

MENOMINEE



RANGE

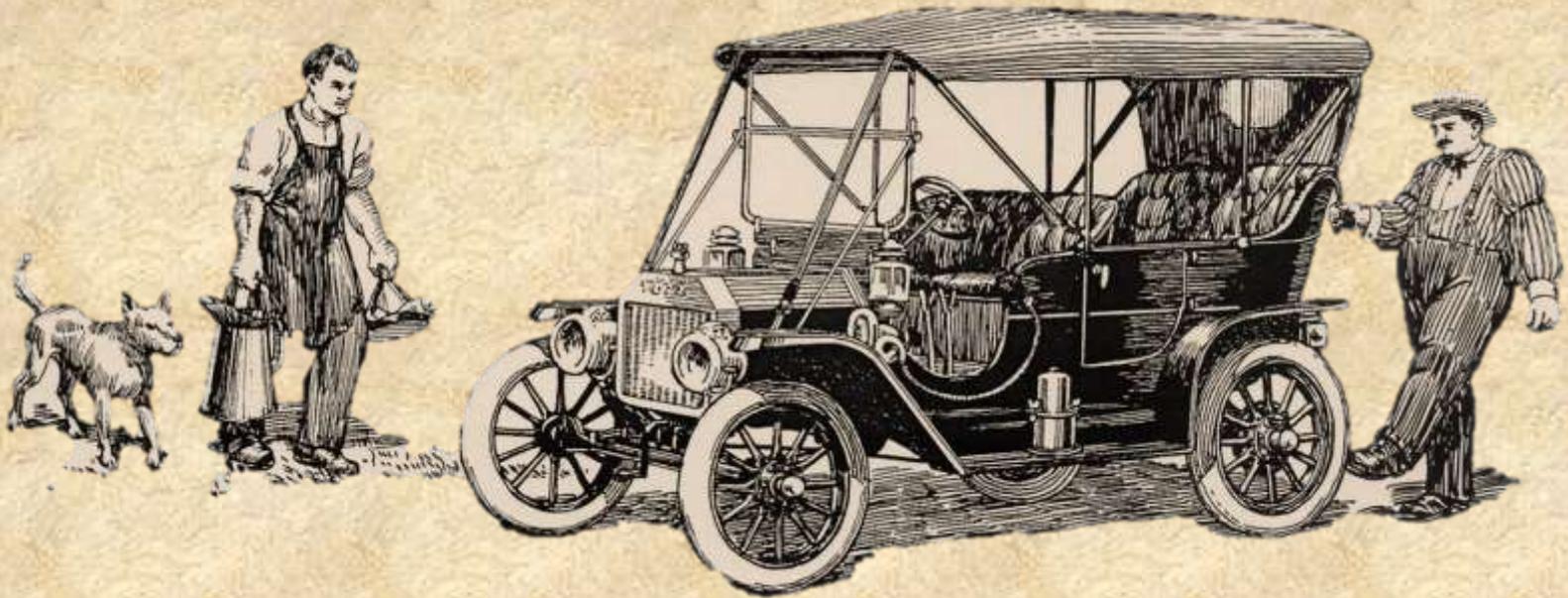


MEMORIES

PRESENTS

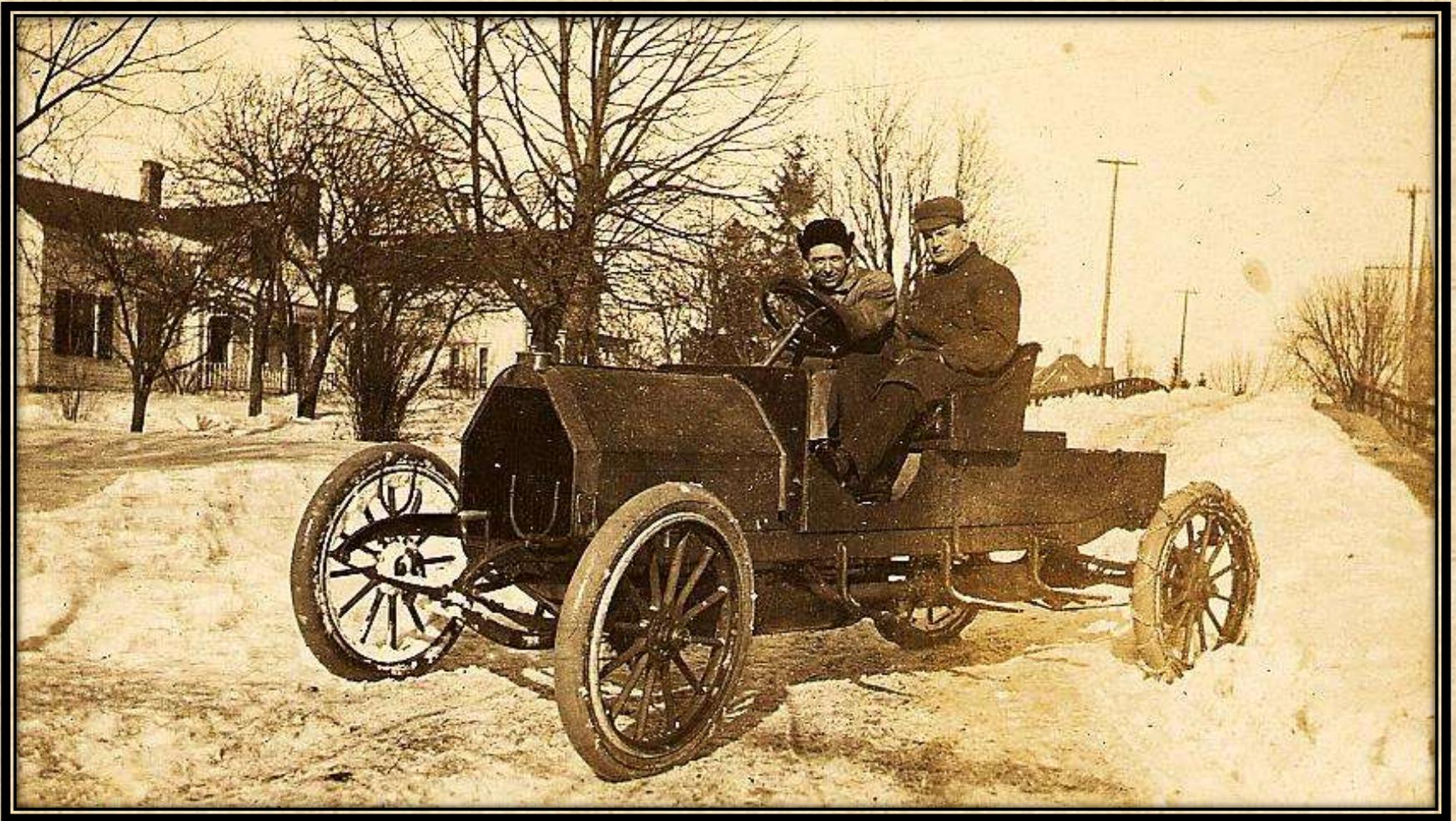
WHEELS: THE HORSELESS CARRIAGE – Part 2

Researched and Compiled by William John Cummings





George J. Desmarais, a route salesman for the **P.C. Monday Tea Company**, delivered a wide variety of goods to his customers. Desmarais was listed as a teamster, residing with his wife **Anna** at 403 West Ludington Street, Iron Mountain, in the *1913 Directory of the Cities of Iron Mountain and Norway and Dickinson County*, probably near the time this photograph was taken. Note the chains on the rear tires for better traction during winter weather. *[Gene Derwinski/Dick Ferris]*



Dating between **1910 and 1915**, this unused postcard view shows an early, **unidentified automobile** with a shortened body and a box behind the driver's seat. Note that the steering wheel is on the right side, and chains have been affixed to the rear tires for better traction on the snow-covered street. *[WJC Photo]*



Dating between **1910 and 1915**, this unused postcard view shows an early, unidentified touring car being towed by a team of horses pulling a bobsled. Note that the steering wheel is on the left side, and chains have been affixed to the rear tires for better traction on the snow-covered street. [*eBay*]



Dating between **1910 and 1915**, this unused postcard view shows an early, unidentified touring car driven by a woman with her hat securely fixed to her head with a scarf, indicating a fairly early date. Note that the steering wheel is on the right side, and chains have been affixed to the rear tires for better traction on the snow-covered street. *[eBay]*



Postmarked Norway, Mich., February 7, 1914, this view of the west side of Main Street looks south. The Caresch Fit Well Clothing Store is located on the corner at the intersection with Frederick Street (now Eighth Avenue). The Ben Franklin Store was later located in this building. The First National Bank of Norway can be seen at the next intersection. Note the automobile at the extreme left. [WJC Photo]



Postmarked **April 15, 1914**, this postcard view shows **Genesee Street** (Main Street), **Iron River**, looking east. The sign over the small shop between the two buildings with diamond-shaped windows in the attic reads **Escanaba Steam Laundry Cleaning & Dye Works**. Note the early automobile parked in front of the brick building and the advertising signs on the wall of the building at the left. [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – November 12, 1914

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 26
[Thursday, November 12, 1914], page 1, column 2

Rauer's New Garage.

Charles Rauer, who recently purchased the **garage and blacksmith shop at the corner of Carpenter avenue and B street** from **Martin Harvey**, has made some substantial repair on the building. He has had a new front and a solid concrete floor built, the posts taken out from the main part of the building and truss rods put in to support the second floor. Mr. Rauer now has an auto room 45x60 feet in size and a work shop 20x45 feet in size, making ample room for handling all repairs that may come to his garage. The second floor of the building will be fitted up for an auto repository in winter. The annex, on the east side of the building, has been fitted up for an office with a supply room in the rear. Mr. Rauer returned last Saturday from Milwaukee, with a new **Overland car, model 81**, which sells for \$850 f.o.b. Toledo, Ohio. Last Monday, Mr. Rauer moved all of his machinery and auto supplies from the old garage on Stephenson avenue to his new garage. When the work on the new building is completed, he will have the most convenient and best equipped garage on the Menominee range.

