

MENOMINEE



RANGE

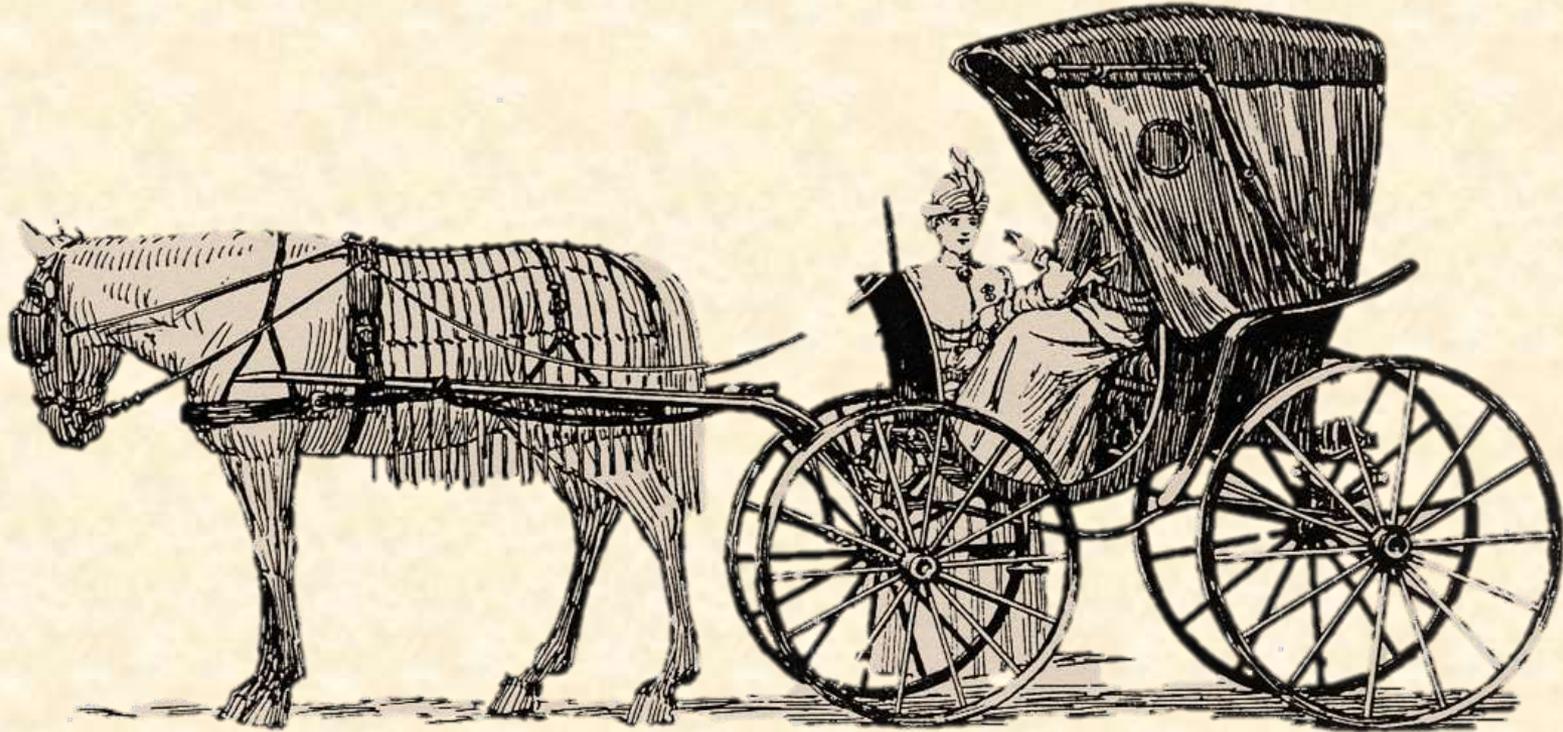


MEMORIES

PRESENTS

WHEELS -The Horse and Buggy Era

Part 1



Researched and Compiled by William J. Cummings
2013

THE BRITISH ROYAL FAMILY'S GOLD STATE COACH – 1762



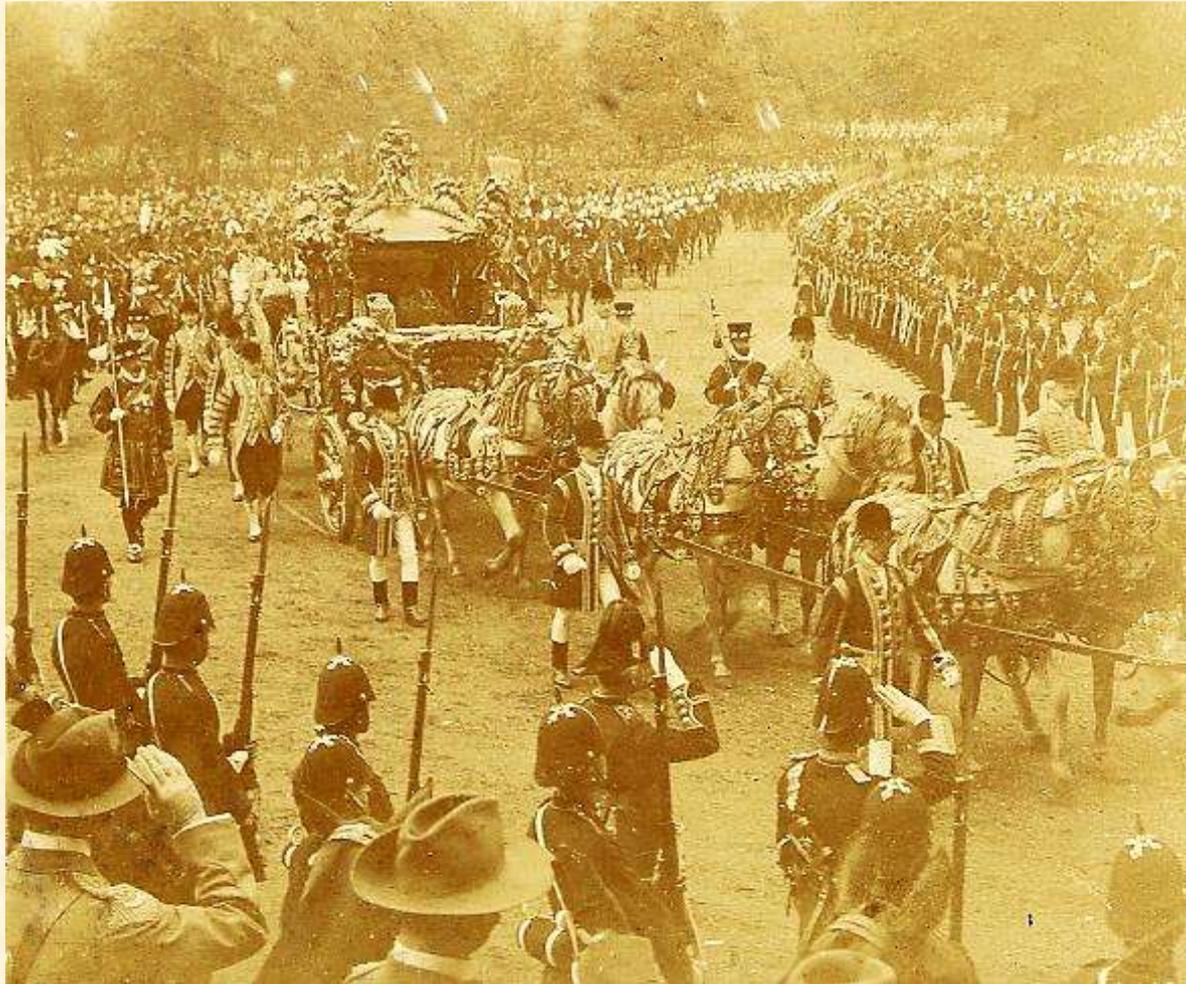
The Gold State Coach is an enclosed, eight horse-drawn carriage used by the British Royal Family. It was built in the London workshops of Samuel Butler in 1762 and has been used at the coronation of every British monarch since George IV. The coach's great age, weight, and lack of maneuverability have limited its use to grand state occasions such as coronations, royal weddings, and the jubilee(s) of a monarch.

THE BRITISH ROYAL FAMILY'S GOLD STATE COACH – 1762



The coach weighs four tons and is 24 feet long and 12 feet high. It is gilded and features painted panels by Giovanni Cipriani and rich gilded sculpture including three cherubs on the roof (representing England, Ireland and Scotland) and four tritons, one at each corner (representing Britain's imperial power). The body of the coach is slung by braces covered with Morocco leather and decorated with gilt buckles. The interior is lined with velvet and satin. The Gold State Coach is pulled by a team of eight horses wearing the Red Morocco harness. Originally driven by a coachman, the horses are now postilion-ridden in pairs. The coach is housed at the Royal Mews of Buckingham Palace.

THE BRITISH ROYAL FAMILY'S GOLD STATE COACH – 1762



King Edward VII, son of Queen Victoria, and his wife, Queen Alexandra, rode in the Gold State Coach on their coronation day, August 9, 1902. Pulled by a hitch of eight matched horses, postilion-ridden in pairs, the procession wended its way through London amid the pomp and circumstance typical of such occasions.

[WJC Photo]

THE BRITISH ROYAL FAMILY'S GOLD STATE COACH – 1762



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THE BRITISH ROYAL FAMILY'S GOLD STATE COACH – 1762



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THE BRITISH ROYAL FAMILY'S GOLD STATE COACH – 1762



King Edward VII, son of Queen Victoria, and his wife, Queen Alexandra, posed in their coronation robes at the King's entrance in the Court of Buckingham Palace on their coronation day, August 9, 1902, upon their return from Westminster Abbey. The King wore the official crown of England, known as St. Edward's Crown, made for King Charles II in 1660 at the time of the British Monarchy's Restoration. *[WJC Photo]*

LONDON BRIDGE IN CORONATION DRESS – 1902



London Bridge was decked out for the Coronation of King Edward VII on August 9, 1902. Note the heavy traffic of horse-drawn conveyances crossing the Thames River. *[WJC Photo]*

HORSE AND BUGGY ERA – LONDON



This **1896** stereoview of **London's Fleet Street**, the heart of the city's business district, appears crowded with a variety of carriages and wagons, and an open-topped, horse-drawn omnibus can be seen in the foreground. [*WJC Photo*]

HORSE AND BUGGY ERA – LONDON



Open-topped horse-drawn omnibuses, carriages and wagons crowd London's Trafalgar Square, looking toward the Strand, in about 1909. [WJC Photo]

HORSE AND BUGGY ERA – BOSTON – QUINCY MARKET



Dating from the 1860's, this view of **Boston's Quincy Market and Faneuil Hall** shows all kinds of horse-drawn wagons lined up on market day. **Note that some of the wagons are covered, like the Conestoga wagons made famous in pioneer times.** *[WJC Photo]*

HORSE AND BUGGY ERA – NEW YORK – ELIZABETH ST.



These street peddlers' carts lined Elizabeth Street, looking north from Hester Street in New York City, in about 1904. This was a part of the city's "slum" district. There were shops and stores in all these ground-floor rooms and basements, and in every room from cellars to roofs people lived, crowded into dirty and ill-smelling tenements. Italians populated a good part of this particular street, but Hebrews and others of all sorts and kinds also made homes here. [WJC Photo]

HORSE AND BUGGY ERA – NEW YORK CITY – WEST ST.



This 1890's view shows some of the 100 block of West Street, New York City. Businesses able to be identified on this photograph included: 172, **Consolidated Refrigeration**; 173, **Meacham & Farnham Fruits**; 174, **J. Romer & Co. Flour and Seed**; 175, **William Dinwoodie Imported Brandies Wine and Dinwoodie's Hotel**. Another sign on side of building on next block reads **Bogardus & Ellary Hardware, Agricultural Implements, Home Furnishing Goods, Ice, Tools** and another, partially visible, reads **W.E. Duryea's Son** underneath the hardware sign. A multitude of horse-drawn delivery carts are jammed in the street, including a trolley. [WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – RANDOLF STREET



This early 1900's view of **Randolph Street east from LaSalle Street in Chicago** shows a line of hacks at the right, two wagons going down the street and three trolley cars at the left. **Note the stand in the lower right corner.** [WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – STATE STREET



This 1893 view of Chicago's State Street showed the trolley tracks, as well as elegant carriages, hacks and wagons delivering merchandise. Pedestrians filled the streets, busy shopping along this famed street.

[WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – STATE STREET



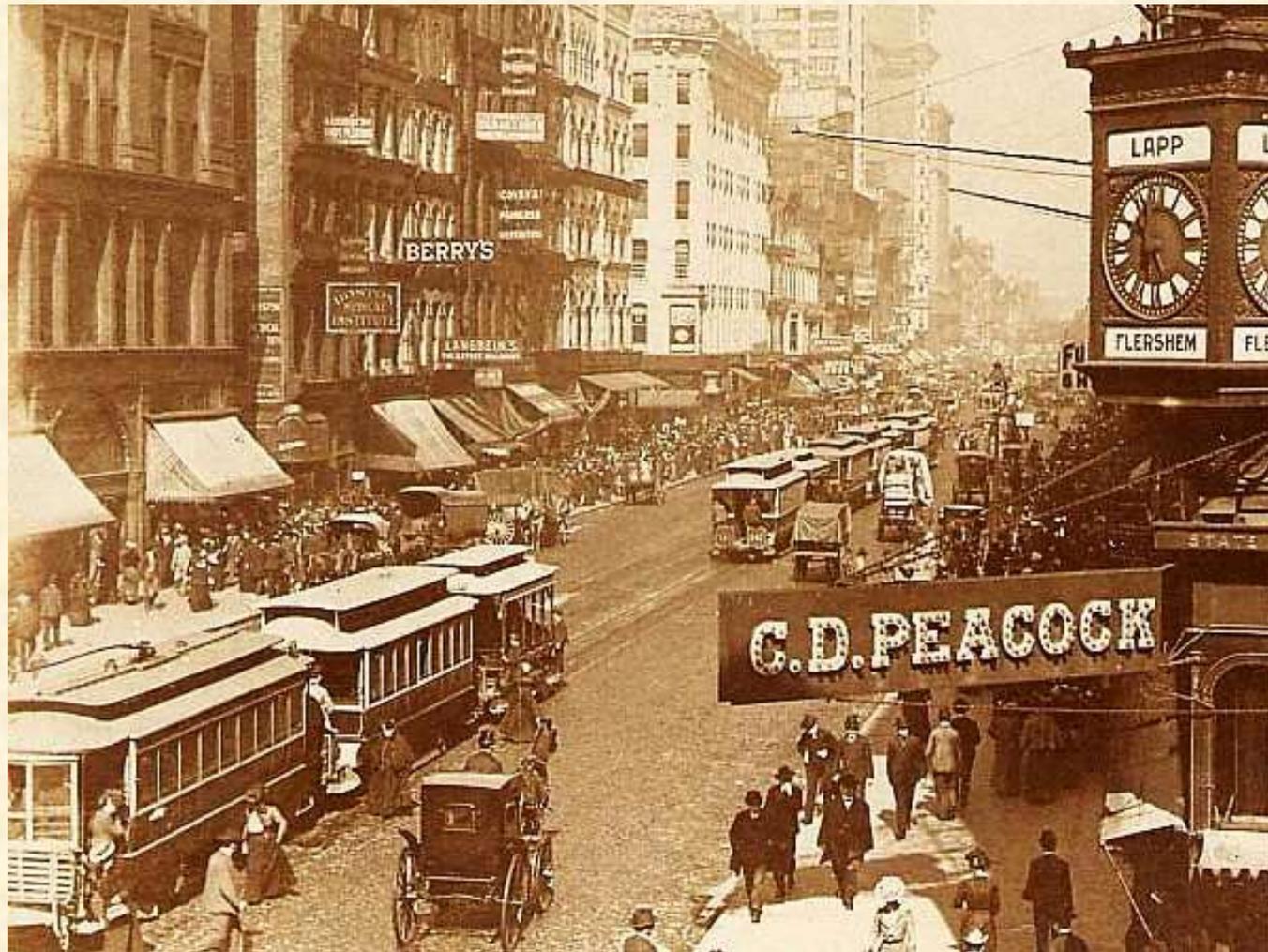
Heavy traffic on Chicago's State Street in 1898 was an indicator of how important this shopping district was at the time. Note the two wagons loaded with barrels and the trolleys making their way through the crowded thoroughfare. *[WJC Photo]*

HORSE AND BUGGY ERA – CHICAGO – STATE STREET



In this 1890's view of State Street, Chicago, pedestrians fill the sidewalk, some inspecting the bananas for sale at the side of the street. Open rental hacks, wagons and trolleys provide transportation along this busy thoroughfare, the heart of Chicago's shopping district. [WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – STATE STREET



This view of Chicago's State Street, looking north from Adams Street, shows the immense volume of business conducted here. C.D. Peacock's was a well-known jeweler's shop. Berry's, on the west side of the street, was a popular restaurant and candy shop. The large white building farther north on the west side was The Fair, a famous department store. [WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – STATE STREET



Chicago's State Street, looking north from Madison Avenue, shows the Masonic Temple at the end of the street in this 1902 stereoview. Pedestrians crowd the west side of the street, and a line of horse-drawn hacks await passengers at the curbside. The busy street shows a variety of horse-drawn vehicles, as well as trolleycars, traveling on the tracks down the center of the thoroughfare. [WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – STATE STREET



Chicago's State Street, looking north from Madison Avenue, shows the Masonic Temple in distance in this 1905 stereoview. [WJC Photo]

HORSE AND BUGGY ERA – CHICAGO – SOUTH WATER ST.

