Edison, as the leader in electrical science, made an address. **I was then working on my gasoline engine, and most people, including all of my associates in the electrical company, had taken pains to tell me that time spent on a gasoline engine was time wasted—that the power of the future was to be electricity.** These criticisms had not made any impression on me. I was working ahead with all my might. But being in the same room with Edison suggested to me that it would be a good idea to find out if the master of electricity thought it was going to be the only power in the future. So, after Mr. Edison had finished his address, I managed to catch him alone for a moment. I told him what I was working on. At once he was interested. He is interested in every search for new knowledge. And then I asked him if he thought that there was a future for the internal combustion engine. He answered something in this fashion. (Ford, *My Life and Work*, p. 234).

Here is Edison's reply to the future of the gasoline engine:

Yes, there is a big future for any light-weight engine, that can develop a high horsepower and be self-contained. No one kind of motive power is ever going to do all the work of the country. We do not know what electricity can do, but I take for granted that it cannot do everything. Keep on with your engine. If you can get what you are after, I can see a great future. (Ford, *My Life and Work*, pp. 234-235).

George B. Selden was the U.S. inventor of the automobile!!

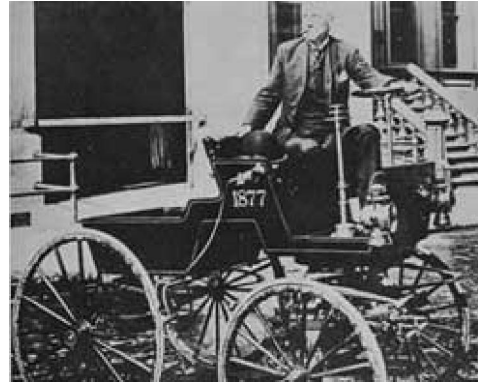
The horseless carriage or automobile was the next step in the evolution of the steam engine. By 1885, many countries, especially France and Germany, had gasoline powered automobiles.



George B. Selden (1846-1922), U.S. inventor of the automobile.

George B. Selden patented the automobile in 1877.

It ran on gas, had power steering and was turbocharged.



George B. Selden with his automobile.

George B. Selden filed the first patent for an internal combustion powered automobile in 1879. Selden was a Civil War veteran from Rochester, New York. He was a close friend of camera inventor, George Eastman.

Selden's father, Henry Selden, was chosen by Abraham Lincoln to be Vice President, but he turned it down (and in light of Lincoln's assassination, Henry Selden would have otherwise been the next U.S. President).

After the war, he studied engineering at Yale, where the great U.S. scientist J. Willard Gibbs was one of his teachers.

Selden had to drop out when his father died, so he studied law and passed the bar exam in 1871. He knew his patent could protect him for only seventeen years, once it was issued. It was unlikely that he could produce cars and create a market for them that soon.

Seldon kept delaying the patent process until he was issued a patent for his automobile in 1895.

Selden applied for a patent on the "Road Engine" in 1879. Sensing that the time was not right for a horseless carriage, he delayed issuance of the patent until 1895, by which time the young automobile industry was growing in the U.S. Although he had no interest in manufacturing his invention, he was very interested in benefiting from it.

Under threat of suit, almost all of the manufacturers took out licenses from Selden, or from the Association of Licensed Automobile Manufacturers (ALAM), to whom he sold the patent. In fact, on most cars built during the next ten or fifteen years you will find a small brass plaque reading "Manufactured under Selden Patent." Manufacturers were only required to pay the very small sum of 1 percent of their yearly earnings.

Henry Ford refused to abide by the Selden patent. He actually said that "Selden and his patent can go to hell."

The case came to court, and at first the court ruled against Ford. With the help of Rockefeller money, Ford appealed, and the court overturned the previous decision and ruled for Ford.



Rear view of Selden automobile.

Selden held the patent for most types of automobiles, including the steering wheel.

Ford—with the help of Rockefeller money—was able to circumvent the Selden patent.



The Selden automobile is now housed in a museum.

Two Selden patent autos still exist. One is in the Connecticut State Library in Hartford, Conn., and the other is in of all places the Henry Ford Museum in Dearborn, Michigan. The Selden auto was a front wheel drive, turbo charged gas turbine engine mounted on the common buggy of the day. It was light years ahead of anything that Henry Ford produced.