EXTRA! EXTRA! READ ALL ABOUT IT! – December 3, 1914

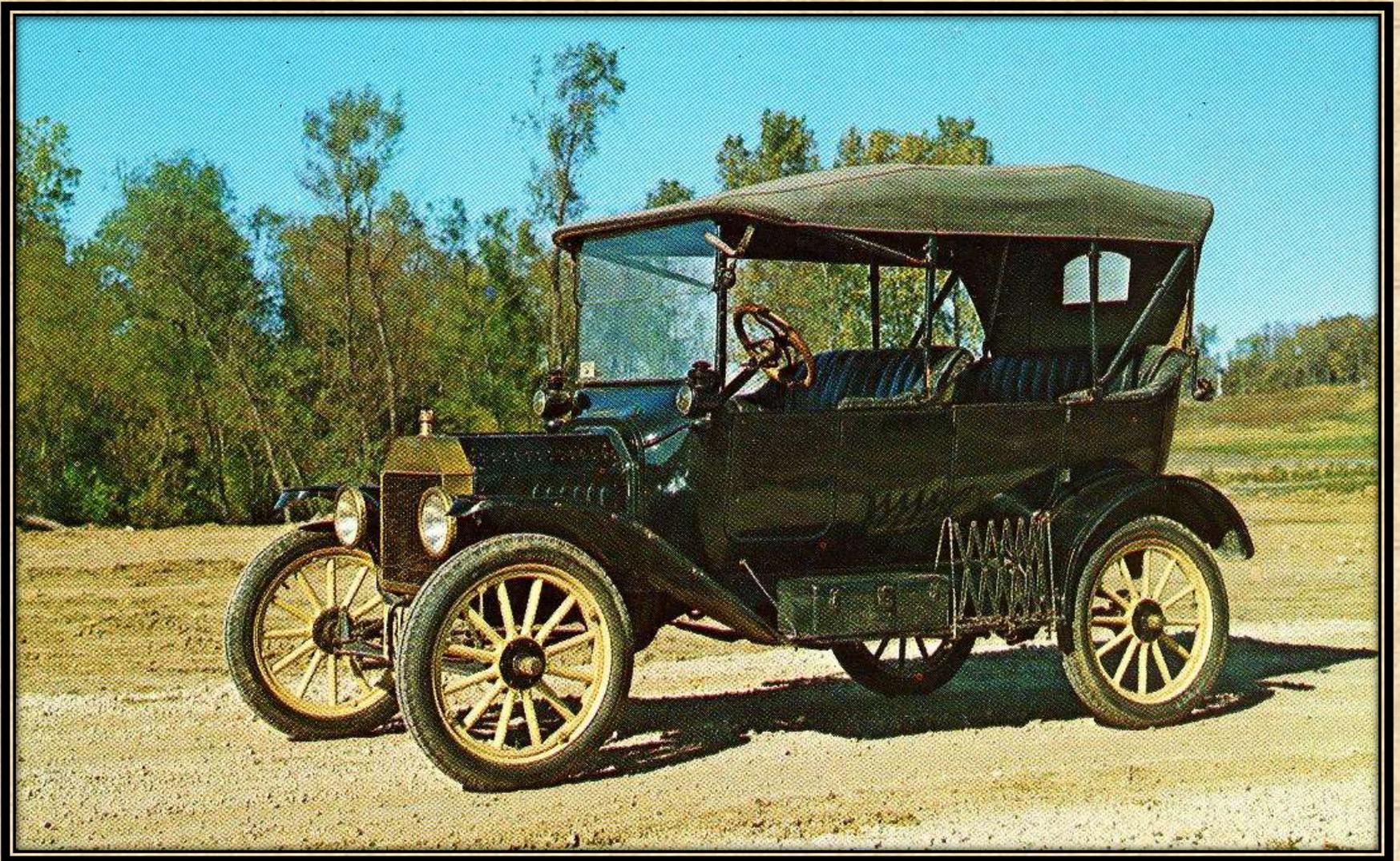
Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 29 [Thursday, December 3, 1914], page 1, column 6

New Ford Garage.

Edward G. Kingsford, local and peninsula agent for the Ford Motor company, now has his office and repair shops in the large building north of the office of the **Oliver Iron Mining company**, corner of North Stephenson avenue and Fourth street. The building has been thoroughly repaired and equipped with a plant of machinery for general repair work. The shop is in charge of a machinist who was foreman of a large Milwaukee Ford garage for a number of years. A complete line of supplies has been placed in stock and gasoline and oils can be purchased. **The building on East Hughitt street will be utilized as a storage ware house [sic – warehouse].** Mr. Kingsford will soon erect a large electric sign at the Stephenson avenue building. It will contain the word “Fords” and about eighty lamps will be employed in its construction.



The brass radiator helps date this **Ford Model T** to between 1909 and September, 1916, when the “brass era” came to an end. The electric head lamps came into use in 1915. Note the crank below the radiator cover.



This modern postcard shows a restored **1915 Model T Ford Touring Car**. Note the smaller headlights. [*WJC Photo*]



Edward George Kingsford, who signed a contract with the Ford Motor Company on June 10, 1908, as a sales agent in Marquette and later managed Ford Motor Company dealerships throughout the Upper Peninsula, posed for a photograph in his new **Ford Model T**, probably dating to about **1915**. [*Menominee Range Historical Museum*]

COBB SHINN COMIC POSTCARD

ca. 1915-1920

Conrad “Cobb” X. Shinn (1887-1951) was born **September 4, 1887, in Fillmore, Indiana**, to Roscoe and Emma Pierce Shinn. He moved with his family to Indianapolis where he took art classes at the YMCA. In 1907 he enrolled in the John Heron School of Art and studied under William J. Forsyth and William Merle Allison between 1907 and 1909.

Shinn is primarily known as a postcard artist. He began producing cards as early as 1907. His most popular images included novelty cards, featuring Ford cars printed by the Commercial Colortype Company.

Shinn served in France during World War I, returning to Indianapolis in 1919. The retail demand for postcards was waning, partly due to a glut on the market, so he turned to other forms of commercial art. Shinn produced a comic strip for the World Colortype Company of St. Louis, Missouri, and illustrated children’s books for the Chicago publisher Albert Whitman. He also created books of clip art. These small drawings were used as fillers in newspapers and other publications.

Some of his postcards have the sentiments mimic a German accent or some refer to it as a Dutch accent.

Shinn was the illustrator for Helen Bannerman’s famous book *The Story of Little Black Sambo*, published in 1945.

Conrad “Cobb” X. Shinn died in Greenwood, Indiana, in 1951.

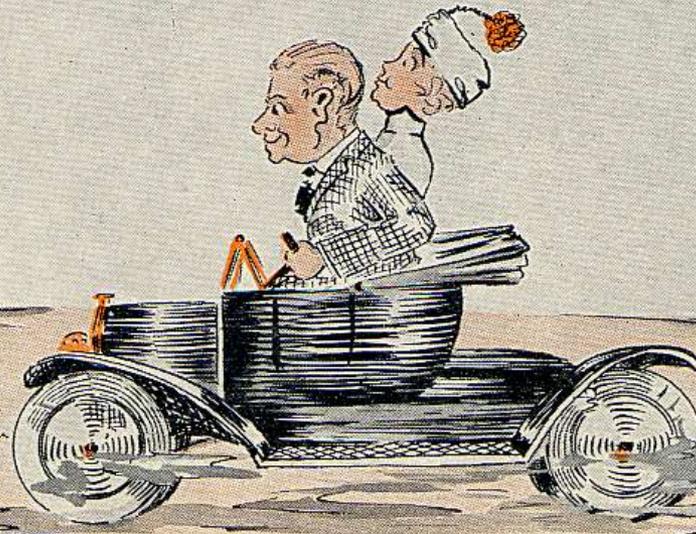
The following postcards were mailed between 1915-1918, using a 1 cent postage stamp. Most of the postcards were mailed from the New England states: Maine, Vermont, New Hampshire, Massachusetts, Rhode Island and Connecticut. They are a part of the collection of William John Cummings.

COBB SHINN COMIC POSTCARD

ca. 1915-1920

A LITTLE SPARK. A LITTLE COIL.
A LITTLE GAS. A LITTLE OIL,
A PIECE OF TIN. TWO-INCH OF BOARD
PUT 'EM TOGETHER AND YOU HAVE A FORD.

JUST ATE A
TIN LIZZY
AND THE THING
IS STILL RUNNIN'



COBB X SHINN

FORD'S FABULOUS FLIVVER FACTS – 6

Year	Touring	Runabout Coupe	Town	Tourster	Torpedo	Sedan	Couplet	Tudor Sedan	Fordor Sedan
1909	\$850	\$825	\$950	\$1000	-----	N/A	N/A	N/A	N/A
1910	\$950	\$900	\$1,050	\$1,200	N/A	----	N/A	N/A	N/A
1911	\$780	\$680	\$1,050	\$1,200	N/A	----	N/A	N/A	N/A
1912*	\$690	\$590	N/A	\$900	N/A	----	N/A	N/A	N/A
1913	\$600	\$525	N/A	\$740	N/A	N/A	N/A	N/A	N/A
1914	\$490	\$440	\$750	\$690	N/A	N/A	N/A	N/A	N/A
1915	\$440	\$390	N/A	\$640	N/A	N/A	\$740	\$1,590	N/A
1916	\$360	\$345	N/A	\$595	N/A	N/A	\$640	\$540	N/A
1917	\$360	\$345	N/A	\$595	N/A	N/A	\$645	\$505	N/A
1918	\$525	\$500	N/A	N/A	N/A	N/A	\$775	\$650	N/A
1919	\$525	\$500	\$650	N/A	N/A	N/A	\$775	N/A	N/A
1920Mar	\$575	\$550	\$850	N/A	N/A	N/A	\$975	N/A	N/A
1920Sep	\$440	\$395	\$745	N/A	N/A	N/A	\$795	N/A	N/A
1921Jun	\$415	\$370	\$695	N/A	N/A	N/A	\$760	N/A	N/A
1921Sep	\$355	\$325	\$595	N/A	N/A	N/A	\$660	N/A	N/A
1922	\$348	\$319	\$580	N/A	N/A	N/A	\$645	N/A	N/A
1923	\$393	\$364	\$530	N/A	N/A	N/A	N/A	\$595	\$725
1924	\$295	\$265	\$525	N/A	N/A	N/A	N/A	\$590	\$685
1925	\$290	\$260	\$520	N/A	N/A	N/A	N/A	\$580	\$660
1926	\$380	\$360	\$485	N/A	N/A	N/A	N/A	\$495	\$545
1927	\$380	\$360	\$485	N/A	N/A	N/A	N/A	\$495	\$545

The chart at the left, prepared by The Model T Ford Club International, Inc., shows the **Original Model T Ford Prices by Model and Year.**

**1912 models Fordor & Commercial Runabout prices are not yet documented.*

The Ford Model T (colloquially known as the Tin Lizzie, T-Model Ford, Model T Ford, or T) was produced by Henry Ford's Ford Motor Company from October 1, 1908 to May 27, 1927. It is generally regarded as the first affordable automobile, the car that opened travel to the common middle-class American. Some of this was because of Ford's innovations, including assembly line production instead of individual hand crafting. The Ford Model T was named the world's most influential car of the Twentieth Century in an international poll.



Dating between **1907 and 1915**, this unused postcard shows an motorized tour bus of unknown manufacture. Note the open-sided vehicle with four double passenger seats. The driver's seat and steering column is on the right side. The driver, wearing his uniform, is standing at the far right. The word "**jitney**," of unknown origin and first appearing in 1903, referred to a nickel coin. A small bus that carried passengers over a regular route on a flexible schedule was termed a jitney, probably because the fare charged passengers was a nickel. [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – February 18, 1915

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 40
[Thursday, February 18, 1915], page 1, column 6

JITNEY AUTO SERVICE.