This 1892 view of South Water Street, Chicago, shows many wagons bringing and picking up produce from the city's center for produce and vegetables. In 1925 the South Water Street Market was built. The modern market covered eight square blocks, bounded by Racine Avenue on the west, Morgan Street on the east, 14th Street on the north and the Baltimore and Ohio Railroad on the south. The streets were made 100 feet wide and the alleys 42 feet. [WJC Photo]



HORSE AND BUGGY ERA – SAN FRANCISCO



This view of San Francisco's famed Market Street, was taken in 1901, five years before the 1906 earthquake which virtually destroyed the California city. Today Market Street is the boundary of two street grids. Streets on its southeast side are parallel or perpendicular to Market Street, while those on the northwest are nine degrees off from the cardinal directions. [WJC Photo]

HORSE AND BUGGY ERA – ST. LOUIS – BROADWAY



This view of Broadway, taken looking north from Chestnut in St. Louis, showed one of the most important streets in the city's business district, and was taken at about the time of the St. Louis World's Fair in 1904.

[WJC Photo]

HORSE AND BUGGY ERA – IRON MOUNTAIN – CA. 1885



The camera is facing north on Stephenson Avenue in the mid-1880's in this view of the east side of the 200 block where the First National Bank is now located. William H. Jenkins opened his hotel at the corner of South Stephenson Avenue and East Ludington Street in early November, 1881. The three-story frame hotel was considered the city's finest, rooms renting for \$2.00 per day in 1885, about the time this photograph was taken. **Note the horse and buggy transportation.** [*Menominee Range Historical Museum Photo*]

HORSE AND BUGGY ERA – IRON MOUNTAIN – CA. 1887



Taken in about **1887**, this photograph, looking south, shows buildings on the **east side of the 300 block of South Stephenson Avenue**. The sign on the first building on the left, located at the southeast corner of the intersection with East Ludington Street, reads City Hotel. A small sign between this building and the next advertises a dressmaker. The second store, at 305 South Stephenson Avenue, was a general store run by Charles Schuldes and Emil Carriere between 1885 and 1889. Their advertising banner stretches across the street. The tall pine at the right stands near where the intersection with East A Street would be today, and beyond is forest and swamp. **Note the horse and wagon transportation down the street.** [*Menominee Range Historical Museum Photo*]

HORSE AND BUGGY ERA – IRON MOUNTAIN – CA. 1895



Taken in the **mid-1890's**, this view of the **east side of the 200 block of South Stephenson Avenue** includes a **portion of the 200 block of East Ludington Street** showing Wood's Sandstone Block, built in 1891. The shaft at the left was part of the Chapin Mine complex. The two-story, light colored building in the upper center was the Sheerin House at 214 East Brown Street. The single-story white building to the right was the Brown Street School. **A horse pulling a wagon has stopped for a drink at the watering trough carved from granite in the shape of a tree trunk.** [*Menominee Range Historical Museum Photo*]

HORSE AND BUGGY ERA – IRON MOUNTAIN – CA. 1895



Taken in the **mid-1890's**, this view of the **east side of the 300 block of South Stephenson Avenue** includes the Swedish Mission Church on East Ludington Street at the left, the N.P. Hulst High School, built in 1892, near the center, and the Swedish Baptist Church on East Hughitt Street on the right. The Chicago & North-Western Railway Depot's rooftop is in the foreground. In 1892, businesses along this block, from left to right were: 303, Hancock & Sundstrom, general store; 305, N.C. Schuldes, millinery; 307, Michael Carey, cigar store and factory; Sophus Mortensen, photographer; 311, John J. Cole, gentlemen's clothing; 313, Moriarity & Allen, fashion sample rooms (saloon); 317, Mathias Swanson, jeweler; 319, R. Frezinsky, store; 321, Clinton W. Montgomery Block, John T. Spencer, grocery store; 323, Arthur Uddenberg, druggist; 327, The Fair, A.M. Oppenheim, proprietor, general store; 331, Margaret Seibert, drug store, George F. Seibert, manager. **Note the landau carriage.**
[Menominee Range Historical Museum]

HORSE AND BUGGY ERA – IRON MOUNTAIN – CA. 1895



Iron Mountain's new Chicago & North-Western Railway Depot, located on the west side of the **300 block of South Stephenson Avenue**, was opened to the public Sunday, December 22, 1889. A flagman's house at the Hughitt Street crossing is in the foreground and a similar building toward the center of the photograph served as a shelter for policemen. Further down the street on the same side is the original sandstone building which housed the Cornish pumping engine. This tall structure with a smokestack behind it was built in the fall of 1890, and was razed in June, 1899, thus helping to date the photograph. The water tank can be seen on the horizon and at the extreme left is a corner of the Fisher Block which originally housed the Commercial Bank, built in 1891. **Note the lumber being delivered by wagon at the east side of the street.** *[Gene Derwinsk/Dick Ferris Photo]*

HORSE AND BUGGY ERA – FOSTER CITY – CA. 1901-1902



These **Foster City** residents were returning from a picnic at Norway Lake when this photograph was taken in about **1901-1902**. The cone-shaped sawdust burner from the Morgan Lumber and Cedar Company's sawmill can be seen in the distance between the heads of the two horses at the left. Houses on Boarding House Hill can also be seen in the background and the little schoolhouse is barely visible at the upper right. **Note the buckboard or buggy on the right and the huge wagonload of picnickers drawn by a four-horse hitch on the left.** [*Beatrice Blomquist Photo*]

HORSE AND BUGGY ERA – NORWAY, MICHIGAN – 1908



This postcard view, dated 1908, shows the 400 block of Nelson Street, Norway, looking north with the Princess Store at the left. Note the buggy next to the electric pole. [WJC Photo]

HORSE AND BUGGY ERA – NORWAY, MICHIGAN – 1913



Postmarked Norway, August 5, 1913, this postcard view of the 400 block of Nelson Street, later Main Street, Norway, looking north, was taken by Hoover Photo and shows the First National Bank building at the intersection near where horse and wagon are seen. [WJC Photo]

HORSE-DRAWN STAGE COACHES



A stagecoach is a type of covered wagon for passengers and goods, strongly sprung and drawn by four horses, usually four-in-hand. Widely used before the introduction of railway transport, it made regular trips between *stages* or stations, which were places of rest provided for stagecoach travelers. The business of running stagecoaches or the act of journeying in them was known as staging.

The stagecoach was supported on the *thoroughbraces*, which were leather straps supporting the body of the carriage and serving as shock absorbing springs. The stagecoach itself was sometimes called a “thoroughbrace.” The front or after compartment of a Continental stagecoach was called a *coupé* or *coupe*. An inside passenger or seat was an *inside*, while an outside passenger or seat was an *outside*. On the outside were two back seats facing one another, which the British called *baskets*. In addition to the stage driver, who guided the vehicle, a shotgun messenger, armed with a coach gun, often rode as a guard.

The term “stage” originally referred to the distance between stations on a route, the coach traveling the entire route in “stages,” but through constant misuse it came to apply to the coach. A fresh set of horses would be staged at the next station, so the coach could continue after a quick stop to re hitch the new horse team.

HORSE-DRAWN STAGE COACHES



Wells, Fargo & Company Stagecoach

EXTRA! EXTRA! READ ALL ABOUT IT! – January 31, 1880

The Mining Journal, Marquette, Marquette County, Michigan, January 31, 1880

QUINNESEC. – A stage line between this place and Florence is soon to be started. People will not wait for the railroad to be completed before visiting that wonderful locality, and consequently a stage line is bound to pay well. – *The Menominee Ranger*

EXTRA! EXTRA! READ ALL ABOUT IT! – February 7, 1880

The Mining Journal, Marquette, Marquette County, Michigan, February 7, 1880

QUINNESEC. – The stage leaves for Florence location immediately upon the arrival of the train from the east. – *The Menominee Ranger*

EXTRA! EXTRA! READ ALL ABOUT IT! – May 7, 1881

RANGE ITEMS.

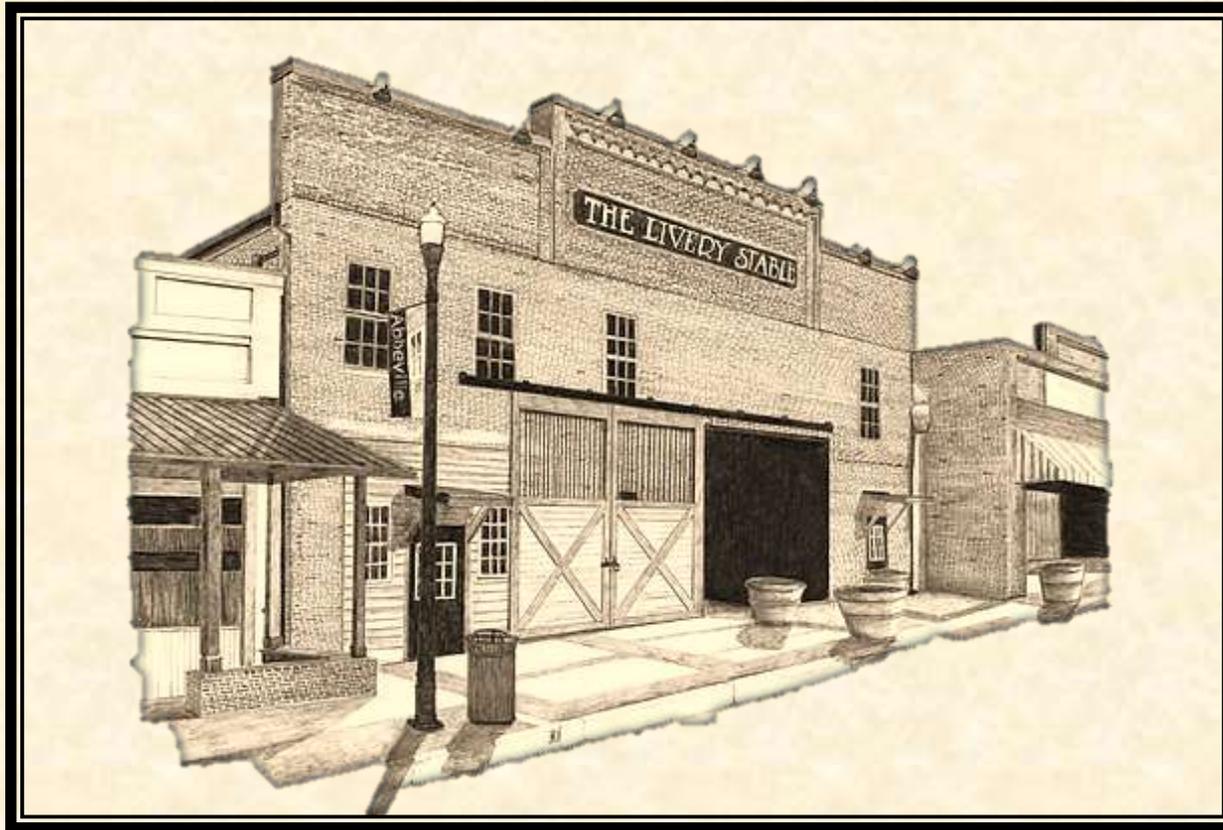
– Felch will run a tri-weekly stage from Norway to Felch mountain [*sic - Mountain*], leaving on Monday, Wednesday and Friday, at 9:45 a.m. – The Iron Chronicle, 7th [*The Iron Chronicle*, Norway, Menominee County, Michigan, May 7, 1881]

EXTRA! EXTRA! READ ALL ABOUT IT! – December 31, 1903

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 8, Number 32 [Thursday, December 31, 1903], page 8, column 4

A bold attempt [*was made*] to hold up the stage between Niagara and Quinnesec, last Saturday. J. Barry, the driver, saw two men ahead in the road and thought they acted suspiciously. He started the horses up at a lively trot and just as he went by they attacked him. He was struck in the back of the head by some blunt instrument and was rendered unconscious. When he recovered his horses were on a wild gallop and he was entering the town of Quinnesec. All the valuables were still on the stage and the money he carried was intact. The horses had saved the day for him, the robbers being unable to overtake them. The driver had several hundred dollars on his person.

THE HORSE – SALE BARNS AND LIVERY STABLES



Historically, in North America a “livery stable” was a stable where horses, teams and wagons were for hire, but also where privately owned horses could be boarded for a short time, often attached to a hotel or boarding house. The livery stable was a necessary institution of every American town. In addition to providing vital transportation service, the livery was the source of hay, grain, coal, and wood. Because of the stench, noise, and vermin that surrounded the livery, cities and towns attempted to control their locations and activities. With the advent of the automobile after 1910, the livery stables quietly disappeared.

EXTRA! EXTRA! READ ALL ABOUT IT! – January 31, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 484 [Monday, January 31, 1898], page 3, column 2

NUGGETS OF CITY NEWS.

**Picked Up, Purloined, and Pilfered.
Personal Items. Little Lumps
of Gossip. Bristling Brevi-
ties. Notes and
Comments.**

Good driving horse for sale. Apply to W.H. Bennett, 308 4th street.

THE HORSE – SALES BARNs & LIVERY STABLES

KURZ BROS.

DEALERS IN

DRAUGHT
DRIVING...
FARM.....

HORSES

*
LUMBER WAGONS
BUGGIES VEHICLES
OF ALL KINDS
*
ONLY FIRST-CLASS GOODS.
GET OUR PRICES
*
ESCANABA IRON MOUNTAIN

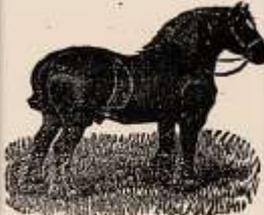
--GREAT--

Auction Sale

—OF—

HORSES

We will Sell next
Tuesday, June 5th,
Beginning at 1 p. m.,
40-HEAD-40



—OF—

DRAUGHT, DRIVING AND General Purpose HORSES

At Your Own Price.

Be sure and be there as you
will get horses for a song.

All Horses will be Guaranteed

As represented and given a
fair trial at time of sale.

SALE AT
Wirth, Hammel & Co.'s
SALE STABLE,

225 A
STREET, Iron Mountain, Mich.
MOSE KURZ, Salesman.

...GREAT...

Auction Sale

—OF—

HORSES



AT NORWAY,
Monday, June 4, 1894,
At 2 O'clock.

I will sell a carload of Draft
and Carriage Horses next
Monday Afternoon at Auction
to the highest bidder. This
is your chance to get a good
horse for a little money.

Don't Miss It.

I have some of the finest
horses ever brought on this
range and they must be sold
without reserve. This is a
chance to

Buy a Horse at your Own Price.

Such chances are rare. Don't
fail to take advantage of it.

A. E. ROBBINS, Salesman

The above advertisement appeared in the *Iron Mountain Press* on July 7, 1906, while the advertisements to the left both appeared in Iron Mountain's *The Iron Range* on June 2, 1894.

THE HORSE – SALES BARNS & LIVERY STABLES



Dating between 1910 and 1920, this unused postcard view shows an **unidentified horse auction**. A large crowd has gathered on a cold late fall or early spring day. **The light-colored horse just to the left of center in the photograph was being auctioned off when the photographer snapped this photograph.** [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – January 13, 1897

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 34 [Thursday, January 13, 1897], page 8, column 2

Mose and Max Kurz have formed a co-partnership and succeed Wirth, Hammel & Co., of Appleton, in the horse business here and at Escanaba. Mose will have charge of the Escanaba stable and Max will remain here. They are energetic young business men [*sic – businessmen*], understand the business from the ground up, and their success is assured.

THE HORSE – SALES BARNs & LIVERY STABLES



This postcard view, dating from about **1913**, shows the office of **William O. Oliver**, a **veterinary surgeon**, at **225 East A Street** at the intersection with Iron Mountain Street. The Felch Hotel was located at 219-221 East A Street. This view was probably taken by Albert Quade. **Wirth, Hammel & Co.** and **Kurz Bros.** operated their sales stable at 225 East A Street in 1892 and 1902, respectively. [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – March 22, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 526 [Tuesday, March 22, 1898], page 3, column 4

Chance to Buy Horses.

We will have at our sale stables in this city tomorrow thirty-five head of fine carriage horses. Gentleman's Driving Horses, Delivering, Draught and General Purpose Horses. This will be the finest string of horses ever seen in Iron Mountain. Sold for cash or on time.

KURZ BROS.,

Corner Iron Mountain and East A street.

EXTRA! EXTRA! READ ALL ABOUT IT! – August 28, 1880

The Norway Iron Chronicle, Norway, Menominee County, Michigan, Volume 1, Number 26 [Saturday, August 28, 1880], page 1, column 2

W.W. FELCH has a neat and well paying little livery stable at Iron Mountain City for sale, for no other reason than he wants to get out of the business.

EXTRA! EXTRA! READ ALL ABOUT IT! – June 5, 1887

The Current, Norway, Menominee County, Michigan, Volume III, Number 18
[Saturday, June 5, 1887], page 8, column 1

John Minnis, Iron Mountain's boss livery man, was a welcome caller at this office yesterday.