In the beginning, Ford's autos had no steering wheel with just a tiller to steer the car. There can be just 2 reasons for this obvious oversight:

1. Ford did not know how to add a steering wheel.
2. Ford knew that he was infringing on the Selden patent and modified his car by omitting a steering wheel.

The second reason is more plausible because Ford raced against cars with steering wheels which were manufactured under the Selden patent. Under the Selden patent, manufacturers were required to pay a little over 1 percent of their total earnings for the year. Nobody complained or refused to pay but Ford. He did not want to acknowledge that his car was a blatant infringement of the Selden patent.



First Ford "car" called a Quadricycle made its debut in 1896. Notice it had no steering wheel.

Ford was not allowed to produce a car with a steering wheel because it was a violation of the Selden patent.

Ford said that steering wheels were not yet invented!!



Henry Ford with race car driver Barney Oldfield in 1901. Notice the car still has no steering wheel.

Ford and the Model T

Ford was a nobody until 1914 when he announced a \$5.00 per day pay scale for his workers. This move brought him nationwide publicity.



1909 Ford Model T.

By 1909, Ford cars had steering wheels, thanks to Rockefeller money to buy the judge in the Selden patent.



1910 Ford Model T.

Henry Ford's ugly gasoline powered Model T was nicknamed the Tin Lizzy or the Flivver. It did have a steering wheel. By 1925, only his sponsor, John D. Rockefeller, had more money.

Ford was a nobody until 1914 when he announced a \$5.00 per day pay scale for his workers. This move brought him nationwide publicity.

Hundreds of thousands of men from all over the U.S. arrived in Detroit, and Ford had the pick of the youngest and strongest, to man his mass production rapidly moving assembly line.

In order for the men to qualify for the \$5.00 per day pay scale they had to meet certain criteria set up by Ford. He set up a special department modeled after the Inquisition called the Sociology Department. The initial staff consisted of 30 "investigators" who visited the homes of all his workers and noted every detail of their private lives. Any worker who got divorced, used alcohol, or

took in boarders was disqualified from the higher pay scale. Here is a quote from a Ford biography:

At its worst, the new department was a mildly tyrannical instrument which sowed the seeds of inquisition at the Ford Motor Co. Its agents became, to some extent, collectors of tales and suspicions. Examined on their doorsteps, wives were called upon to testify against husbands, children against parents. Hearsay as well as fact found its way to a card catalogue where a record was kept of every worker's deviations. To avoid getting demerits in this index, the wily Ford employees sometimes beat the game by only pretending an interest in the rules. To some extent, prying induced lying. As Ford was to put it in his autobiography, his home visitors made an effort to break up the "evil custom" of taking in male boarders. To get around this prohibition, certain of his workmen and their wives simply passed off lodgers as "brothers" or "cousins. (Sward, *The Legend of Henry Ford*, p. 59).

Henry Ford's Service Department!!

In 1931, Ford employed an ex-boxer and "tough guy" named Harry Bennett to head up his security division or Service Department as it was euphemistically called.

Eventually Bennett had the largest *private* army of thugs, hoodlums and ex-convicts in the world. Ford deferred to him in EVERYTHING. He ran the Ford Motor Company with an iron fist. Hitler's Gestapo was modeled after the Ford Service Department, with its army of ruffians and thugs.



"Tough guy" Harry Bennett (1892-1979) ran the Ford Motor Co., from about 1930 to 1947.

Adolf Hitler was a great admirer of Henry Ford and he modeled the Gestapo after the Ford Service Department.



Henry Ford with his second in command Harry Bennett.

This "tough guy" ran the Ford Motor Company from 1930 to the death of Ford in 1947. He TERRORIZED everybody, except old man Ford himself. He had links to all the underworld figures in Detroit.

Hitler greatly admired and copied everything that Ford did. This is where he got the idea for his own private army called the Gestapo, with Himmler taking the place of Bennett.

Bennett liked boxers and wrestlers as well as college athletes, and

many of them, particularly the big tough ones, ended up on the payroll. Ford had long shown an interest in the redemption of ex-convicts, and had given many of them a second chance. Bennett continued the policy, with adaptations. He encouraged the thugs and hoodlums to continue their line of work in the plant. He also sought out tough cops and hired them. With this material he built up a small army of goons who kept the workers under complete control. Anyone doing anything naughty, like talking union, was beaten to a pulp and fired for starting a fight. (Herndon, *Ford: An Unconventional Biography of the Men and their Times*, p.163).