Andrew Bjorkman Will Operate Cars, Commencing April First.

Iron Mountain is to have “jitney” bus service such as is now being discussed in Chicago and other metropolitan cities. Andrew Bjorkman has placed an order for a twenty-passenger Buick auto, which will be delivered about the first of April. Mr. Bjorkman has also ordered a sixteen-passenger auto, which will be operated in connection with the twelve-passenger bus in operation last season. The twenty-passenger car will make regular trips each half hour from the Grand Boulevard to the von Platen mill and the fare will be five cents. The distance is nearly two miles and the rate will compare favorably with street car service. The sixteen and twelve-passenger cars will be at the service of private parties for trips to Spread Eagle, the parks and other points. The service will no doubt prove popular with the public.



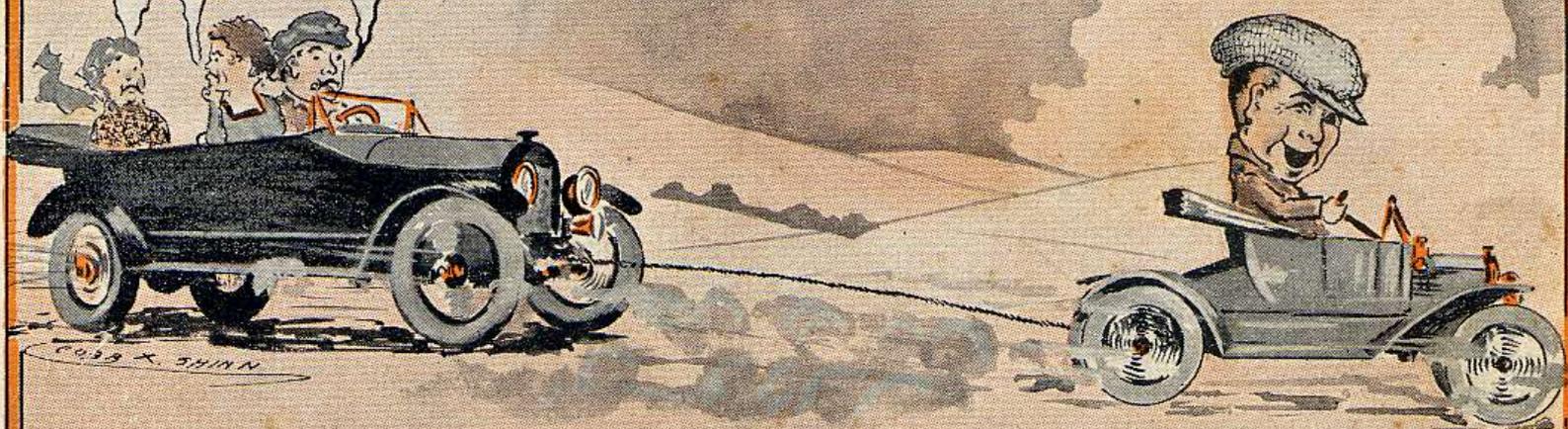
Postmarked **April 6, 1915**, this postcard view shows the **east side of the 300 block of South Stephenson Avenue, Iron Mountain**, complete with an early automobile and horse-drawn wagons. The businesses, identified from left to right, include: **303**, Gust F. Gensch's hardware store, just visible; **305**, Michael Khoury's fruit and confectionery shop; **307**, Joseph B. Eslick's barbershop with the barber pole visible at the street; **311**, Gust P. Johnson's dry goods store; **313**, Arthur Uddenberg's drug store and news depot, shared with Gust Rahm and Louis J. Will's jewelry store with the large watch sign; **317-319**, John I. Khoury's general merchandise store, called the Boston Store; **323**, Joseph De Concini's Bank Buffet, a restaurant; **327-331**, the Abe Sackim Company's dry goods and gentleman's furnishing store; **333**, Seibert's Drug Store. [WJC Photo]

COBB SHINN COMIC POSTCARD

ca. 1915-1920

A man who owns a Ford, is a man with a pull.

JUST THINK OF IT A FORD
PULLING US HOME



COBB X. SHINN



Dating between **1908 and 1918**, this unused postcard view shows a **Model T Ford Touring Car** being rescued by a farmer and his horse-drawn wagon. The event occurred near **Brownsville, Dodge County, Wisconsin**. The directional road signs show hands pointing to **Caledonia, Racine County, 8 miles**; **Brownsville, Dodge County, 8 miles**; and **Hokah, 6 miles**. Note the man “resting” on the running board. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – June 10, 1915

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 4 [Thursday, June 10, 1915], supplement, page 2, column 2

New Auto Firm.

Gottfred [sic – Gottfried] Johnson and **Howard Sandercock** have succeeded to the automobile business of **Charles Rauer**, at the corner of **West B street and Carpenter avenue**. The young men have a thorough knowledge of all departments of the automobile business and are first-class machinists. They have held positions with Mr. Rauer for several years. Messrs. Johnson and Sandercock are progressive young men and enjoy the confidence of the community. It is safe to predict that they will make a success of the business and that work entrusted to them will receive prompt attention. **The firm will also succeed to the local agency of the famous Overland automobile.**





An article in the June 10, 1915 edition of the *Iron Mountain Press* announced the establishment of a new automobile firm at **124 West B Street, Iron Mountain** with Gottfried Johnson and Howard Sandercock as proprietors, taking over the garage in which they worked for Charles Rauer. This 1915 photograph shows men gathered on the Carpenter Avenue side of Gottfried “Guffy” Johnson’s garage. Pictured from left to right are Art Johnson, W. Carlson, Bob Dennins, Lawrence Contarini, Gottfried “Guffy” Johnson, R. Evans and Ernest Lindstrom. [Gene Derwinski/Dick Ferris]

COBB SHINN COMIC POSTCARD

ca. 1915-1920

IF YOU OWN A FORD.
THE WORLD LAUGHS AT YOU OR WITH YOU



Where did
You get that
Roller Skate



COBB X. SHINN



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! – January 13, 1916

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 35
[Thursday, January 13, 1916], page 1, column 4

NEW AUTO GARAGE.

Messrs. Lloyd and James Engage in Business Opposite Milliman.

John Lloyd and **Garnett James**, well-known young business men [*sic* – *businessmen*], expect to open their **new garage in the re-modeled [*sic* – *remodeled*] building opposite The Milliman** about the first of February. The building is well adapted for the purpose. It will have a storage capacity for about twenty-five automobiles with a convenient office annex. A machine shop has been erected in the rear and it will be equipped with an up-to-date plant of machinery. The firm has secured the **agency for the famous Buick automobile**, heretofore handled by **Bjorkman & Son**, and will handle a complete line of auto accessories and repairs. In addition, the firm will specialize in machinery repair work of all kinds. Mr. Lloyd, the senior member of the firm, has been **foreman of the Pewabic machine shops** for a number of years and has had a wide experience in all lines of shop work including automobiles. Mr. James is a **blacksmith by trade** and has also had experience in automobile repair work. The young men are congenial, reliable and accommodating and will do doubt succeed in their business venture.

Stephenson Ave., Iron Mountain, Mich.

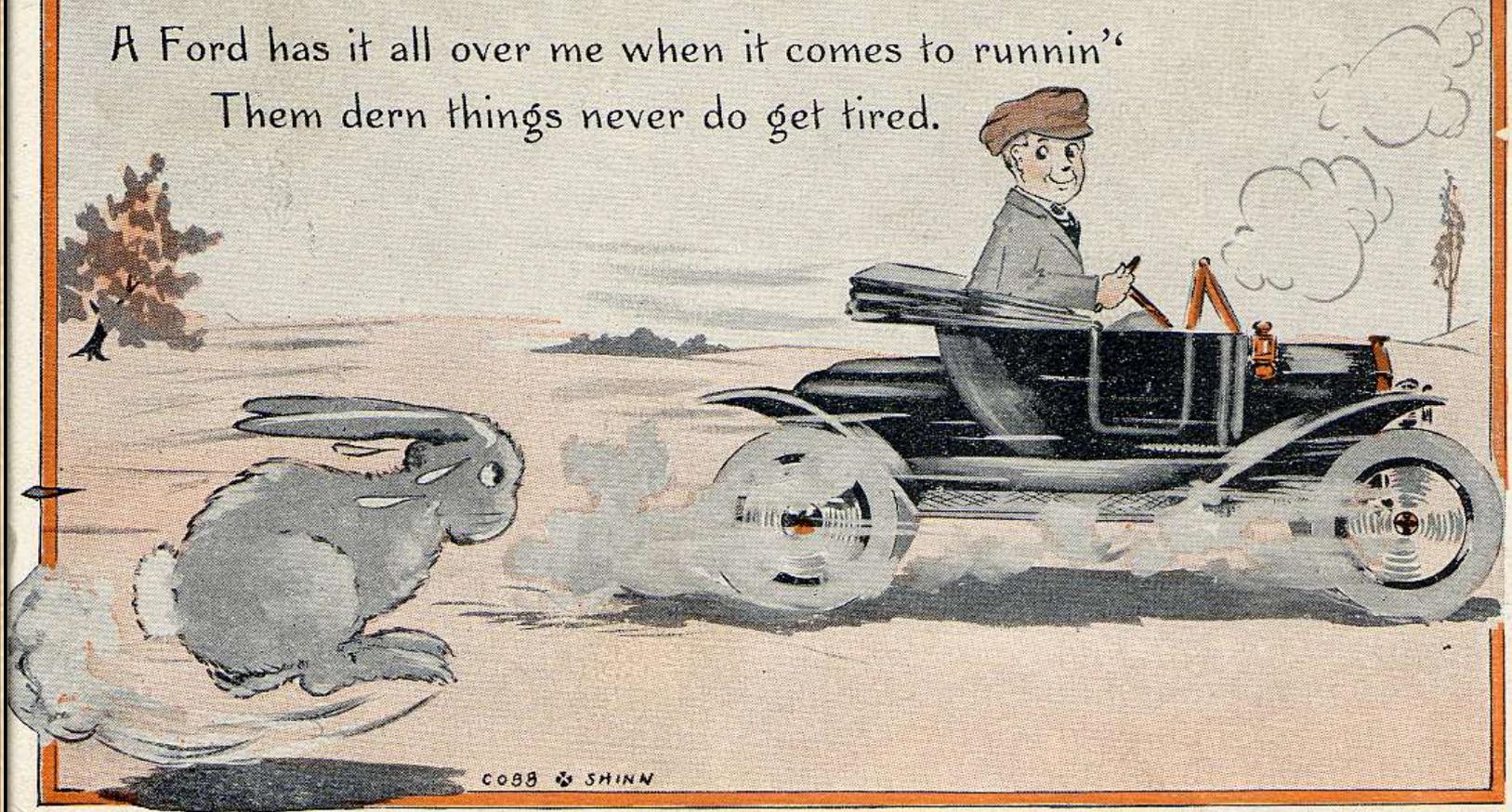


Dating **after 1915**, when the F.W. Woolworth Co. 5 and 10 Cent Store opened at **315-317** South Stephenson Avenue, this postcard view shows the **east side of the 300 block of South Stephenson Avenue, Iron Mountain**. Other buildings shown on this block, using information from the 1913 city directory, were: **301-303**, Gensch Hardware; **305**, Michael Khoury, confectionery and fruits; **307**, Joseph B. Eslick, barbershop; **311**, Gust P. Johnson, dry goods; **313**, Arthur Uddenberg, drug store, and Rahm & Will (Gust Rahm and Louis J. Will), jewelers. [WJC Photo]

COBB SHINN COMIC POSTCARD

ca. 1915-1920

A Ford has it all over me when it comes to runnin'
Them dern things never do get tired.