THE HORSE – SALES BARNs & LIVERY STABLES



Postmarked Iron Mountain, **July 18, 1910**, this view shows the **north end of the 400 block of South Stephenson Avenue, looking north.** **Tommy Perkins stands beside the wheeled barrel used to pick up horse manure from the streets.** In 1907, the following businesses were located here: 401, John McKenna, liquors and cigars, with Mrs. James (Jennie) Lalley living upstairs; 405, The Parent Clothing Store (Charles Parent), clothing, furnishings, trunks, valises, shoes, etc.; 407, Wills & Carbis (Thomas Wills and William J. Carbis), groceries and meats; 409, Khoury Bros., (Paul Khoury and Sam Khoury, salesman, who lived upstairs), confectioneries, fruits, cigars, ice cream, etc.; **413, L.M. Hansen, livery stable** (single story with diamond-shaped windows); 417-419, M. Levy Company (Albert Levy, Henry M. Levy and Isaac Unger), department store. The M. Levy Company, of Ft. Atkinson, Wis., established a branch store here in September, 1887, which proved very successful. On April 30, 1898, *The Range-Tribune* noted that J.E. Clancy, the Green architect for the new Levy building, brought the plans for the two-story, brick structure with the main rooms being 50x100 feet, and the firm occupying both the lower and upper floors. This building burned February 28, 1982. [*Menominee Range Historical Museum Photo*]

EXTRA! EXTRA! READ ALL ABOUT IT! – March 19, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 524 [Saturday, March 19, 1898], page 3, column 2

NUGGETS OF CITY NEWS.

Picked Up, Purloined, and Pilfered.

Personal Items. Little Lumps

of Gossip. Bristling Brevi-

ties. Notes and

Comments.

The melting of the snow early this week uncovered many unseemly piles of dirt in yards and alleys here, and the people of Iron Mountain should immediately go to work and clean the city. In doing this there should be no delay, as the health of all depends upon it. If each property owner will see that his premises are neat and clean there will be no danger of an epidemic of typhoid or malaria fever, such as has often visited the city, in the spring time.

EXTRA! EXTRA! READ ALL ABOUT IT! – May 4, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 563 [Wednesday, May 4, 1898], page 3, column 5

Clean Up.

You are hereby notified to clean up your premises within five days, and remove to the DUMPING GROUND all ashes, manure piles, dead animals, excrement filth, slops, unclean or nouseus [*sic – nauseous*] matter, shavings and garbage from your grounds and the streets and alleys adjoining.

5t.

S.E. CRUSE,

Health Officer.

THE HORSE – SALES BARNES & LIVERY STABLES



Louis M. Hansen operated a “Livery and boarding stable” at **413 South Stephenson Avenue** in **1892-1894**, and lived at **405 South Stephenson Avenue**. Hansen advertised his livery and boarding stable to be “**First class in every particular.**” The north corner of the **M. Levy Co. store** can be seen at the right. Note the elegant buggy available for hire. *[Menominee Range Historical Museum]*

THE HORSE – SALES BARNs & LIVERY STABLES

By 1902-1903 **Louis M. Hansen** had expanded his livery stable to include **411-413 South Stephenson Avenue**, and also operated the undertaking parlor at 217 East Hughitt Street in the Robbins Block. Louis M. Hansen still ran his livery stable at this address in 1907-1908, and the business probably still included 411 South Stephenson Avenue. Under “Brief City News” in the **March 24, 1910** edition of the *Iron Mountain Press* the following item was reported: *The old livery barn on Stephenson avenue, occupied by L.M. Hansen for a long term of years, is being demolished preparatory to the erection of a brick block by Messrs. Cook and Pelham, owners of the property.* [Menominee Range Historical Museum]



EXTRA! EXTRA! READ ALL ABOUT IT! – 1897

1897

L.M. Hansen received a \$2,000 hack the other day. Mr. Hansen, the livery man on Stephenson Avenue, added to his already completed equipment a beautiful hack. The addition of this beautiful hack to Mr. Hanson [*sic - Hansen*] places his stable apar [*sic – on par*] with any North of Chicago. Certainly no stable in the Upper Peninsula contains so many fine horses and handsome carriages.

EXTRA! EXTRA! READ ALL ABOUT IT! – May 15, 1897

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 3 [Saturday, May 15, 1897], page 5, column 4

A SWELL NEW LUNDU [*sic* – LANDAU].

L.M. Hanson Has Added a Handsome And Stylish Vehicle to His Establishment.

L.M. Hanson, the Stephenson avenue liveryman, recieved [*sic* – *received*] Wednesday a new and costly Landau. The vehicle was made by J.S. Morris, of Waupun, Wis., and is a model of neatness and comfort. The sides and front of the top is of glass, clear and without a flaw, and can be opened and thrown back at will.

The seats and back are upholstered in a rich shade of green cloth while the exterior is painted and striped a beautiful color. Mr. Hanson will add this coach to his already extensive line of livery rigs, and for those who wish to put on city airs nothing could be more appropriate.

THE HORSE – SALES BARNs & LIVERY STABLES

Waucedah Livery

Good Horses, First-class Rigs
and Experienced Drivers.

DAN VANITVELT, Prop.

Bell 'Phone Waucedah, Mich.

L. M. HANSON'S

Livery Stable

IS THE BEST IN THE CITY.

Fine Horses.  Fast Horses.

Elegant Turnouts.

Spirited Drivers for Gentlemen. ←

→ *Gentle Drivers for Ladies.*

Funerals attended to in First-class Shape.

213 STEPHENSON AVE.

The Waucedah Livery advertisement ran in the *Iron Mountain Press* in 1905. L.M. Hanson's Livery Stable advertisement appeared in *Bunn & Simmons' Iron Mountain City Directory. 1892-94.* Comprising an Alphabetical List of Names, Business Department, Churches, Schools, Societies, Duplicate Directory by Streets and Numbers, Giving the Resident, Editorial Review, Etc. Sold Only on Subscription. Price \$5.00 Menominee, Mich., Soult & O'Donnell, Printers. **August, 1892.**

THE HORSE – SALES BARNS & LIVERY STABLES



Hoose & Gage (Jay W. Hoose and Fred Gage) operated a “Livery, sale and boarding stable” at **100 West B Street** in **1892**, advertising: “General teaming. First class livery turnouts at reasonable prices.” **Louis M. Hansen** leased the Gage livery barn in **September, 1899**. [*Menominee Range Historical Museum*]

EXTRA! EXTRA! READ ALL ABOUT IT! – June 4, 1896

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 2 [Thursday, June 4, 1896], page 1, column 4

An Important Case.

L.S. MacEnaney has been appointed special commissioner by **Judge Stone** to take testimony in the case of **J.W. Hoose vs. Fred Gage**. It seems that soon after the firm of **Hoose & Gage**, liverymen, dissolved partnership, **Hoose** commenced foreclosure proceedings on **Gage's** half interest in the West B street property. **Gage** filed a cross bill asking for an accounting of partnership business since 1890. The amount involved is in the neighborhood of \$10,000, and it is the most important case that has been started in this circuit in some time. It will probably be tried at the next term of court. **Cook & Pelham** are the attorneys for **Hoose** and **R.L. Hamond** for **Gage**.

EXTRA! EXTRA! READ ALL ABOUT IT! – July 22, 1897

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 9 [Thursday, October 14, 1897], page 1, column 1

A Handsome Turnout.

Fred Gage, the West B street liveryman, received from the factory last Tuesday a handsome trap of the latest design. This is the swellest [*sic*] rig in the city and will carry four persons.

EXTRA! EXTRA! READ ALL ABOUT IT! – October 14, 1897

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 21 [Thursday, October 14, 1897], page 8, column 3

Brief City Newsites.

The Hoose and Gage livery barn and lot was bid in the sale last Tuesday by A.C. Cook for \$2,000. Judge Stone considered the property worth more money and ordered it readvertised.

EXTRA! EXTRA! READ ALL ABOUT IT! – January 19, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 474 [Wednesday, January 19, 1898], page 3, column 3

FRED GAGE HAS SOLD OUT.

Paul Clifford Installed as Manager of the Extensive Livery Business.

Fred Gage, the pioneer liveryman, has sold his business to Mayor J.M. Clifford, the deal being closed this forenoon.

The property purchased includes the stock, hacks, buggies and all equipments [sic – equipment]. Mr. Gage will retire from the business and after attending to a number of outstanding accounts will look about for a new location. Mr. Gage has made a success of the livery business in this city, and through his enterprise the public has enjoyed [sic – enjoyed] many advantages that even larger towns do not.

Paul Clifford has been installed as manager of the livery business purchased by his brother. The place hereafter will be known as The Iron Mountain Livery Stable. The livery barn has been leased for a term of years.

EXTRA! EXTRA! READ ALL ABOUT IT! – January 20, 1898

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 35 [Thursday, January 20, 1898], page 1, column 3

Changes Hands.

Yesterday morning Fred Gage sold his horses and livery stable outfit to Mayor Clifford, who took possession at once. Paul W. Clifford was placed in charge as manager. It is understood that some material additions are to be made to the outfit, making the stable second to none on the range.

EXTRA! EXTRA! READ ALL ABOUT IT! – March 22, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 526 [Tuesday, March 22, 1898], page 3, column 3

BOUGHT THE HACK.

Emery Alezander [sic] Purchases the Outfit From Paul Clifford and Will Attend to the Wants of Customers.

Paul Clifford has disposed of his hack to Emery Alexander[,/] who will hereafter give his personal attention to the wants of the traveling public. Mr. Alexander has established an office at 513 Stephenson avenue where orders can be left at any time, night or day. Telephones will also be placed in the office.

Mr. Alexander has for years been employed by liverymen in this city and is well known [sic – well-known]. He is an energetic young man and will, no doubt, make a success of his venture.

EXTRA! EXTRA! READ ALL ABOUT IT! – September 7, 1899

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Thursday, September 7, 1899

L.M. Hansen has leased the Gage livery barn opposite the Commercial Hotel and will conduct the same in the future. It will be stocked with splendid driving horses and fine carriages, and will be conducted in the same courteous manner as the Stephenson avenue stable.

...

L.M. Hansen has ordered another trap and several fine single buggies from Morris, the Waupaun [*sic – Waupun*], Wis., carriage manufacturer.

EXTRA! EXTRA! READ ALL ABOUT IT! – October 15, 1903

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 8, Number 21 [Thursday, October 15, 1903], page 8, column 2

L.M. Hansen has purchased five handsome phaetons from Morris, the well-known manufacturer of Waupaun [*sic* – *Waupun*], Wis. Mr. Hansen's livery stables will always be found up-to-date.

THE HORSE – SALES BARNs & LIVERY STABLES

Hoose & Gage (Jay W. Hoose and Fred Gage) operated a “Livery, sale and boarding stable” at **100 West B Street** in **1892**, advertising: “**General teaming. First class livery turnouts at reasonable prices.**”

Louis M. Hansen leased the **Gage livery barn** in **September, 1899**, his sign indicating **L.M. Hansen Livery Sale & Boarding Stable.**

Joseph DeConcini ran a livery stable and feed store here by **1907.**

In **1913 John H. McKenna** operated a livery and sale stable here.

The property, located directly **across from the Commercial Hotel**, seemed to change hands frequently. *[Menominee Range Historical Museum Photo]*



EXTRA! EXTRA! READ ALL ABOUT IT! – April 1, 1909

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 45 [Thursday, April 1, 1909], page 1, column 2

Close the Stable.

The Person livery stable, buildings, harnesses, carriages, hearses, etc., has been sold to Andrew Bjorkman. The consideration was \$9,000. Mr. Bjorkman has sold nine of the horses to Kurz Bros[.] The others, together with the carriages, harnesses and the buildings, will be sold at auction next Saturday[.] The undertaking outfit has been moved to the Lomprey [*sic – Lonprey*] stables pending a deal for this sale. This sale will afford a splendid opportunity to secure first class carriages and horse furnishings at bargain prices.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 45 [Thursday, April 1, 1909], page 1, column 2

Business Deal.

L.M. Hansen has purchased from Andrew Bjorkman at private sale the buildings lately occupied by H. Person as a livery stable. Mr. Hansen will remove his livery equipment to the new location next Monday. The property is well located for the livery business. [*Located at the northeast corner of Stephenson Avenue and East C Street.*]

EXTRA! EXTRA! READ ALL ABOUT IT! – December 11, 1897 – 1

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 33 [Saturday, December 11, 1897], page 1, column 3

LIVERY STABLE SOLD.

**Sale of Felix LaBrook's Livery Outfit
Made at Noon Friday.**

Amos Conrad, formerly cook for the Quinnesec Logging company, Friday purchased the stock of the Felix LaBrook livery barn on East Hughitt street. The price paid was \$1,400.

This property was to have been sold one week ago under a mortgage, but **Frank Parent**, acting for Mr. LaBrook, secured an adjournment and in the meantime hustled up a buyer for the property.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – December 11, 1897 – 2

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 33 [Saturday, December 11, 1897], page 1, column 3

The building in which the livery is conducted is owned by Joe Lamphry [*sic* – *Lonprey*] and under the new proprietorship, the the [*sic*] business will be conducted at the old stand.

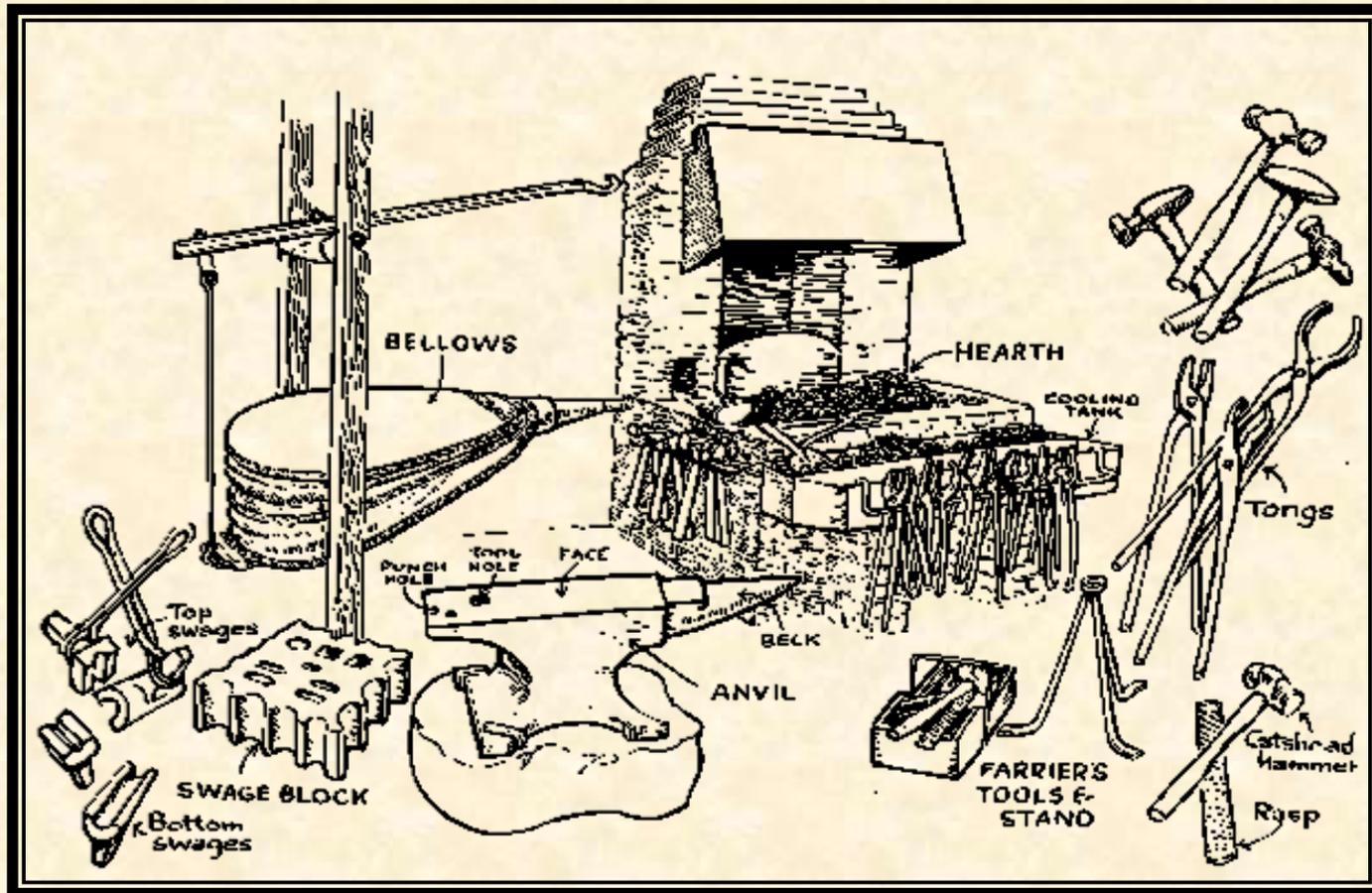
Mr. Conrad is well-known in Iron Mountain, and he will endeavor to conduct the stable on business principles.

THE HORSE – SALES BARNES & LIVERY STABLES



By 1902 Matthias Lonprey operated a livery stable at 210 East Hughitt Street (left), offering “First-Class Turn-Outs, Good Horses, Careful Drivers,” adding “Special Attention to Boarding” and “Prices Reasonable.” Lonprey still operated his livery stable here in 1913 also ran a saloon at 214 East Hughitt (right). The Holms family posed for this postcard view, dated August 2, 1911. [WJC Photo]

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



A blacksmith is a person who creates objects from wrought iron or steel by forging the metal, that is, by using tools to hammer, bend, and cut. Blacksmiths produce objects such as gates, grilles, railings, light fixtures, furniture, sculpture, tools, agricultural implements, decorative and religious items, cooking utensils, and weapons. Despite common usage, the person who shoes horses is a farrier, though a blacksmith may fabricate the shoes. Many farriers have carried out both trades.