The Battle of the Overpass or Ford's Service Dept. in action!!

The Battle of the Overpass, which took place on May 26, 1937, was an example of Ford's Service Department in action. The workers HATED the police state at the Ford factories but even *thinking* about joining a union could get you fired . . . *after* a severe beating from Bennett's bullies:

When leaders of the United Automobile Workers obtained a permit from the city of Dearborn to distribute handbills in front of the Rouge plant on May 26, 1937, reporters and photographers made arrangements to cover the event in full force. Bennett did too. UAW leaders, including Walter Reuther and Richard Frankenstein, went to the pedestrian bridge over Miller Road to Gate 4. Among the men waiting for them were Bennett's boys, including professional boxers, wrestlers, and hoodlums. The guards moved in on the union men from either side of the overpass and trapped them there. Suddenly the guards pulled Frankenstein's coat back over his shoulders and while he was unable to protect himself with his arms others began hitting him in the face and body. They knocked him down, then kicked him in the head, kidneys, and testicles. Reuther was worked over, and dragged down the 36 iron steps. Another man's back was broken. The thugs then turned on the other union people, including several women. One girl, kicked in the stomach, vomited. Those who could still move retreated, dragging their wounded with them. (Herndon, *Ford: An Unconventional Biography of the Men and their Times*, p.172).



Union organizers exercising their Constitutional right to freedom of speech and of the press as Bennett's "Gestapo" approach.



One of the organizers, Richard Frankenstein, was attacked by the goons.



Bennett's bullies attacking an unknown organizer.



After the Battle of the Overpass; Walter Reuther on the left and Richard Frankenstein on the right

The reporters witnessed the entire event and photographers took pictures, but after the fight was over, the goon squad turned on the press. They tore the reporters' notes from their hands, grabbed and smashed the photographers' cameras. One photographer escaped. He ran to the edge of the overpass and dropped his camera into an open convertible, which sped away. In the camera was the complete photographic record of the assault, and the pictures were printed all over the world. (Herndon, *Ford: An Unconventional Biography of the Men and their Times*, pp. 172-173).

Thanks to the miraculous preservation of the photographic record; the world at last found out what was really going on behind the scenes at the Ford fiefdom:

The reporters buttressed their stories of the Battle of the Overpass with accounts of eyewitnesses, including a minister, and, after having been pushed around themselves, they pulled no punches once back in the safety

of their offices. If anyone had not known what was going on at Ford's, they did then. In the face of the photographic evidence, Henry Ford denied the whole thing. Edsel Ford sought to negotiate with the union but had been told by his father to stay away and let Bennett handle the problem. He must have been almost as sick to his stomach as the girl who got kicked. Sorensen said that during this period Edsel determined to resign, but Sorensen talked him into staying. Edsel insisted on at least attempting to bring about union negotiations, but his father told him flatly, in a direct way, not to interfere. Most of the workers in the plant shared his discomfort more directly, for, after the physical defeat of the union, Bennett unleashed his full tactics of terror and brutality on the men. (Herndon, *Ford: An Unconventional Biography of the Men and their Times*, p.173).

Ford's only son Edsel was totally disgusted with the behavior of the Service Department and urged his father to negotiate with the union. The aroused the enmity of his father and was one of the reasons why his father had him murdered in 1943.

Ford's B-24 bomber factory never got off the ground!!

When Ford financed Adolf Hitler declared war on the U.S. in Dec. 1941, Hitler was sure that his Ford financier would do EVERYTHING in his power to ensure a Nazi victory. Ford did not disappoint him. In 1941, the U.S. government gave Ford the staggering sum of 200 MILLION dollars to build a state of the art bomber factory. Ford boasted that he would soon be producing a bomber every hour.



Willow Run bomber factory— the largest in the world—was built by Ford for the staggering sum of 200 MILLION dollars.

Ford financed Hitler before the war and he was very reluctant to have his factories in Germany and France bombed.

That is why Willow Run bomber factory never really got off the ground.

Working too fast at *that* factory could get you FIRED!!



Willow Run was later called Will-it Run? because they only produced a total of about 8,000 bombers during the entire war.