COBB ♣ SHINN

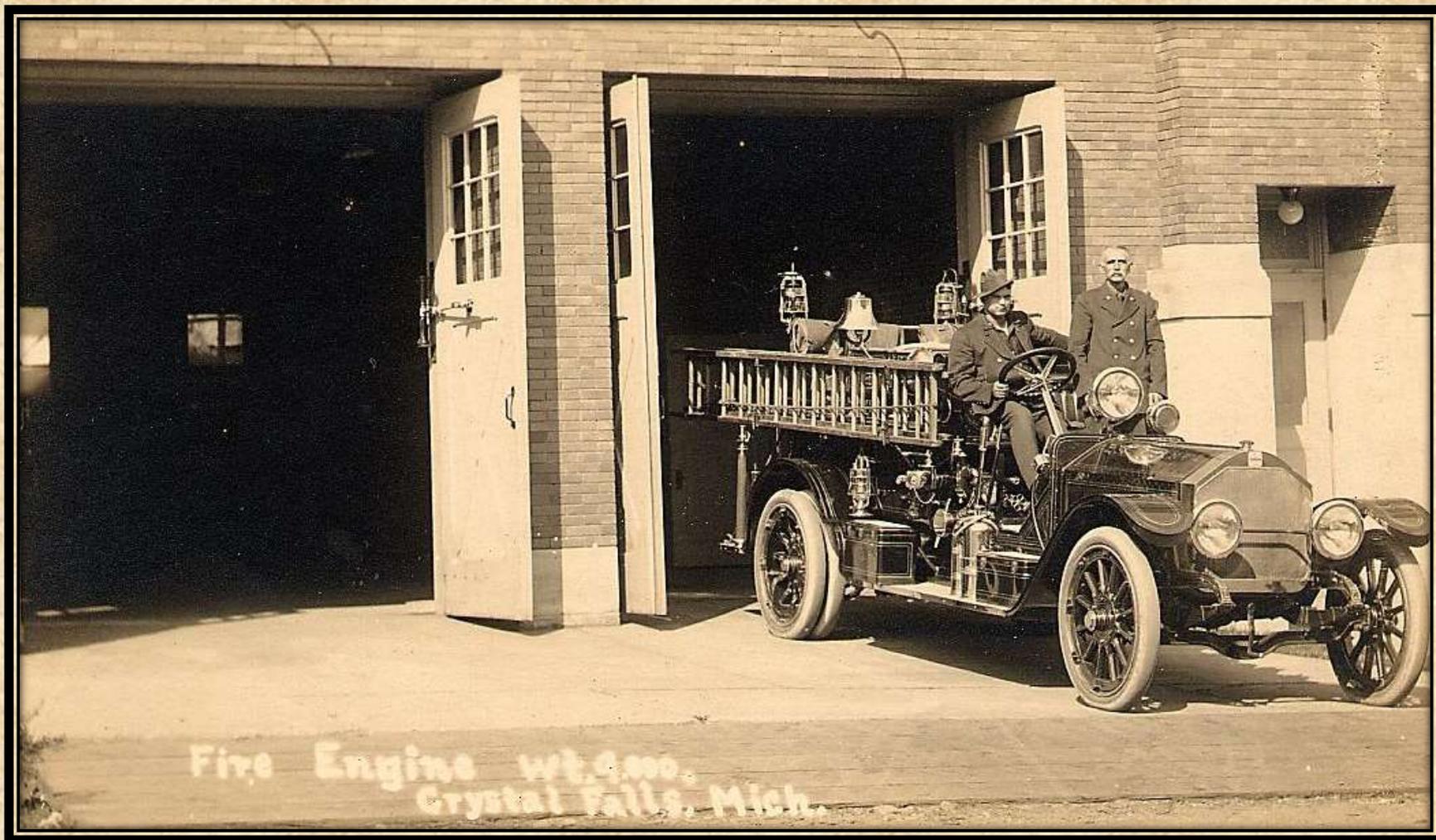
© COMMERCIAL LITHOGRAPH COMPANY

EXTRA! EXTRA! READ ALL ABOUT IT! – December 14, 1916

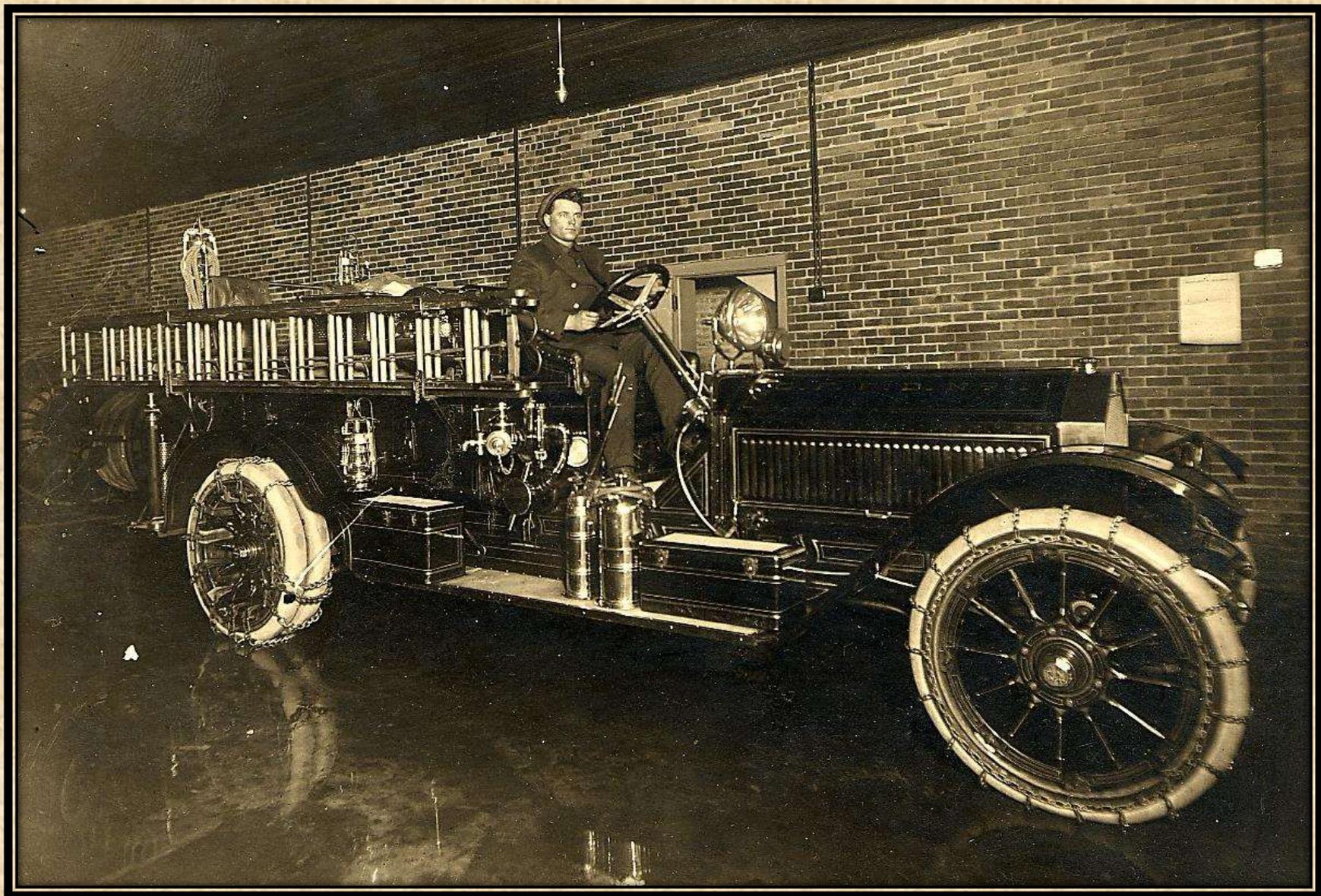
Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 31
[Thursday, December 14, 1916], page 1, column 5

New Fire Truck.

The new **White fire truck**, purchased by the city several months ago, arrived here last Saturday from Kenosha, Wis., where it has been assembled. The truck was driven here by **Peter Cornelius**, a representative of the company, who will remain here for several weeks for the purpose of demonstrating the machine and teaching the local driver. **Chief LaLonde** and **Arthur Johnson**, a representative of the firm of **Johnson & Sandercock**, local agents for the White company, also made the trip. The truck is one of the best obtainable. **It is twenty-one feet in length and is propelled by a sixty horse power motor. It has a carrying capacity of three tons and is equipped with a chemical tank, three ladders and other modern fire fighting apparatus. It has room for 1,400 feet of fire hose and eight firemen.** Chief LaLonde is confident that the machine will be able to navigate our hills without difficulty and at a high rate of speed.