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



This unidentified photograph shows the **H. Muskat blacksmith shop** with a **farrier shoeing a horse** at the left. Using FamilySearch, the following information was found: **Henry Muskat**, a blacksmith, was born in Germany on January 13, 1845, and died on November 25, 1903, in **Calumetville, Fond Du Lac County, Wisconsin**. In the 1880 census he is listed with his wife, **Gertrude**, and children **Fred J.**, 9; **Lissta**, 6; **Mary**, 5; and **Henry L.**, 0. *[Menominee Range Historical Museum]*

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS

AUGUST C. PAUL,
MANUFACTURER OF
Wagons, Carriages and Sleighs
GENERAL BLACKSMITHING.
Horseshoeing a Specialty.
IRON MOUNTAIN, - MICH.

August C. Paul, Manufacturer of Wagons, Carriages and Sleighs, as well as General Blacksmithing, placed the above advertisement in Walter R. Nursey's *The Menominee Iron Range* which was published in 1891 to promote economic growth and development along the Menominee Iron Range. Z.P. Rouselle was a harnessmaker in Iron Mountain for many years. The advertisement at the right appeared in the *Iron Mountain Press* on January 2, 1913.

FINE AND HEAVY
HARNESS

For service, quality and appearance, you cannot equal our hand-made HARNESS, MADE TO SUIT YOU, and at our prices, it is economy to pay a little more and get one of these

We deal in all horse furnishings, combs, brushes, robes, blankets, whips, etc., product of the most reliable manufacturers, and guarantee them.

REPAIRING OF ALL KINDS
TENTAGE AND CANVAS WORK

Z. P. ROUSELLE

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



The **Beard Brothers Blacksmith & Wagonmakers Shop** was located at **113 East Fleshiem Street** in 1902. Pictured, left to right, are **Herb Beard, Si Beard, Tom Strong** and **Will Clemo**. The man at the right is not identified. **By 1907 Josiah Beard's shop** was at the corner of **Carpenter Avenue** and **West B Street**. *[Gene Derwinski/Dick Ferris Photo]*

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



Iron Mountain's **northeast corner of Carpenter Avenue and West B Street** was the site of numerous transportation-related businesses during the early 1900's. In 1902 **Martin Harvey's blacksmith and wagon shop** was located in this building. By 1907 **Josiah Beard** had taken over, specializing in **blacksmithing, horseshoeing and wagon-making**. [*Menominee Range Historical Museum*]

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



An article in the April 13, 1911, edition of the *Iron Mountain Press* announced the sale of Beard's establishment as follows: *A new business firm – known as **Freeland Corning & Co.** – closed a deal last Saturday for the purchase of the **Beard blacksmith and wagon shops at the corner of West B street and Carpenter avenue.** The business will be enlarged so as to include a **first-class garage with automobiles for sale and hire.** **Josiah Beard**, who is a first-class worker in iron and wood, will remain in the service of the firm. Mr. Corning is a machinist and has had experience in the best shops hereabouts as well as in the construction of automobiles. **Freeland G. Corning** and **William Parent**, probably the “& Co.” were operating an automobile garage on this site as Corning & Co. in 1913. [Menominee Range Historical Museum Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – April 13, 1911

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 47 [Thursday, April 13, 1911], page 1, column 2

New Business Firm.

A new business firm – known as **Freeland Corning & Co.** – closed a deal last Saturday for the purchase of the **Beard blacksmith and wagon shops at the corner of West B street and Carpenter avenue.** The business will be enlarged so as to include a first-class garage with automobiles for sale and hire. **Josiah Beard**, who is a first-class worker in iron and wood, will remain in the service of the firm. Mr. Corning is a machinist and has had experience in the best shops hereabouts as well as in the construction of automobiles.

EXTRA! EXTRA! READ ALL ABOUT IT! – January 20, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 475 [Thursday, January 20, 1898], page 3, column 2

NUGGETS OF CITY NEWS.

**Picked Up, Purloined, and Pilfered.
Personal Items. Little Lumps
of Gossip. Bristling Brevi-
ties. Notes and
Comments.**

Z.P. Rousselle has purchased the harness stock of D.A. Graham and is moving the goods today to his stand on East A street. Mr. Graham will continue in his awning business in his present location. Mr. Graham's object in disposing of his harness business was to give his entire attention to the manufacture and sale of awnings, tents, etc.

EXTRA! EXTRA! READ ALL ABOUT IT! – March 10, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 516 [Thursday, March 10, 1898], page 3, column 4

SPRING IS COMING.

**And the Carriage Painters are a Busy
Lot of Men.**

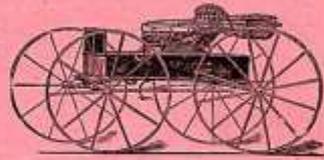
One of the busiest places just now is Sol Noble's carriage shop. His large building adjoining his blacksmith shop, which is devoted to carriage painting and repairing, is filled with vehicles of all kinds, which are being freshly painted and will soon appear on the streets as bright and fresh as new. Mr. Noble is one of the old residents of this city and has a reputation as a first class wagon and carriage maker that secures him business from near and far. Just now he probably has fifty vehicles in various stages of repair, which are being turned out as rapidly as possible to meet the demands of his customers.

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS

W. H. NEEDHAM,

Manufacturer of

Wagons, Carriages and Sleighs



Repairing Promptly and Well Executed.

GENERAL BLACKSMITHING.
HORSE-SHOEING A SPECIALTY.



First-Class Tradesmen Employed.

510 CARPENTER AVENUE.

SOL NOBLE,

Blacksmith &

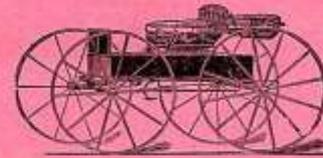


Wagon-maker

— DEALER IN —

Cutters, Sleighs, Wagons

and Mining Gear.



AGENT FOR B. R. & H. L. Sweet's Common Sense Sleighs

Horse-Shoeing and Repairing.

213-215 EAST LUDINGTON ST.

These two advertisements appeared in *Bunn & Simmons' Iron Mountain City Directory 1892-94*, published in August, 1892.

EXTRA! EXTRA! READ ALL ABOUT IT! – February 6, 1897

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 42 [Saturday, February 6, 1897], page 8, column 4

W.H. Needham has disposed of his interest in the firm of Needham and Evans, and will shortly leave for northern Minnesota, where he may reside permanently. Mrs. Needham and children will remain here for the present and until such time as Mr. Needham is permanently located.

EXTRA! EXTRA! READ ALL ABOUT IT! – March 12, 1898

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 518 [Saturday, March 12, 1898], page 3, column 3

A CARRIAGE REPOSITORY.

Kurz Bros. Branching Out in Business – To Handle Stylish Vehicles.

Kurz Bros., the well known [*sic – well-known*] live stock [*sic – livestock*] dealers of this city and Escanaba, have decided to add to their already flourishing business a carriage repository. Mose Kurz will leave Escanaba tonight for Chicago to purchase two car loads [*sic – carloads*] of vehicles, one each for Escanaba and Iron Mountain. Max Kurz, the resident member of the firm, stated today to a Tribune reporter that the stock will include some stylish rigs, the same as is seen on the boulevards in Chicago, and they will be sold at Chicago prices. A location for the repository has not been decided upon, but one will be secured in ample time to accommodate the vehicles when they arrive. [*Located in the Flanagan Block, northeast corner of South Stephenson Avenue and East A Street; burned in 1904.*]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 25, 1901

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 48 [Thursday, April 25, 1901], page 1, column 6

Rattling Business.

A good evidence of the plentifulness [*sic*] of money is the fact that Kurz Brothers have sold 245 carriages and wagons this spring. The average price was over \$75.00. This week the firm placed an order for two carloads of carriages and a carload of wagons. The firm has done the largest business in its history this spring.

EXTRA! EXTRA! READ ALL ABOUT IT! – January 2, 1902

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 6, Number 32 [Thursday, January 2, 1902], page 8, column 5

The Iron Mountain horseshoers have raised prices owing to the advance in cost of stock and labor. Twenty-five cents for setting and 50 for new shoes are the new rates.

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



Taken in about 1920, this photograph shows the interior of Louis “Louie” Byers’ blacksmith shop in Sagola which was located across the railroad tracks and today’s M-95 highway, northeast of Sagola Avenue. [*Beatrice Blomquist*]

THE HORSE – BLACKSMITH SHOPS AND WAGONMAKERS



Louie Byers ran the only private blacksmith shop Sagola ever had. He learned the art of blacksmithing in the lumber camps, shoeing horses, repairing harnesses and making sleighs. His first shop was a converted horse barn at **Burchhalter's Camp** a mile east of town. In **1918**, he opened the shop pictured here, a building 30 feet by 60 feet, located across from the Standard Gas Station. Pictured (left to right) are **Ken Byers**, **Louie Byers**, the blacksmith, wearing his leather apron, and **Smoky Kramer**. Note the large horseshoes suitable for the work horses used in logging operations hanging from the rafters, the forge at the center of the rear wall and the anvil at the far right. The village blacksmith made sleighs, repaired wagon wheels, forged and hammered out tools, horse shoes, chain hooks and many other items. According to **Darryl Ertel**, author of *Sagola's Early Years: A History of Sagola, Michigan* (1986), in addition to the duties outlined above, "**Louie also served as the local dentist to those with an aching tooth and a lot of guts. There was no charge for this service which usually required a shot of moonshine before the extraction began.**" [Beatrice Blomquist]

THE HORSE – UNDERTAKERS AND HEARSES

L.M. Hansen's advertisement at the right appeared in *The Menominee Range*, Iron Mountain's newspaper, on March 28, 1889. Blackney & Son's advertisement appeared in *The Menominee Range* on March 26, 1891. J.E. Robbins [sic – A.E. Robbins] advertisement appeared in the *Iron Mountain Press* on October 16, 1897. Advertisements ran for months in the advertising columns of the weekly newspapers.

IRON MOUNTAIN



Livery and Boarding Stables,
IRON MOUNTAIN, MICH.

L. M. HANSEN, Proprietor

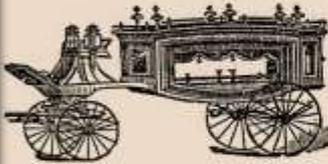
Owens the Finest Hearse
on the range.

UNDERTAKING,
UNDERTAKING.

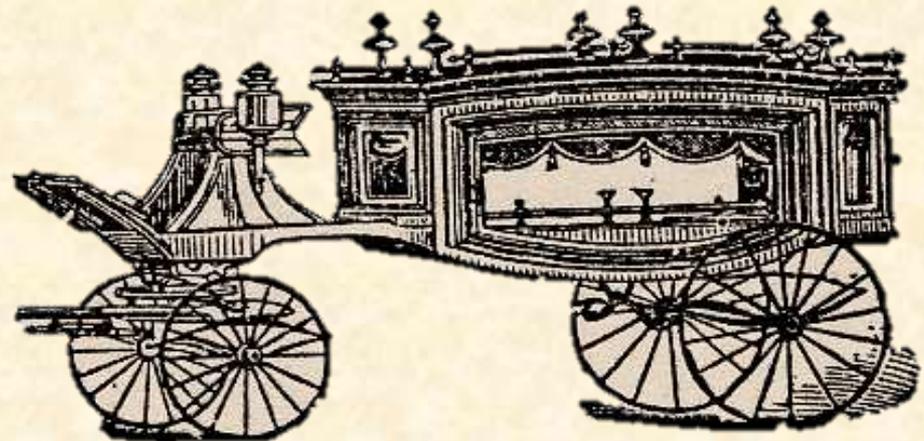


Blackney & Son, The Leading Undertakers
on the range. We have the finest Hearse, and the most complete
UNDERTAKING PARLOR
in the upper peninsula. Undertaking a specialty. We take care of the dead, also have a
MORGUE IN CONNECTION
DO EMBALMING,
when necessary. We keep in stock at all times, a full line of—
Caskets, Shrouds, Etc.
Undertaking Parlor and Morgue, on East Side, Opposite M. & N. Depot, Iron Mountain, Mich.
Blackney & Son,
Iron Mountain, Mich.

J. E. ROBBINS,
—THE LEADING—
UNDERTAKER



In Dickinson County. We have the finest
HEARSE, and have the most complete
Undertaking Parlors
In the Upper Peninsula. We take care
of the dead, also have a
MORGUE IN CONNECTION.
Do Embalming when Necessary.
— We keep in stock at all times, a full line of —
CASKETS, SHROUDS, ETC.
217 EAST HUGHITT STREET.



EXTRA! EXTRA! READ ALL ABOUT IT! – June 13, 1907 – 1

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 4 [Thursday, June 13, 1907], page 1, column 4

NEW BUSINESS FIRM

Burbank & Person Consolidate the Undertaking Business of City.

James Cunningham & Co., the leading hearse and carriage builders, have just sold and will deliver this week to H. Person, the liveryman, for the use of J.W. Burbank, the oldest undertaker in the city, the finest funeral outfit ever shipped to Michigan, consisting of a full draped, hand-carved funeral car of the very latest design, and truly a work of art, a six-passenger palace coach, an elegant new landau, and one casket wagon of latest design.

Mr. Burbank will continue at the old stand, which will be greatly modernized. The entire stock of undertaking goods, four hearses, ambulance, etc., owned by L.M. Hansen and F.G. Berg, have been purchased by Mr. Person, who will retain three of the five hearses in stock, the hearse for country, and car for city use.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – June 13, 1907 – 2

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 4 [Thursday, June 13, 1907], page 1, column 4

The undertaking stock has been turned over to J.W. Burbank, who will attend night and day calls, assisted by Mrs[.] J.W. Burbank and son, R.G. Burbank. 'Phone No. 99, two rings undertaking rooms; three rings residence.

The six-passenger palace coach is suitable for wedding parties. It will, however, be utilized principally for pall bearers.

A lowering device will also be added, doing away with the old style strap.

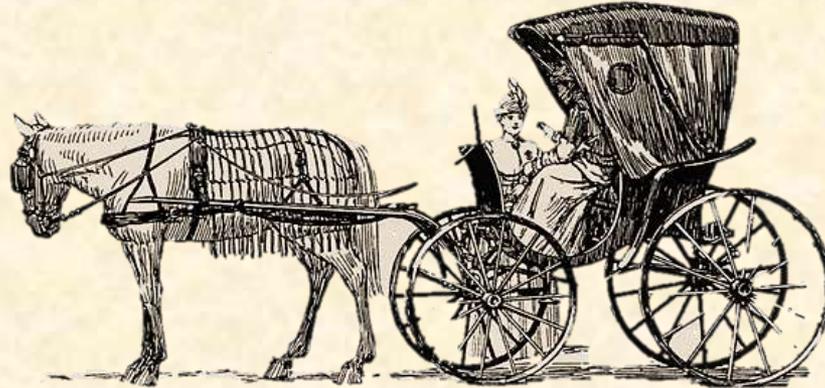
The deal consummated last Tuesday morning means a fusion of the Berg and Hansen interests, as both undertaking establishments were owned separately.

THE HORSE – UNDERTAKERS AND HEARSES



Looking east on the **100 block of West B Street**, the **Iron Mountain Mercantile Company, Ltd.**, also known as the **Iron Mountain Cooperative Society** and sometimes referred to as the **Mercantile**, was located at 118-122 West B Street, and the **Central Methodist Church** was located at 112 West B Street. These structures were across the street from the Commercial Hotel and some residences. **A white horse-drawn hearse is in front of the church, probably indicating the funeral of a child.** *[Menominee Range Historical Museum Photo]*

HORSE-DRAWN BUGGIES AND CARRIAGES



A horse and buggy (in American English) or horse and carriage (in British English and American English) refers to a light, simple, two-person carriage of the 19th and early 20th centuries, drawn usually by one or sometimes by two horses. Also called a roadster, it was made with two wheels in England and the United States, and with four wheels in the United States as well. It had a folding or falling top.

The bodies of buggies were sometimes suspended on a pair of longitudinal elastic wooden bars called *sidebars*. **A buggy whip had a small, usually tasseled tip called a *snapper*.**

In countries such as the United States, the United Kingdom and Canada, it was the primary mode of short-distance personal transportation, especially between 1865 and 1915. At that time, horseback riding was less common and required more specific skills than driving a buggy.