Willow Run was about 30 miles from Detroit with only 2 railway lines connecting it to the city. Ford *forgot* to build housing for his workers. None of Bennett's goons harassed the workers at *that* factory for not producing. As a matter of fact, working too fast could get you fired!!

Instead of one plane an hour as Ford boasted, the factory only produced a total of 8,000 planes during the entire war. That was quite OK with Ford because he didn't want any bombs falling on

his friend Hitler or on his busy Ford factories in Germany and France.

Adolf Hitler said this about his friend Henry Ford:

He (International Jew) already sees the present-day European states as will-less tools in his fist, whether indirectly through a so-called Western democracy, or in the form of direct domination by Jewish Bolshevism. But it is not only the Old World that he holds thus enmeshed, the same fate menaces the New. It is Jews who govern the stock exchange forces of the American Union. **Every year makes them more and more the controlling masters of the producers in a nation of one hundred and twenty millions; only a single great man, Ford, to their fury, still maintains full independence.** (Adolf Hitler, *Mein Kampf*, p. 639).

Edsel Ford was murdered in 1943

Edsel Ford, the only son of Henry, was president of the Ford Motor Company from 1919 to 1943. As president, he was only a figurehead, as the company was run by Ford and Bennett.



Edsel Bryant Ford
(1893-1943).

Edsel Ford was a Ford
with a human face.

He never agreed with
his father's Gestapo
tactics and therefore
he had a *timely*
demise.

A car was named after
him called the Edsel. It
was a colossal flop for
Ford.

If all gasoline powered
cars were flops like the
Edsel, Islam would be
extinct today.



The 1958 Ford Edsel was a flop.

Edsel was a Ford with a human face totally opposite in temperament to his father. He clashed with his father over the brutal treatment of the workers and was determined to resign several times.

When he saw the Willow Run factory producing inferior planes and lying idle most of the time he was disgusted and threatened to resign.

Fascist Henry Ford would do ANYTHING to ensure a Nazi victory even to having his own son killed:

For the next two years, Sorensen says, the irascible old man hammered

away at his son through Bennett, and in April of 1943 he landed the heaviest blow yet. Ford ordered Sorensen to change Edsel's attitude on several major points. Edsel was to cooperate with Bennett on all matters in general, labor discord in particular, to break up his relationship with his old friend Kanzler, and to "regain health by cooperating with Henry Ford." Sorensen was convinced that Bennett was responsible for the whole thing, but he had no choice but to pass on the father's wishes. Edsel said there was nothing left for him to do but to resign. Sorensen again dissuaded him. A month later Edsel was dead. Henry Ford was smitten with grief. (Herndon, *Ford: An Unconventional Biography of the Men and their Times*, pp.175-176).

"Doctor" Henry Ford actually told his son that he could regain his health by cooperating with Bennett.

Vital links

[Thomas Edison unmasked at last!!](#)

[Henry Ford and the Nazis](#)

References

Collier, Peter & Horowitz, David. *The Fords. An American Epic*. Summit Books, New York, 1987.

Dominguez, Henry. *Edsel. The Story of Henry Ford's Forgotten Son*. Society of Automotive Engineers, Inc., Warrendale, PA. 2002.

Ford, Henry. *My Life and Work*. Doubleday, Page & Co., Garden City, NY, 1922.

Herndon, Booton. *Ford, An Unconventional Biography of the Men and their Times*. Weybright & Talley, New York, 1969.

Hitler, Adolf. *Mein Kampf* (Translated by Ralph Manheim). Houghton Mifflin Co, New York, 1939.

Greenleaf, William. *Monopoly on Wheels, Henry Ford & the Selden Automobile Patent*. Wayne State University Press, Detroit, 1961.

Lacey, Robert. *Ford: The Men and the Machine*. Little, Brown & Co., Boston, 1986.

Pool James & Suzanne, *Who Financed Hitler: The Secret Funding of Hitler's Rise to Power 1919-1933*. The Dial Press, New York, 1978.

Sward, Keith. *The Legend of Henry Ford*. Rinehart & Co., New York, 1948.

Sinclair, Upton. *The Flivver King. A Story of Ford-America*. Charles H. Kerr Pub., Co., Chicago 1999. (Reprinted from 1937 edition).

Watts, Steven. *The People's Tycoon. Henry Ford and the American Century*. Alfred A. Knopf, New York, 2005.

Copyright © 2007 by Niall Kilkenny

[Back to Main Menu](#)