The **LaFrance Fire Engine**, weighing 9,000 pounds, was the pride of the **Crystal Falls Fire Department**, located in the **Crystal Falls City Hall** on the south side of **Superior Avenue, Crystal Falls**. Dating between **1920 and 1925**, this postcard view shows **William H. Cummings** seated at the wheel of the fire engine and **Fire Chief Clyde Henry** standing on the running board. Note the brass bell, several lanterns, a spotlight and the siren, as well as other equipment on the fire engine. *[WJC Photo]*



William H. Cummings was the driver of the **LaFrance Fire Engine**, pictured inside the **Crystal Falls City Hall**, **Crystal Falls**, dating between **1920 and 1925**. Note the chains on the wheels. *[WJC Photo]*

Stephenson Street showing N. W. Depot at Right, Iron Mountain, Mich.—9

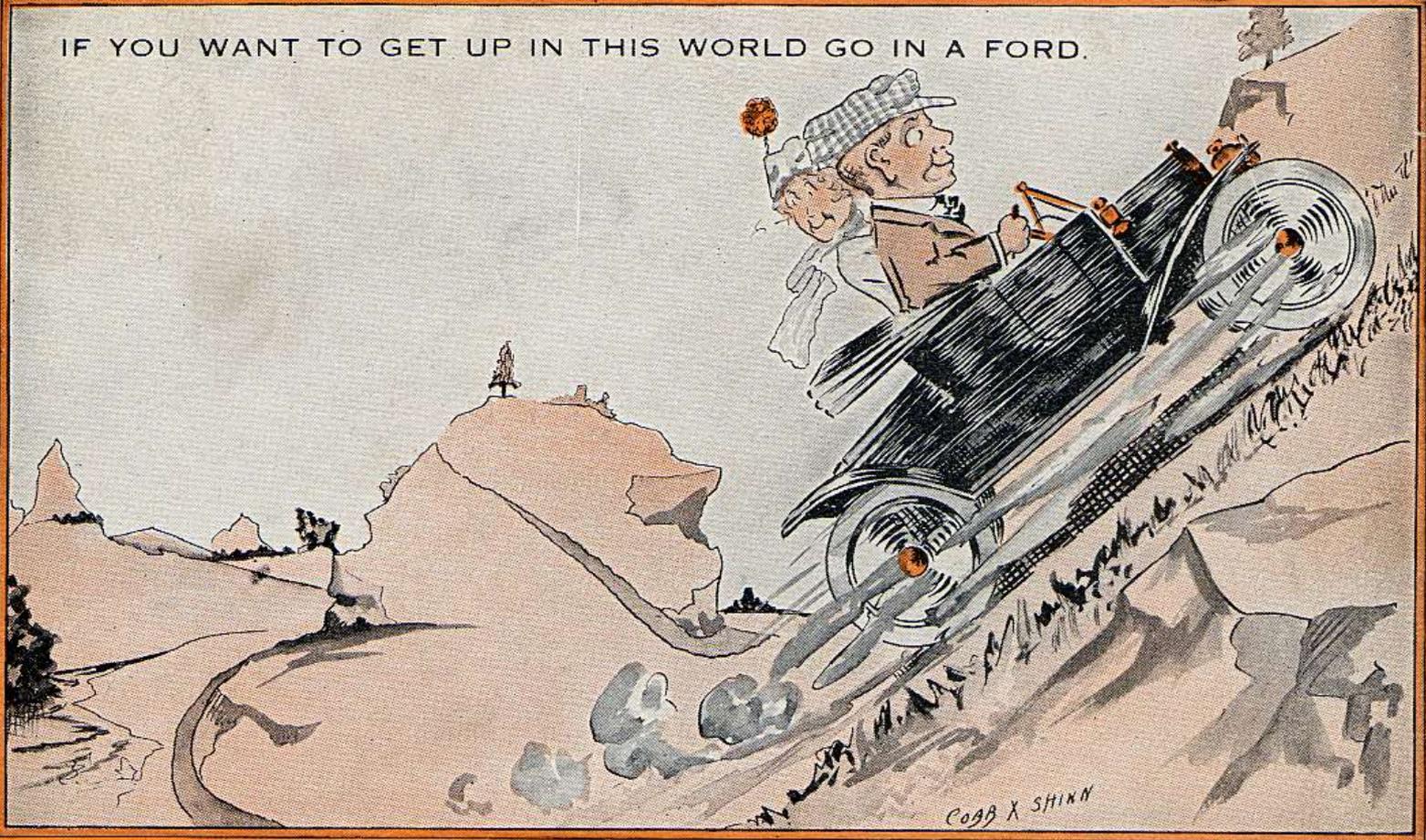


Dating between 1915 and 1920, this postcard view shows the Chicago & Northwestern Railroad depot and the east side of the **300 block of South Stephenson Avenue, Iron Mountain**. Note the large number of automobiles and motorized delivery trucks parked on the east side of the street. [WJC Photo]

COBB SHINN COMIC POSTCARD

ca. 1915-1920

IF YOU WANT TO GET UP IN THIS WORLD GO IN A FORD.



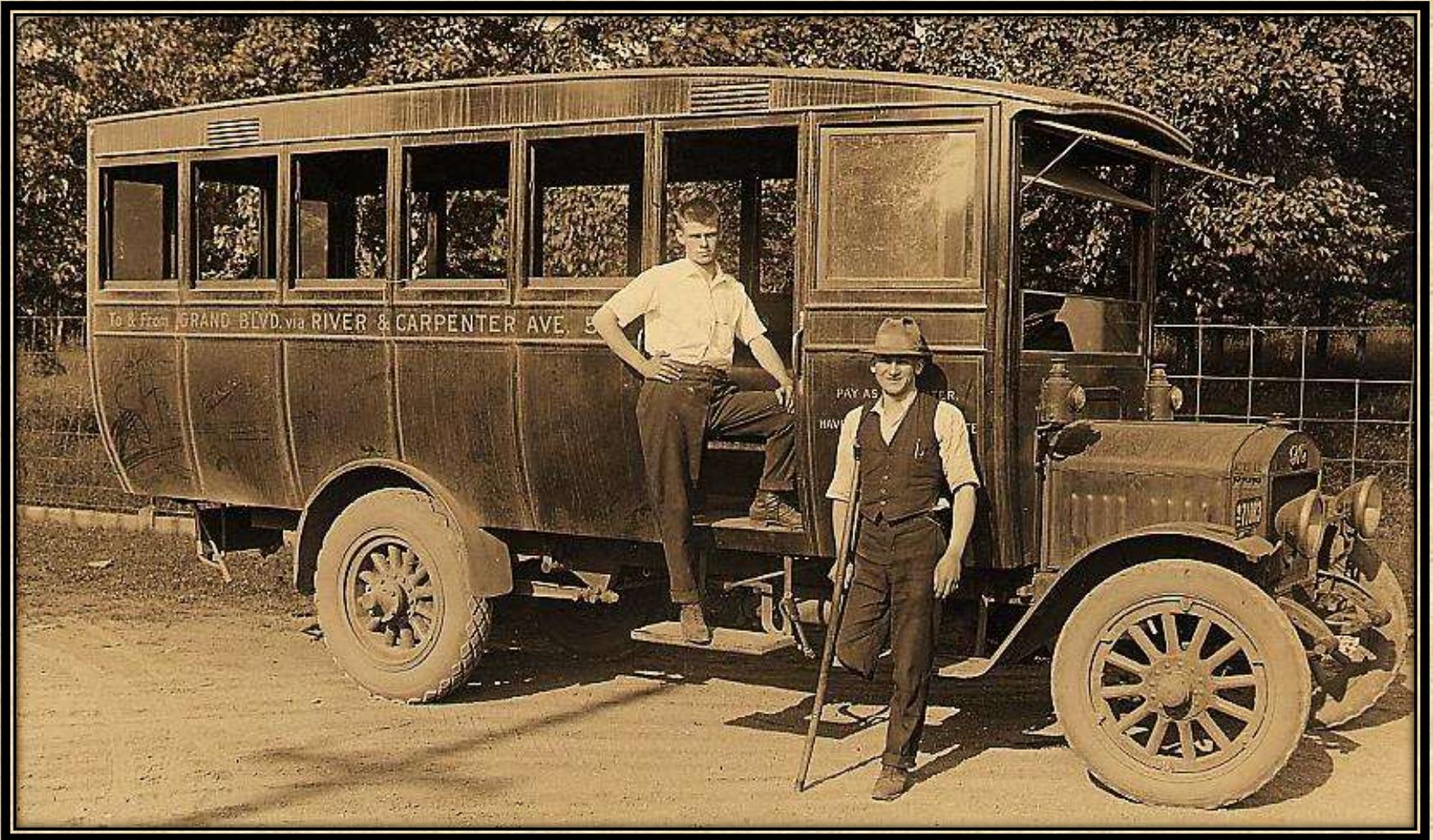
© COMMERCIAL COLORTYPE COMPANY

EXTRA! EXTRA! READ ALL ABOUT IT! – February 1, 1917

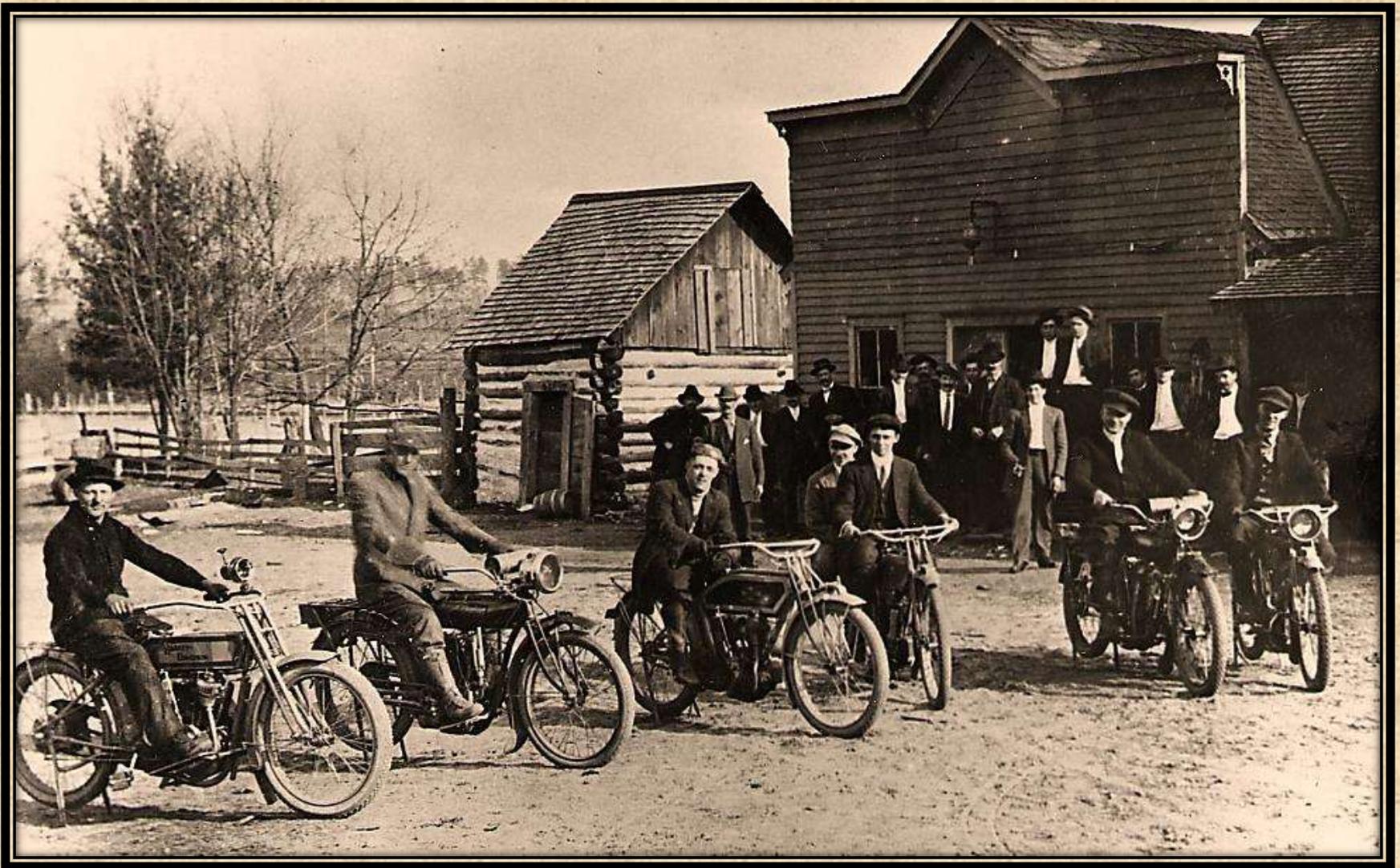
Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 38
[Thursday, February 1, 1917], page 1, column 4

Bjorkman's New Jitney.