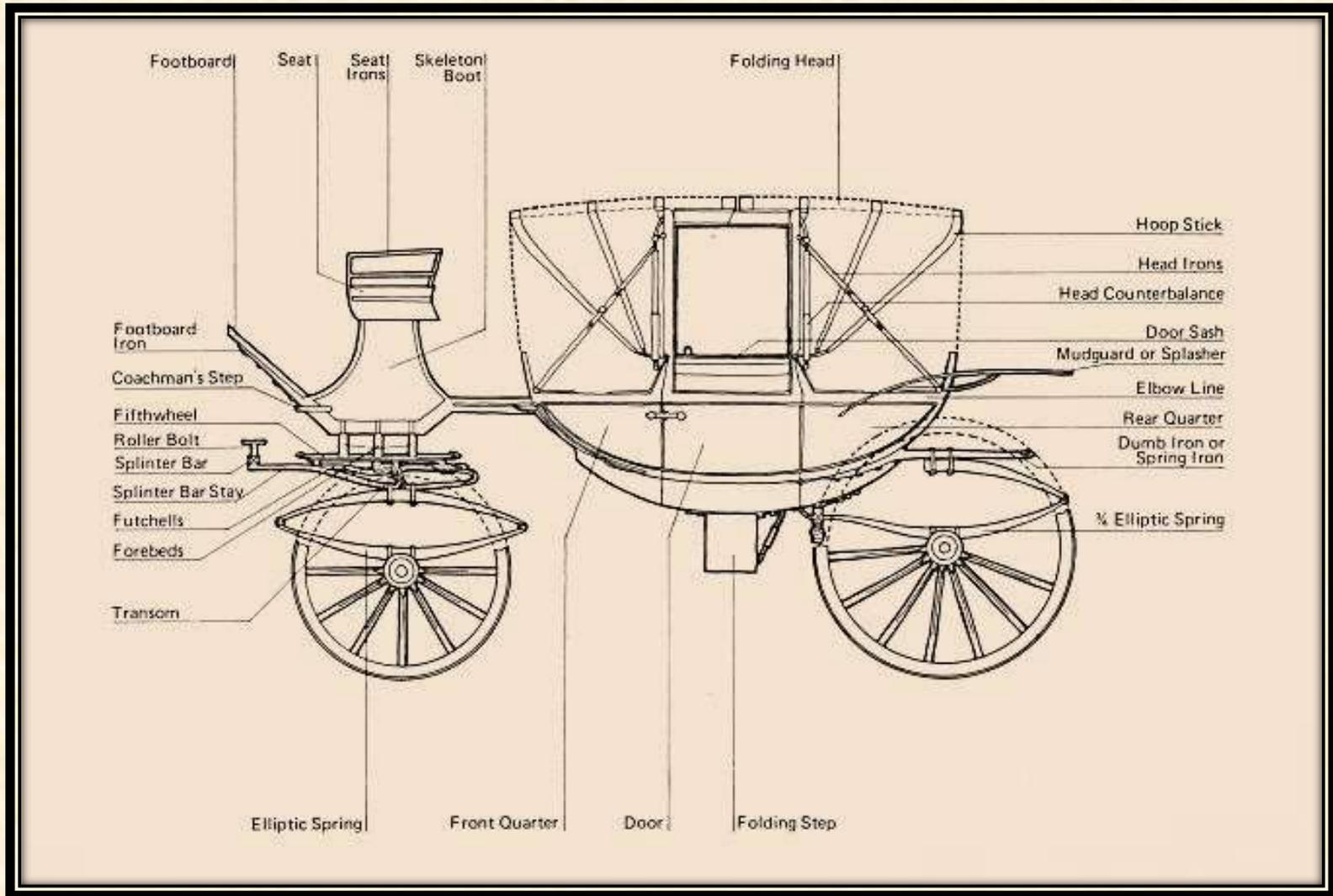
Therefore, until mass production of the automobile brought its price within the reach of the working class, horses and horse-drawn conveyances such as the buggy were the most common means of transport in towns and the surrounding countryside. **Buggies cost as little as \$25 to \$50, and could easily be hitched and driven by untrained women or children. In the United States, hundreds of small companies produced buggies, and their wide use helped to encourage the grading and paving of main roads in order to provide all-weather passage between towns.**

HORSE-DRAWN BUGGIES AND CARRIAGES



This postcard view, dating between **1910 and 1920**, shows a **closed carriage** with a coachman's pulled by a team of dark horses. **Note the collapsible rear section, the carriage lamp on the side of the coachman's seat and the driver's whip standing upright over his right shoulder.** [WJC Photo]

HORSE-DRAWN BUGGIES AND CARRIAGES



The above illustration identifies the various parts of a convertible carriage with a “folding head” on both sides, known as a landau, and a coachman’s seat.

THE HORSE – SALES BARNES & LIVERY STABLES



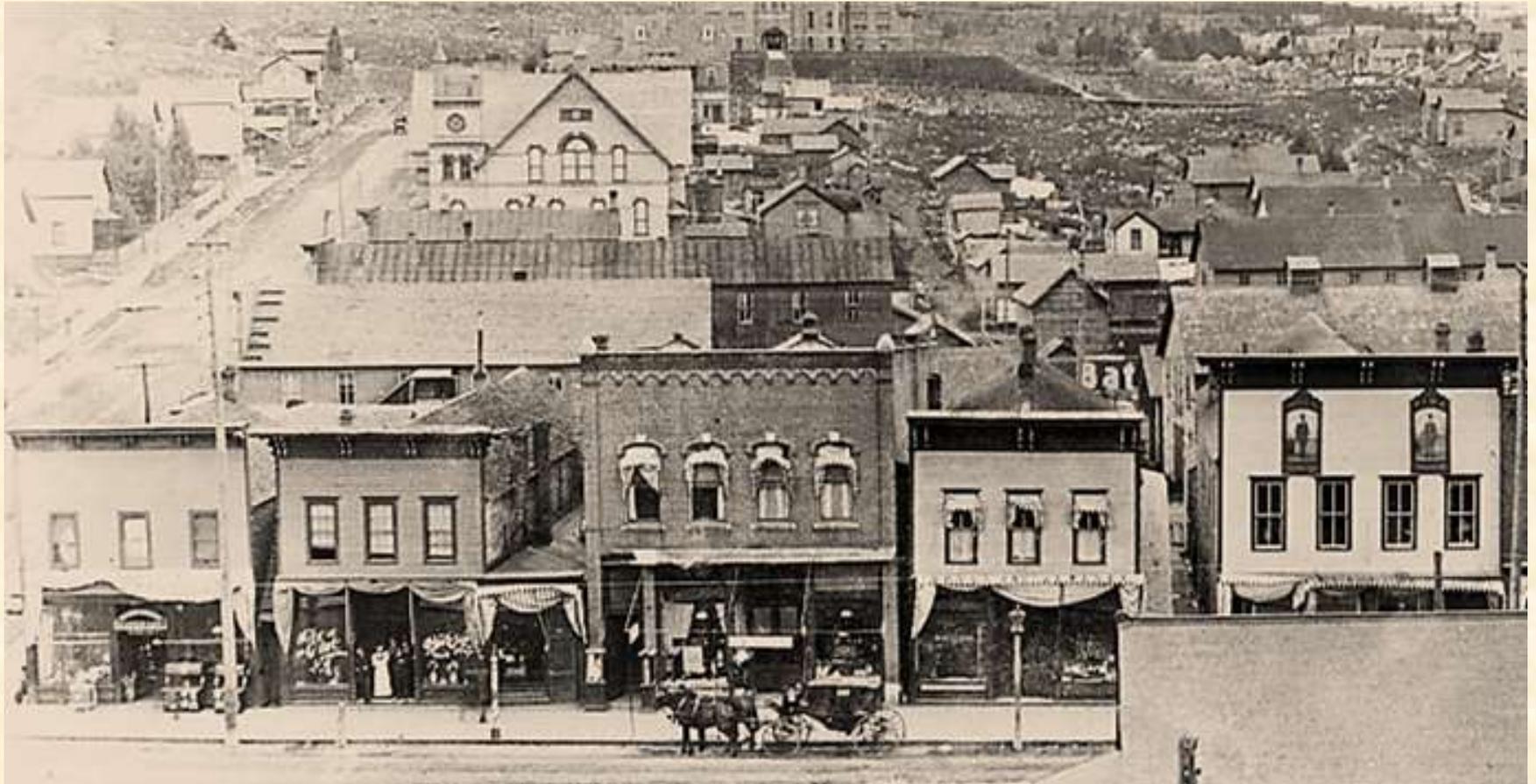
A **landau** is a coach-building term for a type of **four-wheeled, convertible carriage**. It is lightweight and suspended on elliptical springs. Invented in the 18th century, the landau in this sense is first noted in English in 1743. It was named after the German city of Landau in the Rhenish Palatinate, where they were first produced. Lord, Hopkinson, coachmakers of Holborn, London, produced the first English landaus in the 1830's. The landau reached its full development by the mid-19th century. It was purely **a city carriage of luxury type**. **The low shell of the landau made for maximum visibility of the occupants and their clothing**. The Royal Mews contains several different types of landau: seven State Landaus are in regular use (dating from between 1838 and 1872), plus five Semi-state Landaus. Landaus make for a striking display as long as the weather is fine, and they are used on occasions ranging from State Visits and the Opening of Parliament, to Royal Weddings, Jubilees and other celebrations. **The landau is one of several kinds of vis-à-vis, a social carriage with facing seats over a dropped footwell, which was perfected by the mid-19th century in the form of a swept base that flowed in a single curve**. The soft folding top is divided into two sections, front and rear, latched at the center. These usually lie perfectly flat, but the back section can be let down or thrown back while the front section can be removed or left stationary. When fully opened, the top can completely cover the passengers, with some loss of the graceful line. The landau's center section might contain a fixed full-height glazed door, or more usually a low half-door.

QUEEN ELIZABETH II'S STATE LANDAU



Queen Elizabeth II's Diamond Jubilee, marking her 60-year reign, was celebrated between June 2, and June 5, 2012. Queen Elizabeth came to the throne on February 6, 1952; her coronation occurred on June 2, 1953. The Queen rode in one of seven State landaus with Prince Charles and his wife, Camilla, Duchess of Cornwall, during the Diamond Jubilee Celebration. A Diamond Jubilee celebration was held in 1897 for Queen Victoria, the only other United Kingdom monarch who reigned for more than 60 years. Queen Victoria died in 1901.

THE HORSE – SALES BARNS & LIVERY STABLES



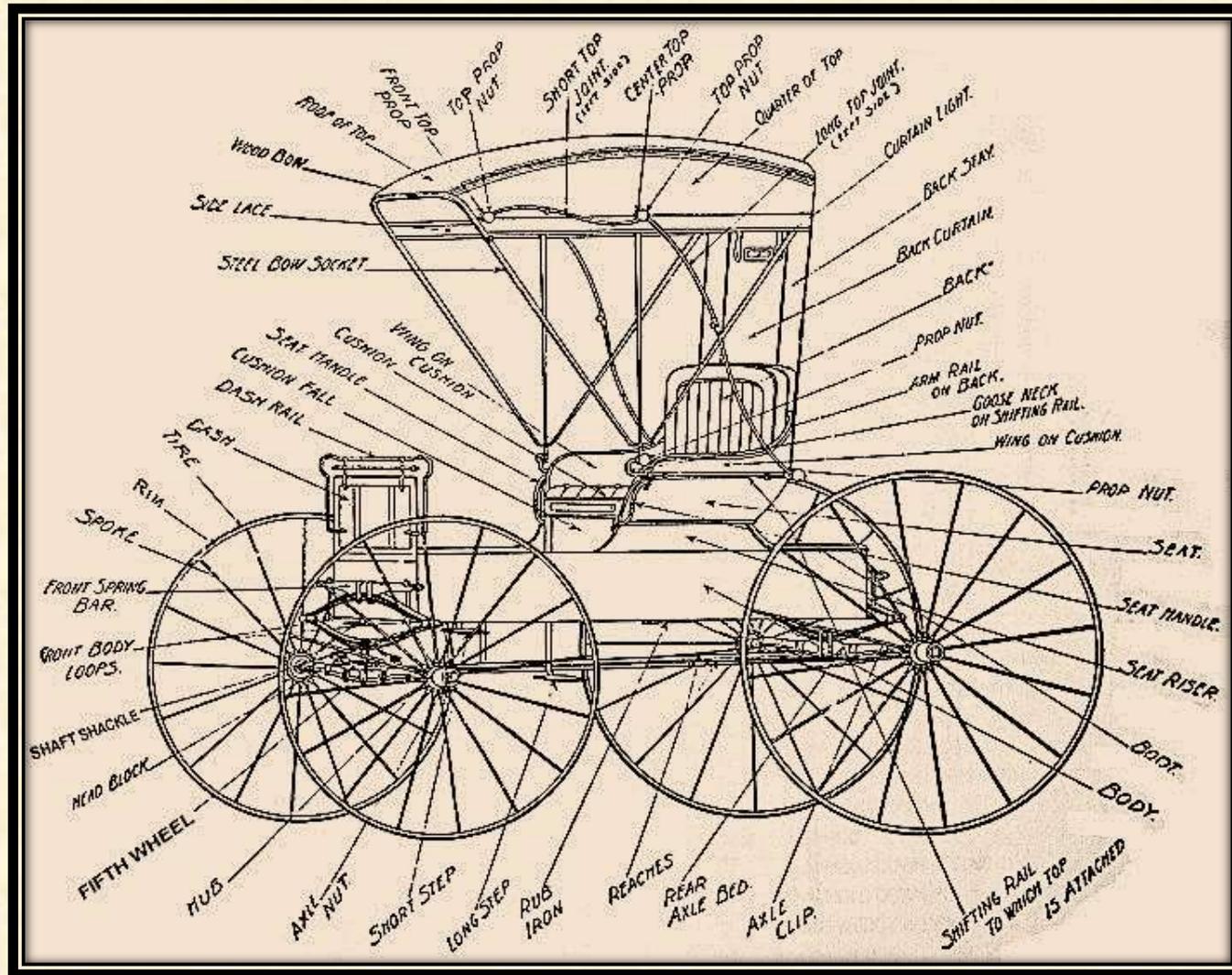
The new **landau carriage**, purchased from **J.S. Morris** of **Waupun, Wisconsin**, by the **L.M. Hanson livery stable** and received on Wednesday, **May 12, 1897**, may be the vehicle in this detail of a mid-1890's photograph, parked in front of **John J. Cole's** gentlemen's clothing store at 311 South Stephenson Avenue, Iron Mountain. According to the preceding article in *The Range-Tribune*, the sides and front of the top were of glass, clear and without a flaw, and could be opened and thrown back. The seats and back were upholstered in a rich shade of green cloth while the exterior was painted and striped a beautiful color. [*Menominee Range Historical Museum*]

HORSE-DRAWN BUGGIES AND CARRIAGES



Phaeton is the early 19th-century term for a sporty open carriage drawn by a single horse or a pair, typically with four extravagantly large wheels, very lightly sprung, with a minimal body, fast and dangerous. It usually had no sidepieces in front of the seats. The classically-inspired name refers to the disastrous ride of mythical Phaëton, son of Helios, who nearly set the earth on fire while attempting to drive the chariot of the sun.

HORSE-DRAWN SINGLE-SEATED BUGGY



The above illustration identifies the various parts of a single-seated phaeton-style buggy. Note the “dash rail” and “dash” which is the origin of the “dashboard” in an automobile.

HORSE-DRAWN BUGGIES AND CARRIAGES



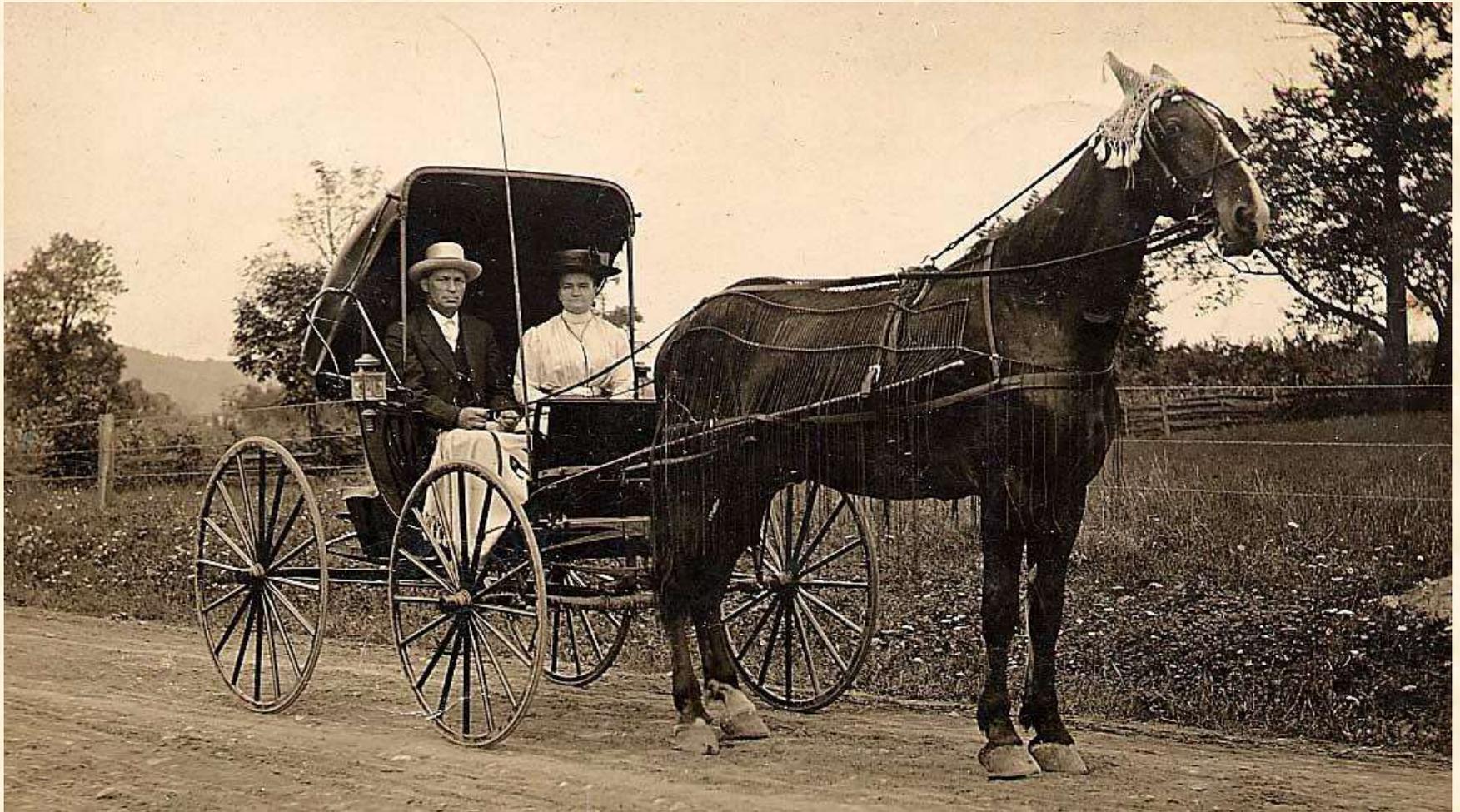
Peter Patient erected this three-story hotel and saloon during the summer of 1891 on the southwest corner of Carpenter Avenue and West Hughitt Street. Around the turn of the century **William James Harding** ran the establishment as the **Hotel Harding** and was still managing the business in 1935. By 1959 the building was known as the **Hotel Flinn**, **Sam R. Flinn**, proprietor. **Donald R. Cooper** was the owner when the Hotel Flinn burned December 2, 1963. Note the two buggies – one at the left with the top down and the other at the right with the top up. *[Gene Derwinski/Dick Ferris Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – October 1, 1887

The Current, Norway, Menominee County, Michigan, Saturday, October 1, 1887

The **habit of stealing whips, lap robes and other articles from carriages left standing on the street**, is becoming epidemic, and some one will have to take a bad dose of medicine if it continues.

HORSE-DRAWN BUGGIES AND CARRIAGES



Postmarked **Coopersburg, Pennsylvania, and Emaus, Pennsylvania, October 17, 1910**, this unidentified middle-aged couple were out for a ride in their buggy. **Note the flynet on the horse, as well as the crocheted “hat” which covers the horse’s head and ears.** The man was wearing a stylish white hat, and the woman wore a dark hat with a veil. **Note they are covered with a lap robe of some sort.** [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 18, 1889

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 4 [Thursday, April 18, 1889], page 1, column 2

FAST driving for vanity shows or any other purposes should be absolutely prohibited on the streets of Iron Mountain. We don't want to see our children or women ridden down for the sake of the paltry paces of fast horses. Menominee has shown this city the way in regard to a municipality's rights as to reckless driving.

HORSE-DRAWN BUGGIES AND CARRIAGES



This unused postcard view, dating between **1907 and 1918**, shows a middle-aged man wearing a bowler hat holding the reins and younger woman seated in a **buggy with the top partially up**. The ears of the light-colored horse are back, possibly indicating displeasure or impatience. **Note the other buggies parked in the background.** *[WJC Photo]*

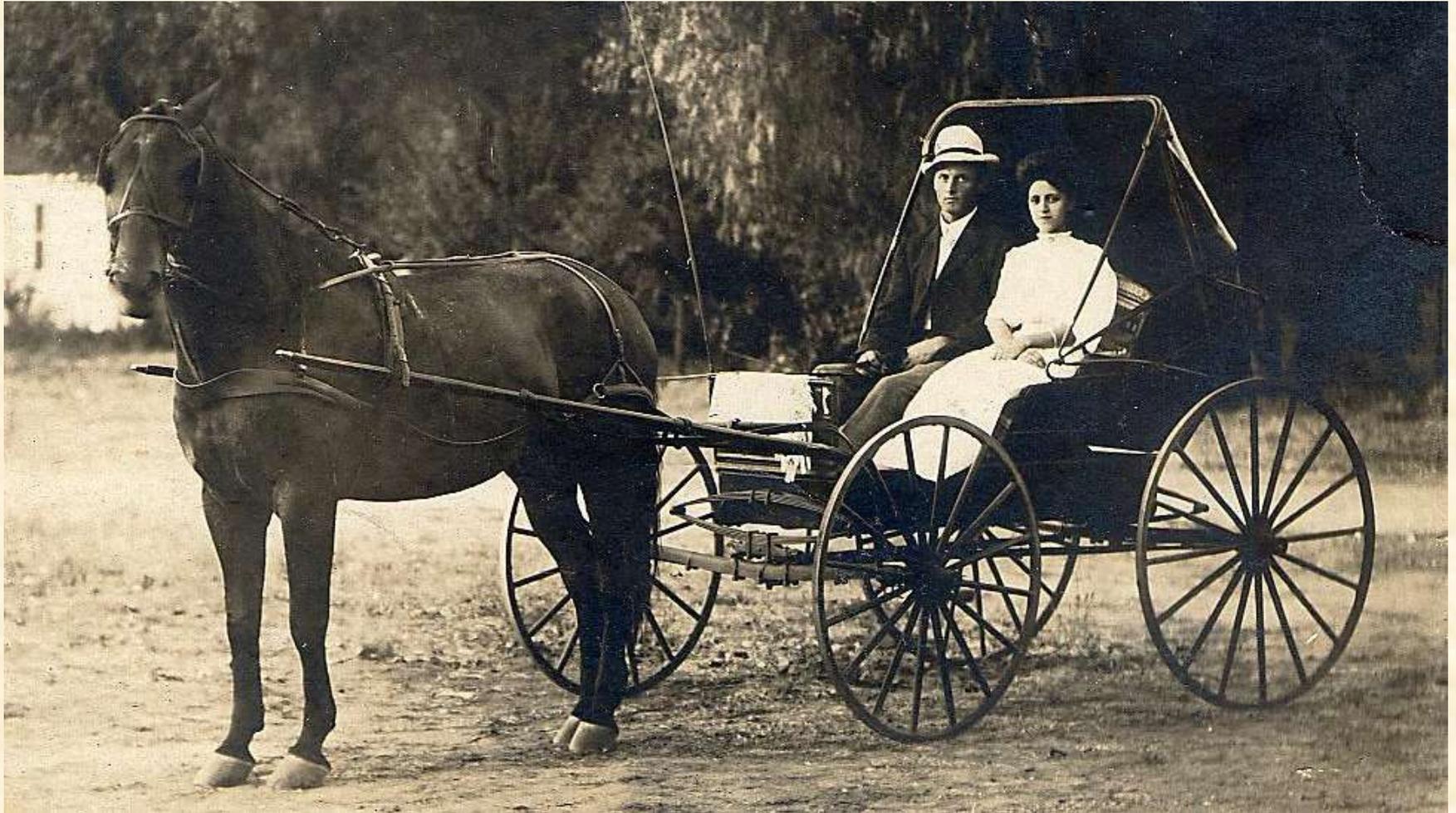
EXTRA! EXTRA! READ ALL ABOUT IT! – April 25, 1889

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 5 [Thursday, April 25, 1889], page 4, column 4

“The Course of True Love,” &c.

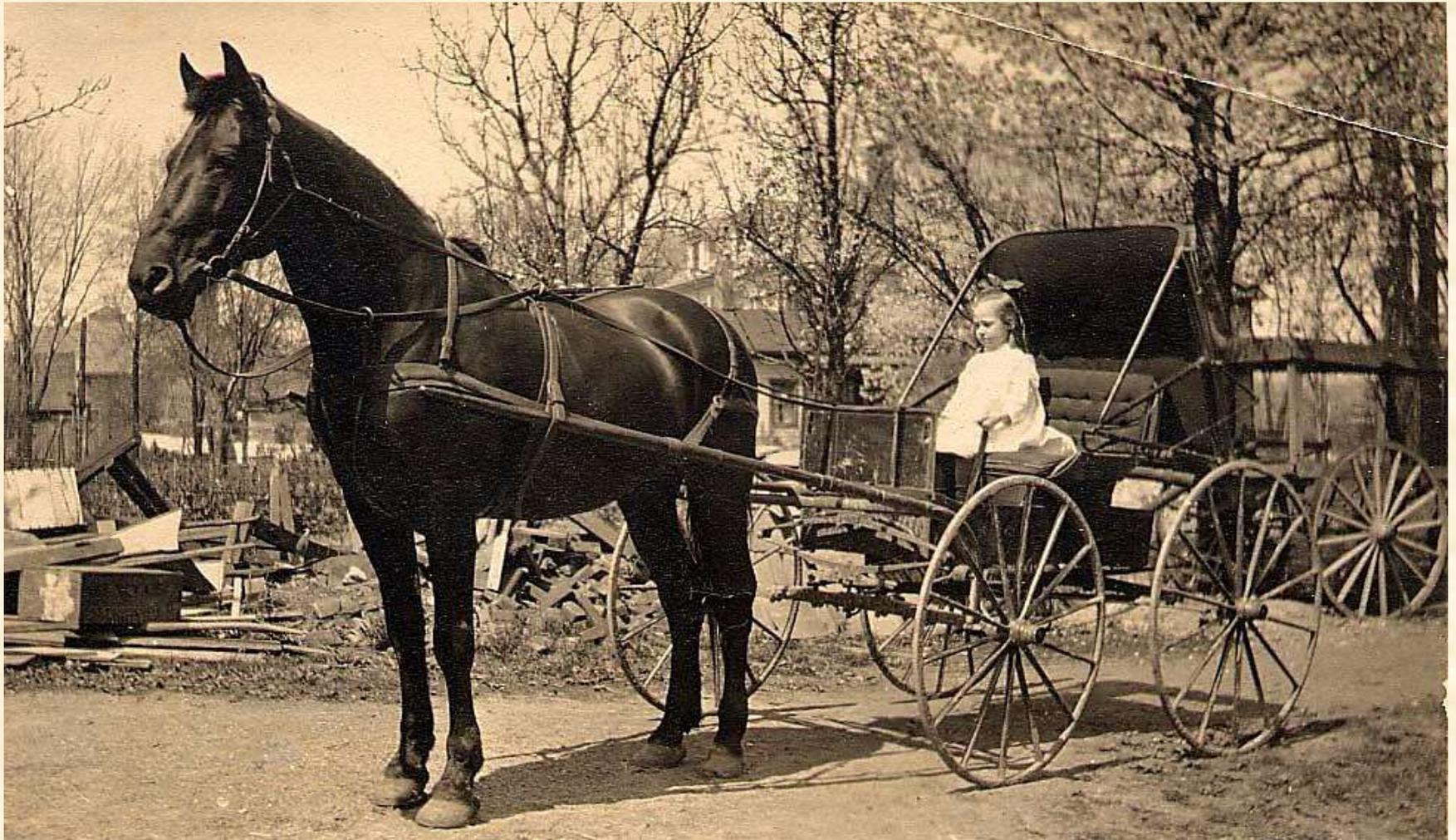
That the course of true love never did run smooth was illustrated on Sunday forenoon, when a nicely-dressed, young man was taking out his very best girl for a buggy ride. The farther he drove along the avenue the more he became enchanted with the fairness of his companion, until at length, forgetting [*the*] horse and everything else except his great love, he slipped his arm around her waist. Just when the pair arrived opposite **White’s market**, near the **C. & N.W. crossing**, the young man was rudely recalled to his senses. **The horse had been gradually swerving nearer and nearer to the sidewalk, until at last it smashed the buggy against the tall electric light post.** The young man immediately withdrew his arm – in fact, the shock drove it from that position – and the maiden only saved herself from being thrown to the ground by grasping the dashboard with both hands. Of course, she screamed a little, while the much-surprised young man yelled “Wo!” [*sic* – “Whoa!”] to the horse, which had now slewed completely around and was preparing to make a bolt of it. The ludicrous affair was witnessed by a group sitting in front of the hotel, and when the young fellow heard the shouts of laughter he gathered in the reins and let the horse out to do its very best trotting. The springs of the buggy were badly dislocated, but worse might easily have happened to the ardent young lovers.

HORSE-DRAWN BUGGIES AND CARRIAGES



This postcard view, identified on the back as taken in **Hemet, California** in **1907**, shows **Allen Austin** and **Amy Morrison** seated in **buggy with the top partially down** pulled by dark-colored horse. **Note the lap robe draped over the buggy's dashboard.** *[WJC Photo]*

HORSE-DRAWN BUGGIES AND CARRIAGES



Probably taken in **Waterford, Marshall County, Mississippi**, sometime between **1907 and 1918**, this unused postcard view shows a small girl with ringlets in her hair seated in a buggy and holding the reins of a dark-colored horse. The buggy top is partially down. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – July 11, 1896

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Thursday, July 11, 1896

Child Killed by Reckless Driver.

When Mr. and Mrs. Peter Ekman and children, 610 Millie street, were returning from a church picnic on the Fourth, their little 5 year old daughter, Gerdi, was run over by a driver of one of the carettes and instantly killed. The father says the vehicle was being driven recklessly, and he, who was carrying another child, also had a narrow escape. **The little girl was knocked down by the horses and the wheels of the heavy vehicle passed over her chest, crushing the life out of her instantly.** The funeral took place yesterday afternoon, from the Swedish Baptist church.

The coroner's jury impannelled [*sic – impaneled*] to inquire into the death of **Gerda Ekman**, killed by being run over by one of the carettes on the 4th of July, returned a verdict yesterday afternoon, **placing the blame both on the driver for fast driving and the father of the child for “attempting to cross the street with his family without satisfying himself beyond doubt that there was danger.”**

HORSE-DRAWN BUGGIES AND CARRIAGES



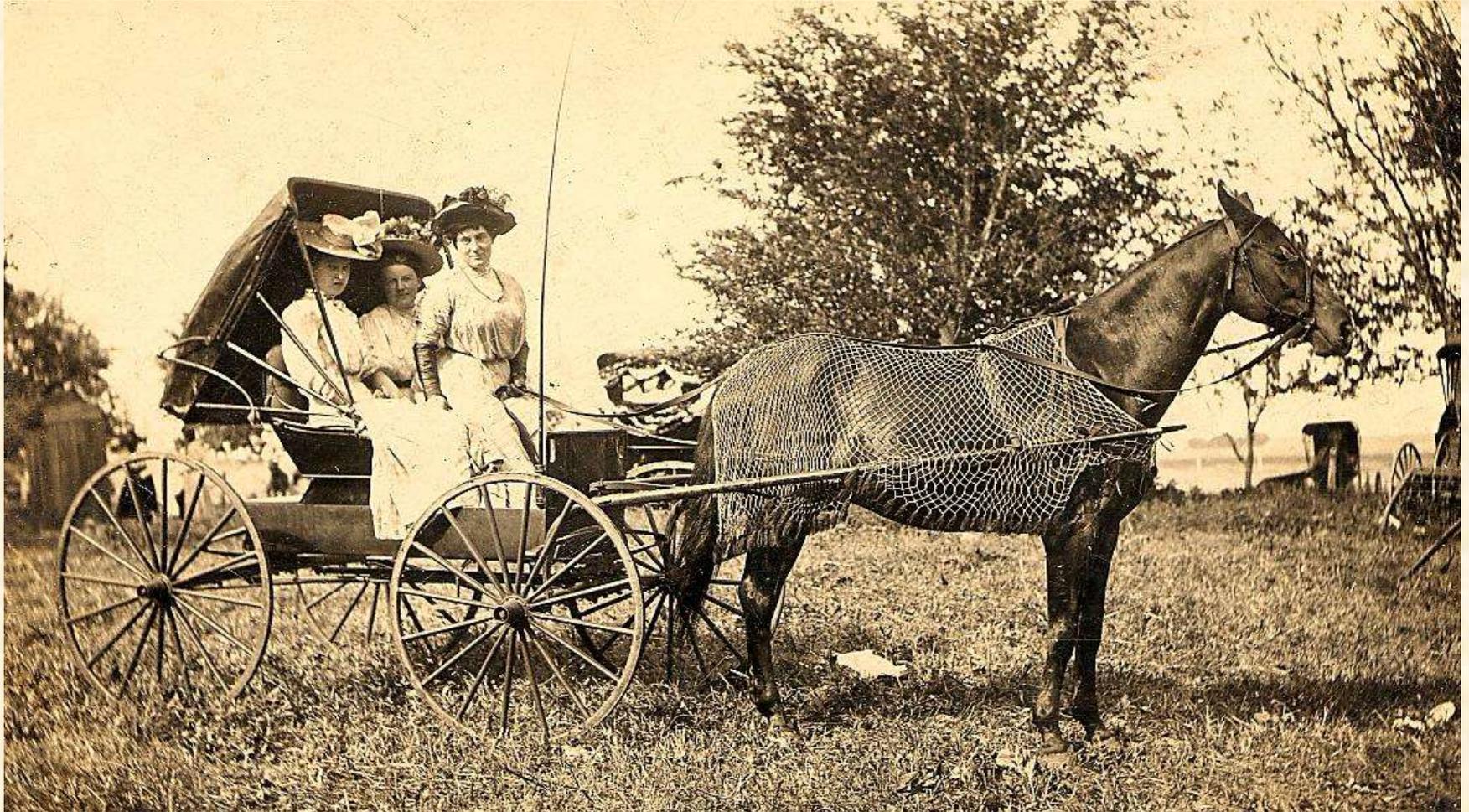
Dating to about **1910**, this unused postcard view of 18-year-old **Fred Schmidt** was taken by the Perkins Studio. An inscription on the reverse noted this photograph was taken “before married.” The tufted upholstery of the buggy seat can be seen. Fred holds the reins of a dark-colored horse, whose harness can clearly be seen. Fred’s name appeared on another identical postcard photo. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – July 14, 1892

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 17
[Thursday, July 14, 1892], page 1, column 3

TALK about rapid driving, J.W. Molloy, the livery man at Florence, Wis., drove to Iron Mountain, Mich., on Monday, in one hour and fifteen minutes. The distance is thirteen miles by rail and about fifteen miles by wagon road. Jack says he doesn't allow any one to throw dust in his face.