The new jitney bus which A. Bjorkman recently purchased of the General Motor [*sic* – *Motors*] company, [*sic*] was put in regular commission last Saturday. It is the only one of its kind in the upper peninsula. It is heated and lighted by electricity and can seat twenty-two persons. There are eight straps suspended in the center which will accommodate sixteen persons in addition to the regular seating capacity. It has a covered top and can be closed during unfavorable weather. It is equipped with six electric bells, conveniently located, and when anyone wants to get off all they have to do is to press one of the buttons. It is a pay-as-you-enter jitney, the money receptacles being on the sides. The new jitney is street-car-like in appearance. It is equipped with large air cushion tires. It will make the same route as last year.



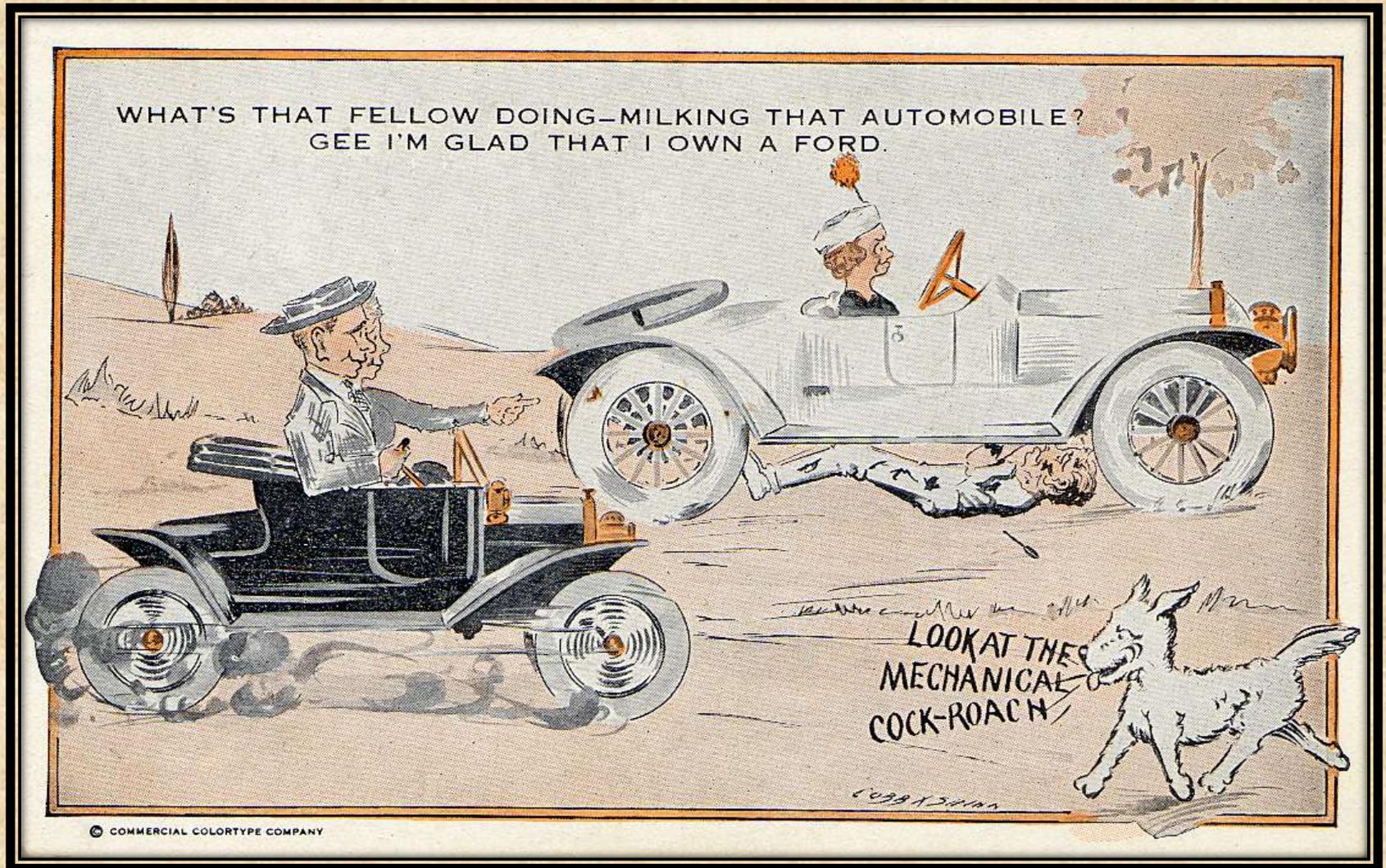
This **jitney bus** may be the **General Motors Company** model **Andrew Bjorkman** placed in operation on **Saturday, January 27, 1917**, in **Iron Mountain**. According to the lettering on the side, the bus traveled “**To and from GRAND BLVD. via RIVER & CARPENTER AVE.**” The ride cost five cents, payable upon entering the vehicle. The young man standing at the bus door is unidentified, but the man with the crutch was **Peter “Peggy” Merzlac**. *[WJC Photo]*



Thought to have been taken in **Loretto** in the **mid-teens**, this postcard view shows seven motorcyclists riding six vintage motorcycles. The motorcycle at the far left was a **Harley-Davidson**. **Indian** motorcycles were also a popular model. The second motorcyclist from the left has been identified as either **Albert Paternoster** or **Leo Wyss**. [*Wallace Evance*]

COBB SHINN COMIC POSTCARD

ca. 1915-1920



EXTRA! EXTRA! READ ALL ABOUT IT! – February 8, 1917 – 1

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 39
[Thursday, February 8, 1917], page 1, column 3

A SERVICE STATION

**E.G. KINGSFORD WILL ERECT LARGE
FIRE-PROOF STRUCTURE.**

**Building Will Cost \$20,000; Built at
Corner of Stephenson Avenue
and West Brown Street.**

One of the most important business deals consummated in Iron Mountain in many years was closed last Tuesday when **Edward G. Kingsford**, upper peninsula agent for the **Ford Motor company**, purchased lots 125, 127 and 129 at the northeast [*sic* – *northeast*] corner of Stephenson avenue and East Brown street.

The deal assures the erection on the property of a business block at a cost of not less than \$20,000.

EXTRA! EXTRA! READ ALL ABOUT IT! – February 8, 1917 – 2

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 39 [Thursday, February 8, 1917], page 1, column 3

The deal was closed through the **Commercial Bank**, owners of lots 125 and 127. The adjoining lot on the north was owned by **Louis Sjostrom**. The property is now occupied by three frame buildings. **The corner building is occupied by Ferneti & Amione [sic – Fornetti & Aimone] as a barber shop, the next by Frank Caviani as a saloon, and the third by Louis Sjostrom, the owner, as a saloon.** The corner lot has a history. Some twenty years ago it was purchased by the **Chapin Mining company** and it was planned to erect thereon a handsome building to be occupied by a bank which the mine management intended organizing. The lot cost the company about \$10,000. The bank was never organized due to retirement of **Mr. Cady**, who was general manager at that time. Later the lot was purchased at a greatly reduced price by the **Kramer Brothers**, who in turn sold it to the **Commercial Bank**. By the terms of the sale, Mr. Kingsford will not secure possession of the property until the first of May, when the saloon licenses of the two present tenants will expire.

Mr. Kingsford will endeavor to sell the three frame buildings now occupying the property. If unable to do so he will wreck them as expeditiously as possible. The terms of the sale are private.



Edward G. Kingsford's Ford dealership, the Kingsford Motor Car Company, was constructed in 1917 on the northeast corner of South Stephenson Avenue and East Brown Street, Iron Mountain. The two-story building with a full basement was to have 69 feet of frontage on Stephenson Avenue, and a depth of 120 feet on East Brown Street. The main or "street" floor contained offices, show rooms and stock rooms. The machine shop on the second floor would also have some storage area. The basement was to be 10 feet clear in height with access on East Brown Street. Cars could be stored in the basement. The three floors would be connected by a freight elevator which could handle the largest automobile. The building's estimated cost was \$20,000. [*Ford Archives*]

EXTRA! EXTRA! READ ALL ABOUT IT! – February 8, 1917 – 3

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 39 [Thursday, February 8, 1917], page 1, column 3

The building to be erected by Mr. Kingsford will be one of the most substantial in the city. It will be fire-proof throughout. Brick, stone, steel and concrete will be employed in the construction.

The building will have a frontage of sixty-nine feet on Stephenson avenue and a depth of one hundred and twenty feet. It will be two stories in height with a full size basement. The basement will have a height of not less than ten feet in the clear and will have an entrance on West Brown street. The main or street floor will be employed for offices, show rooms and stock rooms. The machine shop will be on the second floor. Much new machinery is to be added to this department. A portion of the second floor will also be utilized for storage purposes. Cars may also be stored in the basement. The several floors will be connected by a freight elevator of sufficient capacity to easily handle the largest car. The heating plant will be located in the basement.

Mr. Kingsford estimates the cost of the building at not less than \$20,000. It can be said, however, that no expense will be spared to make the structure the best and most modern automobile service station north of Milwaukee.