HORSE-DRAWN BUGGIES AND CARRIAGES



Three women wearing large, elaborately-decorated hats stopped for the photographer in this unused postcard view dating between 1907 and 1918. Note the whip in its holder at the front right corner of the buggy with its top partially up. The horse wore a fly net. [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 3, 1897 – 1

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII,
Number 49 [Thursday, April 3, 1897], page 7, column 1

TWO RIGS CLASH.

**A Collision on Stephenson Avenue Saturday
Night Causes a Shocking Accident.**

MRS. PASCOE'S EAR CUT OFF.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 3, 1897 – 2

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII,
Number 49 [Thursday, April 3, 1897], page 7, column 1

**Fell On a Sharp Pointed Rock. Her Head
Cut Wide Open. Back and Chest is
Black and Blue. Mrs. Edward
Secomb Breaks a Leg. Bones
Protrude Through the
Flesh. Carried into a
Neighboring House.
Their Condition
is Critical.**

[From Monday's Daily Tribune.]

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 3, 1897 – 3

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 49 [Thursday, April 3, 1897], page 7, column 1

Shortly after seven o'clock Saturday evening, **two buggies collided on Stephenson avenue** which resulted in two of the occupants receiving serious injuries, while the other three were badly frightened from the effects of the shaking up and the screams of the injured. **Tom Touhey** and **Roy Sweet** were driving one of the rigs and were going in the direction of Quinnesec. The other rig contained **Mrs. Jane Pascoe**, **Mrs. Edward Secomb** and Mrs. Pascoe's driver. **The two teams attempted to pass on the culvet [sic – culvert] near the court house resulting in the wheels clashing together, throwing the five occupants from their seats to the frozen and rocky pavement.** The three men escaped with only a few slight bruises but the ladies suffered several severe injuries which may result in a disfigurement for life.

Mrs. Secomb in falling from the buggy alighted in such a manner as to fracture her leg at the ankle. The bones were split and broken and protruded through the flesh. Her side was injured and her head and face were cut to some extent.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 3, 1897 – 4

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 49 [Thursday, April 3, 1897], page 7, column 1

Mrs. Pascoe's injuries are shocking and for a time her life was dispaired [*sic – despaired*] of. Her head struck a sharp pointed rock on the road side [*sic – roadside*] cutting her ear completely off leaving only the lobe. A portion of the severed member was found lying on the rock early Sunday morning. A long deep gash was found on the woman's head which required several stitches. Today her back and chest are black and blue and she is suffering intense pain.

The two women were carried into the residence of **J.W. Burbank**, 807 Stephenson avenue, and **Drs. Crowell and Menestrina** were called to attend the suffering patients. After the wounds were dressed the ladies were taken to their homes where they will be compelled to remain confined for several months. **No blame is attached to either of the two drivers.** The accident was one of the many unforeseen fatalities of the hour.

HORSE-DRAWN BUGGIES AND CARRIAGES



Taken in about 1910 by Young's Photo Parlors, Albia, Iowa, this unused postcard view came from the George L. Clark Estate, Onarga, Illinois. Two couples, probably grandparents and parents of the baby, sat in a **two-seated buggy with the top partially down** pulled by a team of dark-colored horses. The men sat in the front seat, while the women in their fancy hats sat in the rear with the baby. **Note the dog peeking out from the floor area of the rear seat.** [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – July 10, 1897 – 1

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume IX, Number 1 [Saturday, July 10, 1897], page 1, column 5

RUNAWAYS GALORE.

Frightened Animals, Broken Gigs, Injured People and Crowds of Frantic Spectators Keep up Excitement.

Two spirited and lively runaways Monday morning, in which one man was injured, and harness, a cart and buckboard were slightly demolished, and a collision on the road to Quinnesec Saturday, in which **Mrs. J.E. Gill** and a party were left helpless on the road, go to make up a list of events that furnished excitement for the hungry reporters who are ever in search of items.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – July 10, 1897 – 2

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume IX, Number 1 [Saturday, July 10, 1897], page 1, column 5

HENRY WINK INJURED.

Shortly before noon Monday **Henry Wink**, a driver for the **Leisen and Henes branch agency** in this city, was driving the company's team **across the Northwestern tracks**. The team was hitched to a **buckboard** and in some manner **the pole dropped out of the neckyoke**. The horses became frightened and plunged forward, the plucky driver holding fast to the ribbons [*reins*], the horses pulling the weight of the rig and occupant by the bits.

They turned south on **Stephenson avenue** and were headed down the crowded street. Wink steered them into the sidewalk in front of **Paul Clifford's** place, where the buggy came in contact with the curbing, throwing the driver heavily to the ground[,] his head striking the sharp edge of the walk and cutting a deep gash several inches long. The frightened animals were caught by spectators, and the demolished rig taken to **Sol Noble's** for repairs.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – July 10, 1897 – 3

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume IX, Number 1 [Saturday, July 10, 1897], page 1, column 5

Mr. Wink was picked up and conveyed into a near by [*sic – nearby*] drug store where his injuries were bandaged after which he was taken to his home on West Brown street.

HORSE AND CART FLEW BY.

About 10 o'clock Monday morning pedestrians on Stephenson avenue were attracted by a runaway horse hitched to a dog cart that came tearing down the avenue from the direction of the Chapin Location. Men began shouting hoarsely [*sic – hoarsely*] and pawing the air wildly, while women with baby carriages and small boys with fire crackers [*sic – firecrackers*] sought places of safety in stores and behind telephone poles. The horse and cart went through the streets like a wild-fire, chased by the mob of onlookers.

It turned the corner at Seibert's drug store and ran east to LaBrook's barn, where it stopped as suddenly as if it had been jerked on its haunches by the driver.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – July 10, 1897 – 4

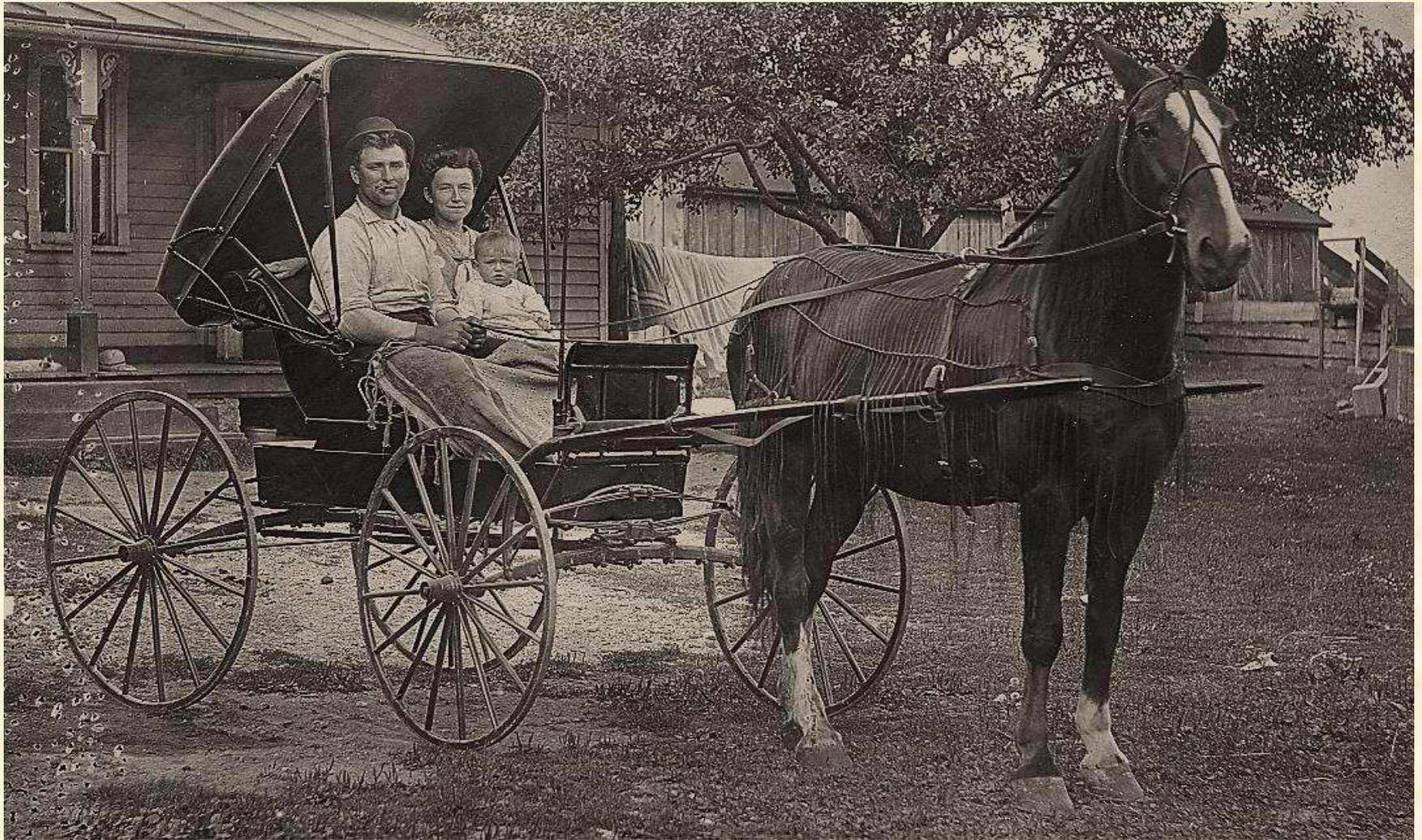
The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume IX, Number 1 [Saturday, July 10, 1897], page 1, column 5

The animal is owned by **Rob Gall of Quinnesec**, and escaped from him while driving in the location.

TOOK OFF A WHEEL.

While driving home from Quinnesec Saturday evening, a two seated [*sic – two-seated*] rig driven by Mrs. J.E. Gill and occupied by her sister and several small children, was run into by Dan Scandling, who was driving a two seated [*sic – two-seated*] buggy occupied by his family. A rear wheel was totaly [*sic – totally*] demolished and Mrs. Gill and party were left helpless by the roadside. A bus load of people returning from the Quinnesec celebration, [*sic*] happened along and the helpless women and children were loaded in the wagon and brought home in safety.

HORSE-DRAWN BUGGIES AND CARRIAGES



The message written to **Mr. and Mrs. Beneshek**, of **Killnersville, Wisconsin**, on the reverse of this postcard view was dated **September 5, 1910**, and signed "**Melnik.**" Posing in front of their home, **Mr. and Mrs. Melnik** and their infant child sat in a buggy with the top partially up and covered with a lap robe. The horse with a white blaze and two or three white stockings wore a fly net. **Note the barn in the background.** [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – July 24, 1897 – 1

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 13 [Saturday, July 24, 1897], page 5, column 4

A WILD RUNAWAY.

Horse Hitched to a Buggy Terrified Pedestrians on Stephenson Avenue.

With the ribbons [*reins*] trailing on the ground, a buggy swaying from side to side while the wheels of the vehicle were striking only the high places, a runaway horse dashed down Stephenson avenue about 10 o'clock Saturday, striking terror into the hearts of a hundred men, women and children attracted by the hoarse shouts of pedestrians and the rattle of wheels on the pavement.

The rig was the property of **Ross Robinson**, proprietor of the **Kennel near Crystal Lake**.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – July 24, 1897 – 2

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 13 [Saturday, July 24, 1897], page 5, column 4

The horse became frightened while being watered at the fountain on Stephenson avenue. The animal dashed down the main thoroughfare narrowly escaping the rigs standing near the curbstone, and the bicycle riders pedaling up and down the avenue. The runaway horse turned **west on B street** barely missing an incoming ore train as he dashed across the **Northwestern tracks**. He continued his mad run in the direction of home, and when passing **R.L. Hammond's** resident, on **Carpenter avenue**, the buggy came in contact with a small box, tearing it from its fastenings. This accident impeded the horse's wild gallop only for a moment and he started again as if refreshed with new life and vigor. He ran the distance from there to his home at a terrific rate of speed, turning sharp corners, leaping over crosswalks and attracting everyone from their houses. **When the excited and half dead animal reached the rear of the stable at Crystal Lake he fell exhausted in the yard, where he was found by his owner a half hour later.** No person was injured but the buggy and harness was damaged to some extent.

HORSE-DRAWN BUGGIES AND CARRIAGES



Seated in a buggy with the top partially up, this young mother and her young daughter and even younger son, holding the reins, posed for the photographer from **Stiers Studio, Ulrichville, Ohio**, near the barn. “**Dundee, Ohio**” is written on the back in pencil. This unused postcard view dates between **1907 and 1918**. [*WJC Photo*]

**EXTRA! EXTRA! READ ALL ABOUT IT! – September 18, 1897 –
1**

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX,
Number 21 [Saturday, September 18, 1897], page 5, column 5

BROKE HER NOSE.

**Shocking Accident to a Couple Driving
Home From Quinnesec.**

COLLIDED WITH A TELEPHONE POLE.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – September 18, 1897 –

2

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 21 [Saturday, September 18, 1897], page 5, column 5

Woman Thrown out of the Buggy Striking Her Head on the Hard Pavement. Companion Also In- jured. Both Slightly Jagged.

A frightful accident occurred shortly before eight o'clock Sunday evening which resulted in a woman receiving a broken nose and her husband a number of severe scalp wounds. The victims were Mr. and Mrs. Paul Kutz, 825 East B [*sic*] street.

The couple were driving home from Quinnesec in a single rig belonging to Felix LaBrook and, when in the vicinity of the cemetery, turned out of the road to allow an approaching rig to pass. Kutz turned out a trifle more than was necessary and collided with a telephone pole.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – September 18, 1897 –

3

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 21 [Saturday, September 18, 1897], page 5, column 5

The horse was going at a rapid rate of speed and the sudden shock threw the occupants over the dashboard and to the hard pavement beneath the wheels of the buggy. The woman fell striking her head and face and lay sprawled on the ground shrieking from fright and groaning with agony. **The husband was too full of booze to realize how seriously his wife was injured and too helpless to assist her to arise.** The man gathered himself up and, when assistance arrived, was leaning against the pole that caused the accident, his hands grasping the iron steps used by the line repairers; a picture of utter disconsolation and hopelessly sad.

J.W. Hoose was the first person to arrive on the scene. He was driving to Quinnesec and in the darkness almost drove over the struggling form of the woman as she lay writhing in agony. Others came along and finally the two victims were taken to Quinnesec where their wounds were dressed.

[CONTINUED]

EXTRA! EXTRA! READ ALL ABOUT IT! – September 18, 1897 –

4

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 21 [Saturday, September 18, 1897], page 5, column 5

The woman was found to be suffering from a broken nose and several scalp wounds. Blood oozed from a large hole in her forehead and her hair was clotted with the dark red fluid. Her back, hips and limbs were black and blue and while the attendants were washing her the poor woman screamed from the pain caused by the touch of gentle hands.

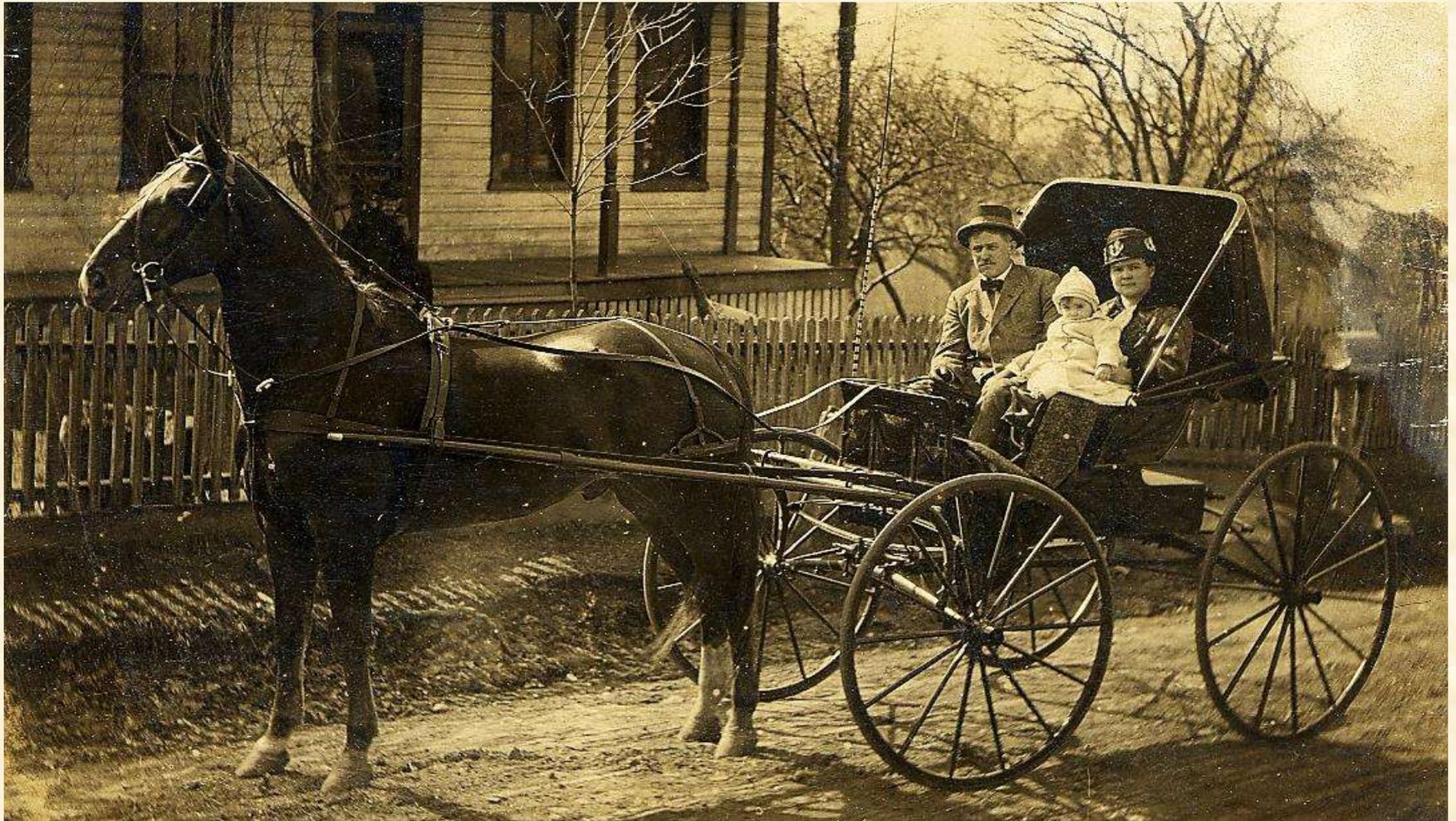
The pair were brought to this city and taken to their home at 825 East D [*sic*] street, where they will put in a few weeks nursing their wounds and thanking their lucky stars that the accident did not result more seriously. The horse and buggy were uninjured and the animal was found standing a short distance from the place were [*sic – where*] the accident occurred.