EXTRA! EXTRA! READ ALL ABOUT IT! – February 8, 1917 – 4

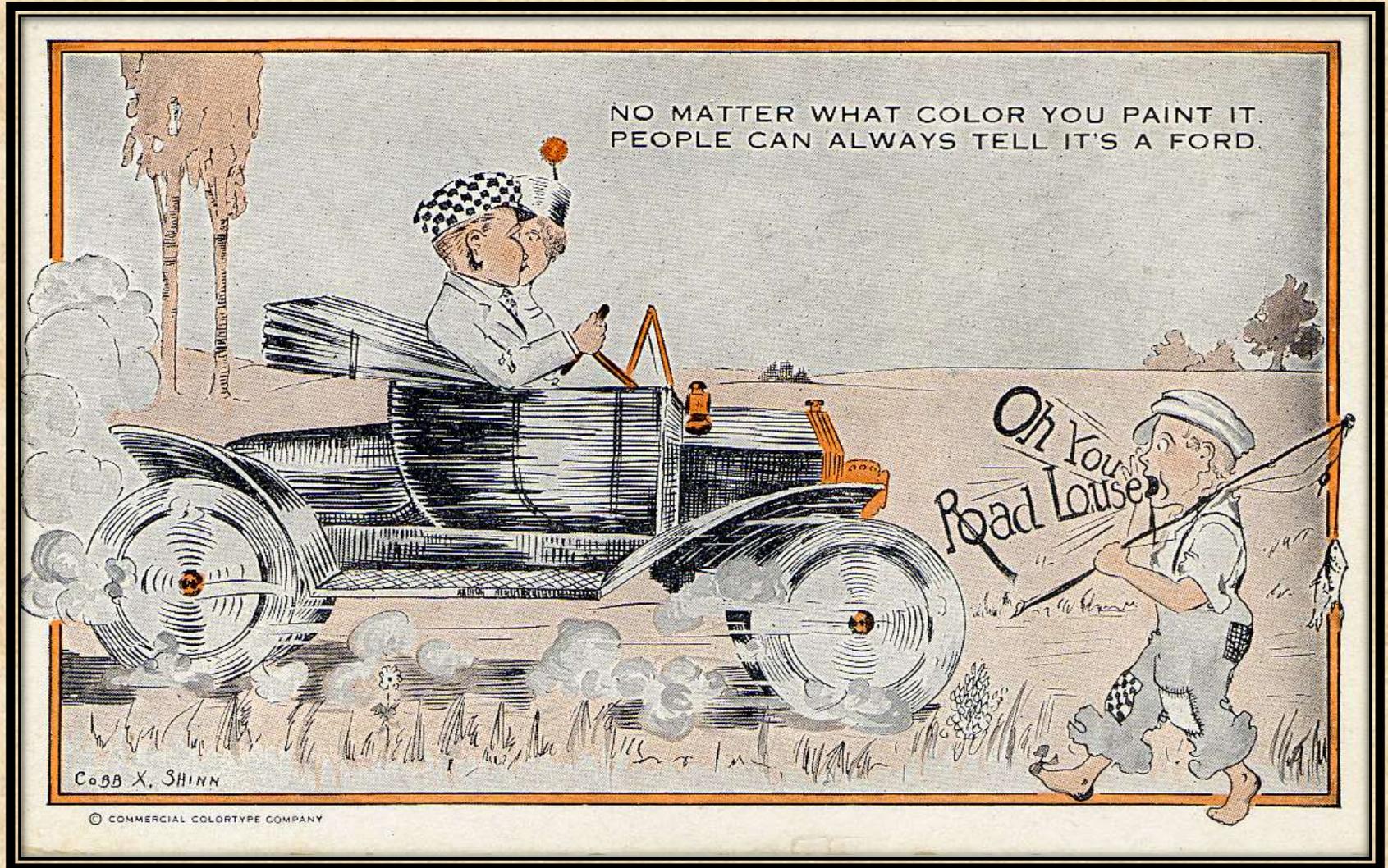
Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 39
[Thursday, February 8, 1917], page 1, column 3

Work of excavating will commence as soon as he secures possession of the property and construction work will be rushed to the limit.

Mr. Kingsford's intention of erecting such a building is an encouraging [*sic* – *encouraging*] “sign of the times.” Iron Mountain is “a good town.”

COBB SHINN COMIC POSTCARD

ca. 1915-1920



Main Street looking East, Iron River, Mich.



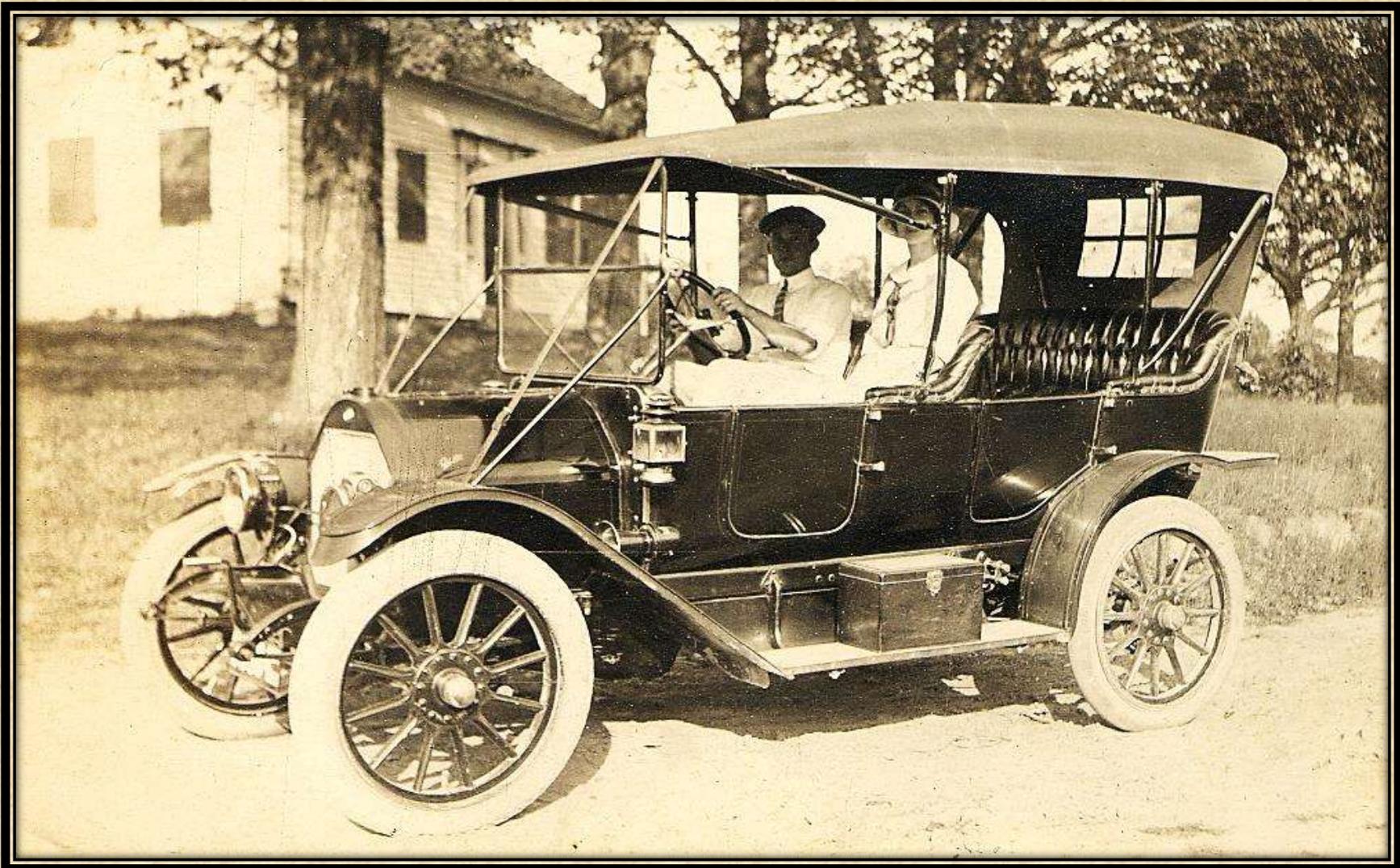
Postmarked **May 3, 1917**, this halftone postcard shows **Genesee Street** (Main Street), **Iron River**, looking east. The **First National Bank** (left), located at the corner of Third and Genesee Streets, was completed in August, 1909. Automobile traffic seems to have replaced the horse and buggy or wagons as the preferred mode of transportation. [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – April 5, 1917

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 47 [Thursday, April 5, 1917], page 1, column 4

The New Garage.

The plans for the large garage to be erected by Edward G. Kingsford at the corner of Stephenson avenue and West Brown street will soon be ready for the contractors. Due to the fact that it is practically impossible to secure an early delivery of structural steel, it has *[been]* decided to substitute other fireproof materials. Mr. Kingsford expects to sell the larger of the three buildings now on the site. It is a well-built structure. The small building will be used for storage purposes while the garage is being erected and the third one will be either sold or wrecked. Building operations will commence as early as possible in May.



Dating from **1908 to 1920**, this unused postcard view possibly shows a **Ford Model T Touring Car**. An inscription on the back of the postcard reads "**Asa Peck and his girl.**" [*WJC Photo*]

EXTRA! EXTRA! READ ALL ABOUT IT! – May 3, 1917

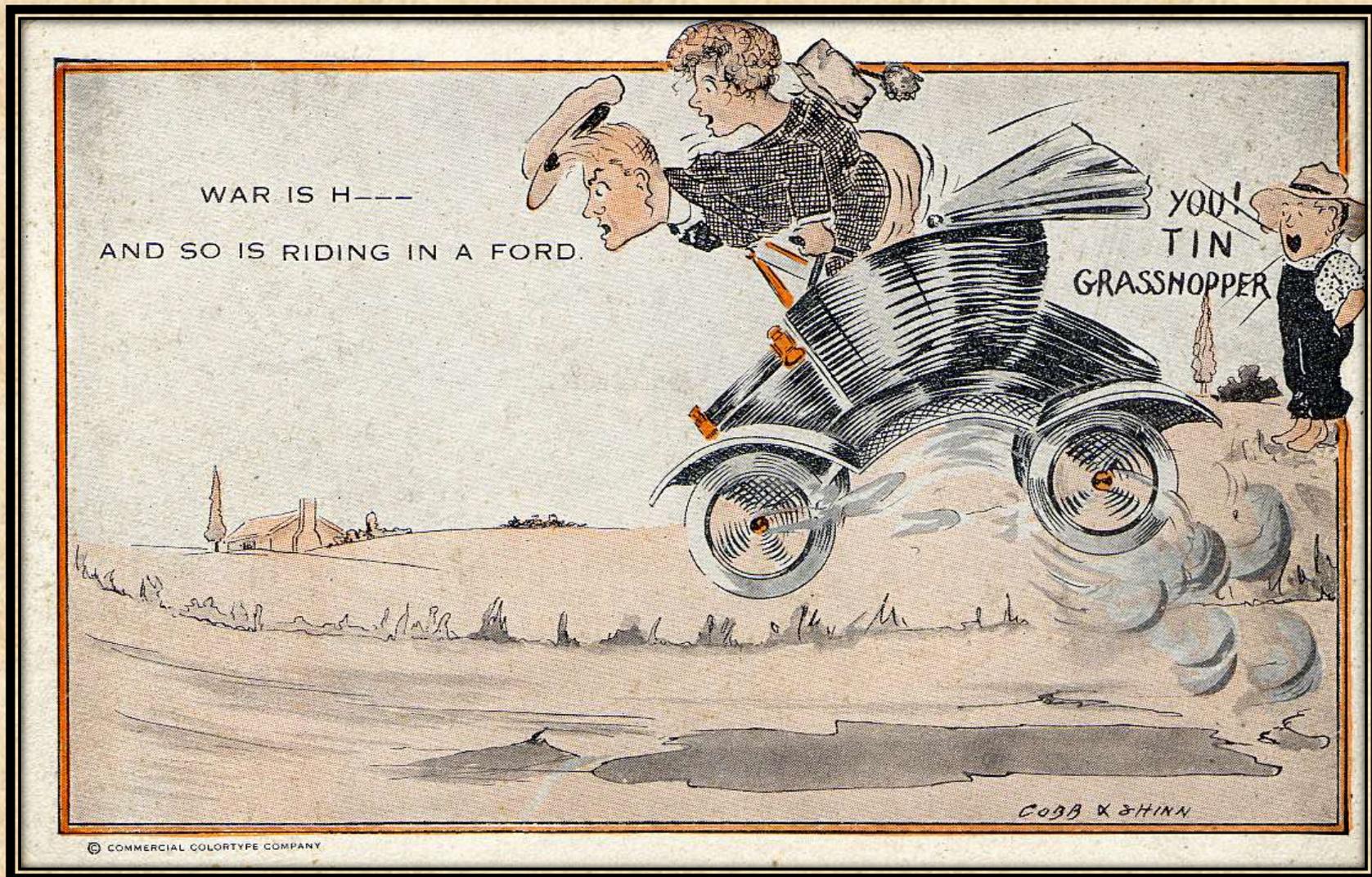
Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 51
[Thursday, May 3, 1917], page 1, column 6

Automobile Business.