HORSE-DRAWN BUGGIES AND CARRIAGES



Seated in a buggy with the top partially up, this young mother and her two daughters posed for the photographer in a **prairie-like setting in front of a crude, wooden farm building**. The daughters wore bonnets and their mother wore a broad-brimmed, decorated hat. The small horse pulling the buggy resembles a **prairie pony**. This unused postcard view dates between **1907 and 1918**. [WJC Photo]

HORSE-DRAWN BUGGIES AND CARRIAGES



Mr. and Mrs. Cahill posed with their son, **Bill Cahill**, for this unused postcard photograph taken between **1907 and 1920**. The style of Mrs. Cahill's hat would indicate this photograph dates from the latter part of this period. They were seated in a buggy with the top partially up in front of a house where an older man with a white moustache was seated on the front porch. Note the picket fence. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – 1904

1904

\$15 reward will be paid by Mr. **Henry Halzman** for the finder of a dark brown horse, one ear split, right hind leg swollen. Weight about 1400 lbs.

EXTRA! EXTRA! READ ALL ABOUT IT! – October 13, 1904

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 21 [*sic*] [Thursday, October 13, 1904], page 5, columns 1-2

RANDVILLE REPORTS.

Josiah Beard and John Garland, of Iron Mountain, were unfortunate in their partridge hunt last Sunday. They drove their horse into the Sturgeon river to water him and he became unmanageable and swam across the stream, upsetting the rig, and the two men barely escaped drowning. They left the horse in the woods over night and went to Iron Mountain on the train. Monday morning Garland returned and engaged the services of Byron Wilbur, who built a raft and ferried the horse across the river for him and Mr. Garland drove home, thankful that his life and that of his friend, Beard, had been spared, and that they had recovered their horse and rig.

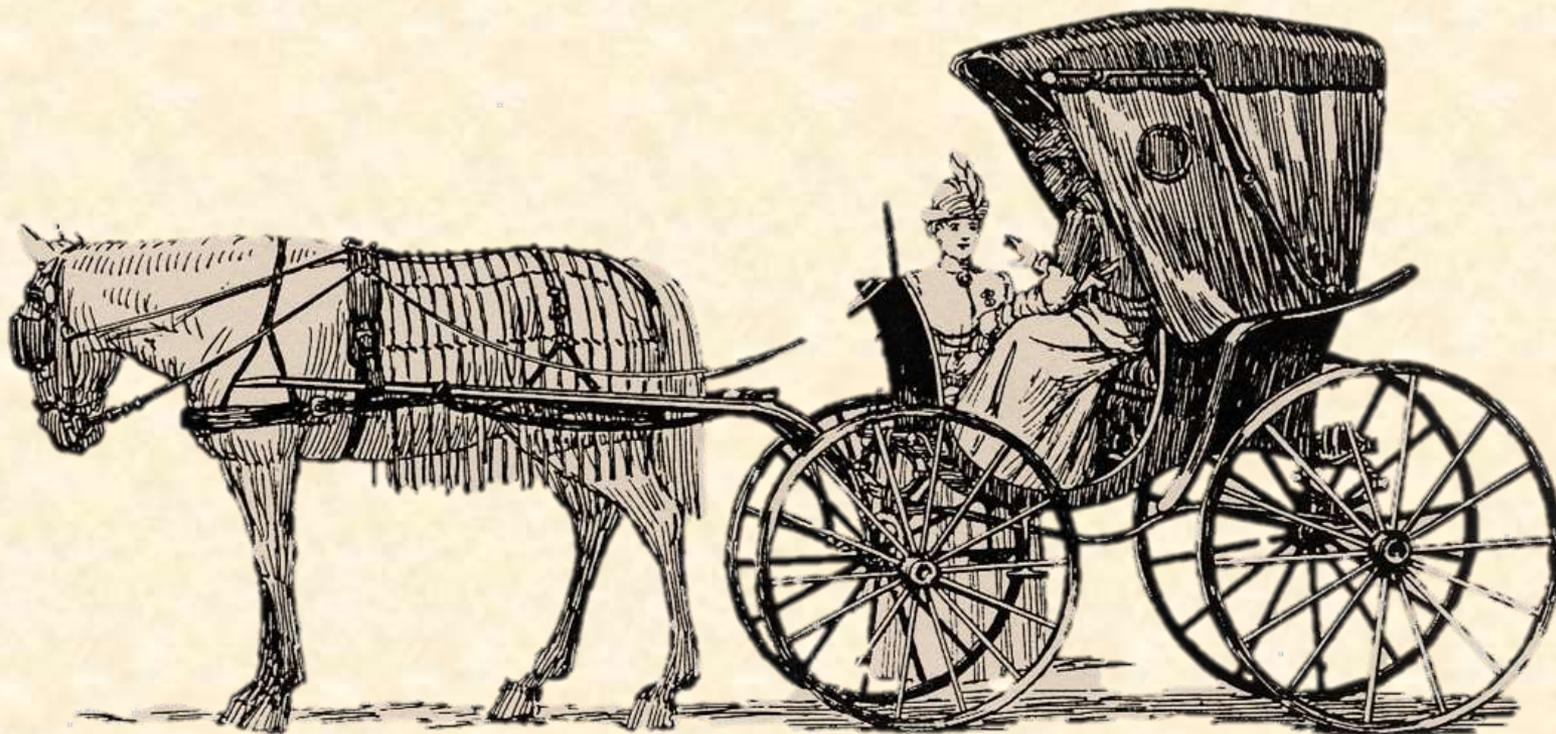
EXTRA! EXTRA! READ ALL ABOUT IT! – October 20, 1910

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 22 [Thursday, October 20, 1910], page 4, column 4

RANDVILLE NOTES.

Ed. Ryan's auto broke down at Carey's Spur last Saturday night. He was driving at a high rate of speed, coming from Sagola. When near LaCourt's farm, a horse came suddenly into the road. To avoid killing the horse, Mr. R. applied the brakes and broke the driving shaft. Chas. Rauer came up from Iron Mountain on Sunday morning to repair the machine, but when he found that a new driving shaft was needed, he and **Jos. Bonen**, the chauffeur, went partridge hunting. They afterwards met an auto going to Iron Mountain and left Ryan's horse tied to a post at Carey's Spur and went home. Mr. Ryan went after the horse and had fifteen men in the woods looking for Rauer and the chauffeur.

WHEELS – The Horse and Buggy Era Continues with Part 2



Compiled by William J. Cummings

2013

CAMPTOWN RACES

Stephen Collins Foster, ca. 1845

Camptown ladies sing this song,
Doo-dah! doo-dah!

Camptown race-track five miles long,
Oh, doo-dah day!

I come down here with my hat caved in,
Doo-dah! doo-dah!
I go back home with a pocket full of tin,
Oh, doo-dah day!

Chorus:

Gonna run all night!
Gonna run all day!

I'll bet my money on a bob-tail nag,
Somebody bet on the bay.

The long tail filly and the big black horse,
Doo-dah! doo-dah!
They fly the track and they cut across,
Oh, doo-dah-day!

The blind hoss sticken in a big mud hole,
Doo-dah! doo-dah!
Can't touch bottom with a ten foot pole,
Oh, doo-dah-day!

Chorus

Old muley cow come on to the track,
Doo-dah! doo-dah!
The bob-tail fling her over his back,
Oh, doo-dah-day!

Then fly along like a rail-road car,
Doo-dah! doo-dah!
Runnin' a race with a shootin' star,
Oh, doo-dah-day!

Chorus

See them flyin' on a ten mile heat,
Doo-dah doo-dah!
Round the race track, then repeat,
Oh, doo-dah-day!

I win my money on de bob-tail nag,
Doo-dah! doo-dah!
I keep my money in an old tow-bag,
Oh, doo-dah-day!

Chorus

PUT ON YOUR OLD GREY BONNET

Percy Weinrich and Stanley Murphy (lyrics), 1909

On an old farm house veranda
There sat Silas and Marinda
Dreamin' of the days gone by;
He said, "Deary, don't be weary,
You're always bright and cheery,
Now a tear did dim your eye."
She said, " They're not tears of sadness,
Silas, they are tears of gladness;
It was fifty years ago the day we wed."
Then the old man's dim eyes brighten
And his old heart it lighten
As he turned to her and said...

"Put on your old grey bonnet
With the blue ribbons on it
While I hitch old Dobbin to the shay;
Through those fields of clover You'll ride
up to Dover
On our golden wedding day."

"Put on your old grey bonnet...
Put on your old grey bonnet...
On our golden wedding day."

SURREY WITH THE FRINGE ON TOP

Richard Rogers and Oscar Hammerstein II, *Oklahoma*, 1943

When I take you out, tonight, with me,
Honey, here's the way it's goin' to be:
You will set behind a team of snow white horses,
In the slickest gig you ever see!

Chicks and ducks and geese better scurry
When I take you out in the surrey,
When I take you out in the surrey with the fringe on top!
Watch that fringe and see how it flutters
When I drive them high steppin' strutters.
Nosey pokes'll peek thru' their shutters and their eyes will pop!
The wheels are yellor, the upholstery's brown,
The dashboard's genuine leather,
With isinglass curtains y' can roll right down,
In case there's a change in the weather.
Two bright sidelight's winkin' and blinkin',
Ain't no finer rig I'm a-thinkin'
You c'n keep your rig if you're thinkin' 'at I'd keer to swap
Fer that shiny, little surrey with the fringe on the top!

All the world'll fly in a flurry
When I take you out in the surrey,
When I take you out in the surrey with the fringe on top!
When we hit that road, hell fer leather,
Cats and dogs'll dance in the heather,
Birds and frogs'll sing all together and the toads will hop!

The wind'll whistle as we rattle along,
The cows'll moo in the clover,
The river will ripple out a whispered song,
And whisper it over and over:
Don't you wisht y'd go on forever?
Don't you wisht y'd go on forever?
Don't you wisht y'd go on forever and ud never stop
In that shiny, little surrey with the fringe on the top!

I can see the stars gettin' blurry,
When we ride back home in the surrey,
Ridin' slowly home in the surrey with the fringe on top!
I can feel the day gettin' older,
Feel a sleepy head near my shoulder,
Noddin', droopin' close to my shoulder, till it falls kerplop!
The sun is swimmin' on the rim of a hill;
The moon is takin' a header,
And jist as I'm thinkin' all the earth is still,
A lark'll wake up in the medder.
Hush, you bird, my baby's a-sleepin'!
Maybe got a dream worth a-keepin'
Whoa! you team, and jist keep a-creepin' at a slow clip clop.
Don't you hurry with the surrey with the fringe on the top!

THE DEACON'S MASTERPIECE – 1

OR, THE WONDERFUL "ONE-HOSS SHAY": A LOGICAL STORY

BY OLIVER WENDELL HOLMES (1809-1894), 1858

Have you heard of the wonderful one-hoss shay,
That was built in such a logical way
It ran a hundred years to a day,
And then, of a sudden, it — ah, but stay,
I'll tell you what happened without delay,
Scaring the parson into fits,
Frightening people out of their wits, —
Have you ever heard of that, I say?

Seventeen hundred and fifty-five.
Georgius Secundus was then alive, —
Snuffy old drone from the German hive.
That was the year when Lisbon-town
Saw the earth open and gulp her down,
And Braddock's army was done so brown,
Left without a scalp to its crown.
It was on the terrible Earthquake-day
That the Deacon finished the one-hoss shay.

Now in building of chaises, I tell you what,
There is always *somewhere* a weakest spot, —
In hub, tire, felloe, in spring or thill,
In panel, or crossbar, or floor, or sill,
In screw, bolt, thoroughbrace, — lurking still,
Find it somewhere you must and will, —
Above or below, or within or without, —
And that's the reason, beyond a doubt,
A chaise *breaks down*, but doesn't *wear out*.

But the Deacon swore (as Deacons do,
With an "I dew vum," or an "I tell yeou")
He would build one shay to beat the taown
'N' the keounty 'n' all the kentry raoun';
It should be so built that it *couldn't* break daown:
"Fur," said the Deacon, "'tis mighty plain
Thut the weakes' place mus' stan' the strain;
'N' the way t' fix it, uz I maintain,
Is only jest
T' make that place uz strong uz the rest."

THE DEACON'S MASTERPIECE – 2

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So the Deacon inquired of the village folk
Where he could find the strongest oak,
That couldn't be split nor bent nor broke, —
That was for spokes and floor and sills;
He sent for lancewood to make the thills;
The crossbars were ash, from the straightest trees,
The panels of white-wood, that cuts like cheese,
But lasts like iron for things like these;
The hubs of logs from the "Settler's ellum," —
Last of its timber, — they couldn't sell 'em,
Never an axe had seen their chips,
And the wedges flew from between their lips,
Their blunt ends frizzled like celery-tips;
Step and prop-iron, bolt and screw,
Spring, tire, axle, and linchpin too,
Steel of the finest, bright and blue;
Thoroughbrace bison-skin, thick and wide;
Boot, top, dasher, from tough old hide
Found in the pit when the tanner died.
That was the way he "put her through."
"There!" said the Deacon, "naow she'll dew!"

Do! I tell you, I rather guess
She was a wonder, and nothing less!
Colts grew horses, beards turned gray,
Deacon and deaconess dropped away,
Children and grandchildren — where were they?
But there stood the stout old one-hoss shay
As fresh as on Lisbon-earthquake-day!

EIGHTEEN HUNDRED; — it came and found
The Deacon's masterpiece strong and sound.
Eighteen hundred increased by ten; —
"Hahnsum kerridge" they called it then.
Eighteen hundred and twenty came; —
Running as usual; much the same.
Thirty and forty at last arrive,
And then come fifty, and FIFTY-FIVE.

Little of all we value here
Wakes on the morn of its hundreth year
Without both feeling and looking queer.
In fact, there's nothing that keeps its youth,
So far as I know, but a tree and truth.
(This is a moral that runs at large;
Take it. — You're welcome. — No extra charge.)

THE DEACON'S MASTERPIECE – 3

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FIRST OF NOVEMBER, — the Earthquake-day, —
There are traces of age in the one-hoss shay,
A general flavor of mild decay,
But nothing local, as one may say.
There couldn't be, — for the Deacon's art
Had made it so like in every part
That there wasn't a chance for one to start.
For the wheels were just as strong as the thills,
And the floor was just as strong as the sills,
And the panels just as strong as the floor,
And the whipple-tree neither less nor more,
And the back crossbar as strong as the fore,
And spring and axle and hub *encore*.
And yet, *as a whole*, it is past a doubt
In another hour it will be *worn out!*

First of November, 'Fifty-five!
This morning the parson takes a drive.
Now, small boys, get out of the way!
Here comes the wonderful one-hoss shay,
Drawn by a rat-tailed, ewe-necked bay.

“Huddup!” said the parson. — Off went they.
The parson was working his Sunday's text, —
Had got to *fifthly*, and stopped perplexed
At what the — Moses — was coming next.
All at once the horse stood still,
Close by the meet'n'-house on the hill.
First a shiver, and then a thrill,
Then something decidedly like a spill, —
And the parson was sitting upon a rock,
At half past nine by the meet'n'-house clock, —
Just the hour of the Earthquake shock!
What do you think the parson found,
When he got up and stared around?
The poor old chaise in a heap or mound,
As if it had been to the mill and ground!
You see, of course, if you're not a dunce,
How it went to pieces all at once, —
All at once, and nothing first, —
Just as bubbles do when they burst.

End of the wonderful one-hoss shay.
Logic is logic. That's all I say.