Many new automobiles are being sold here this spring and the demand for light delivery trucks is very large. During the past ten days, **Edward G. Kingsford**, agent for the **Ford**, has received and sold over sixty cars. He has orders booked for many more. **Johnson & DeGayner**, agents for the **Dodge**, have received twenty cars. **Cleveland & Johnson** have sold a number of **Overlands** and are expecting three carloads. Nearly a dozen new trucks have appeared on the streets during the past few weeks.

COBB SHINN COMIC POSTCARD

ca. 1915-1920





These soldiers and sailors were marching north on **South Stephenson Avenue, Iron Mountain**, past the 100 and 200 blocks, probably at the end of World War I. Note the large number of early automobiles and the lack of any structures on the west side of the street. The **Kingsford Motor Car Company garage** is visible at the south end of the 100 block, helping date the photograph. The **Chapin Mining Company shops** are visible in the distance beyond the 100 block. *[Menominee Range Historical Museum]*

ARMISTICE DAY NOVEMBER 11, 1918

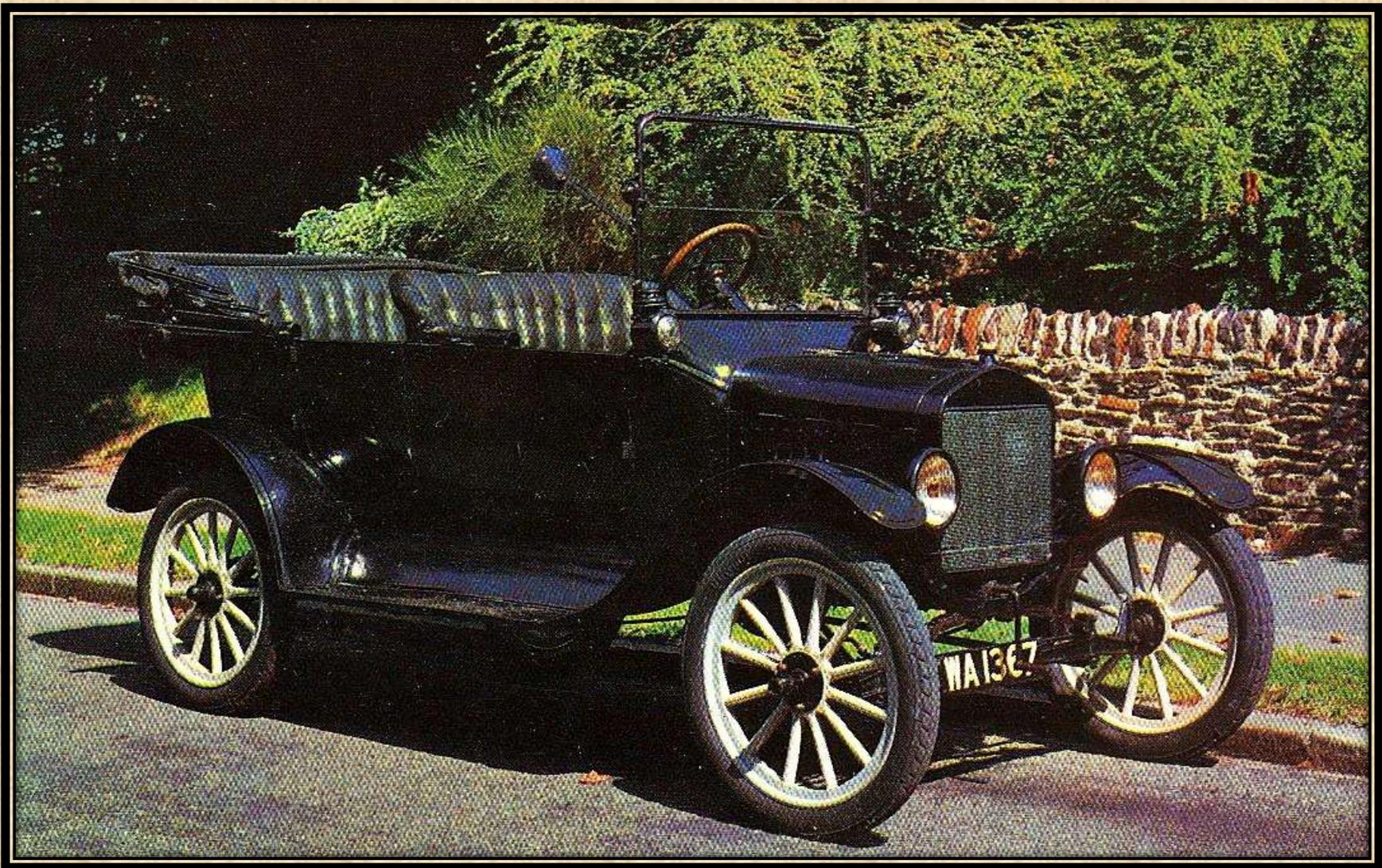
The eleventh hour of the eleventh day of the eleventh month ended the Great War, later known as World War I.



Florence Watson won first prize for this decorated Model T Ford Runabout with wire wheels. Streamers, bows and flowers decorated the front and sides of the vehicle, while the figure of a soldier stood on the trunk with a “tripod” of rifles. These postcard views would date to November, 1918. The actual year of production for the automobile is uncertain. *[WJC Photos]*



Dating between **1915 and 1920**, this snapshot view shows a **Model T Ford Touring Car** with the top up and the window shades drawn to protect passengers from cold weather. Note that the engine is covered with a blanket to help keep it warmer in hopes of facilitating starting during the winter months. Automobiles were usually stored in a barn or garage over the winter in early years, as there was limited ability to clear the snow and make roads passable. *[WJC Photo]*

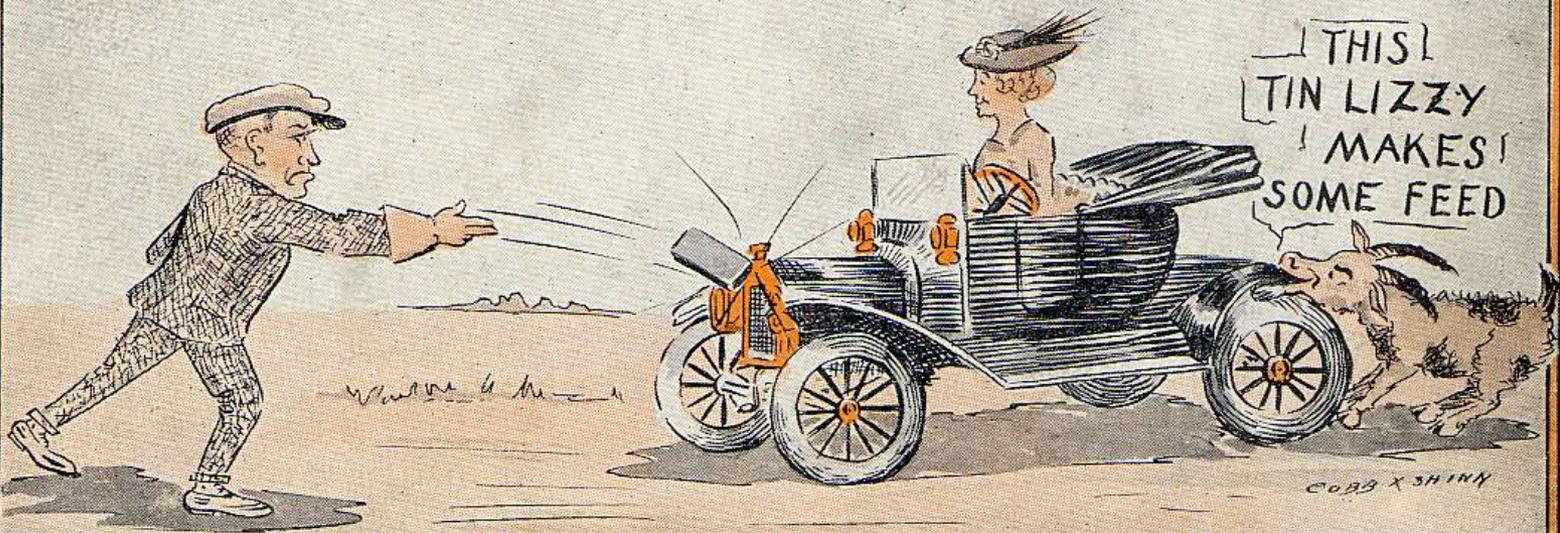


This modern postcard shows a restored 1919 Ford Model T Touring Car with a 20-horse power engine. [WJC Photo]

COBB-SHINN COMIC POSTCARD

ca. 1915-1920

WHEN A FORD GETS SICK,
HIT HER WITH A BRICK.
AND SHE'LL RAMBLE RIGHT ALONG JUST THE SAME.





Dating between **1918** and **1927**, this **Ford Model T Touring Car** proved itself capable of crossing a flooded area, probably in a paper mill town in **Maine**. Another car follows at the extreme right of this real photo postcard view. *[WJC Photo]*



This snapshot, dating between **1915 and 1920**, shows a **Model T Ford Touring Car** with the top up in a rural setting, complete with barn and windmill. Note the steering column is on the left side. *[WJC Photo]*



Dating to about 1920, this postcard view shows the north side of the **200 block of East Ludington Street**, looking west. Located on the northwest corner of the intersection of Iron Mountain Street and East Ludington Street, the **Emanuel Baptist Church**, sometimes called the **English Baptist Church**, was dedicated in early January, 1911. In 1892, the store and residence located at 218 East Ludington Street, between Wood's Sandstone Block and the Emanuel Baptist Church, housed the shops of Erick Strom, a shoemaker, and John J. Saving, a merchant and custom tailor. L.T. Sterling sold "lands, real estate and insurance" at this address by 1902 and was still at this location in 1907. James L. McParlon ran the City Dye Works here by 1913, as well as selling pianos and sewing machines, and by 1925 was as the proprietor of the Sewing Machine Exchange, where he rented, repaired and exchanged sewing machines. Albert H. Hooper sold sewing machines at this address by 1935. *[WJC from eBay]*



Dating between **1918 and 1927**, these unused postcard views show a **Ford Model T** with the owner. Note the crank in the front of the car. [WJC Photo]



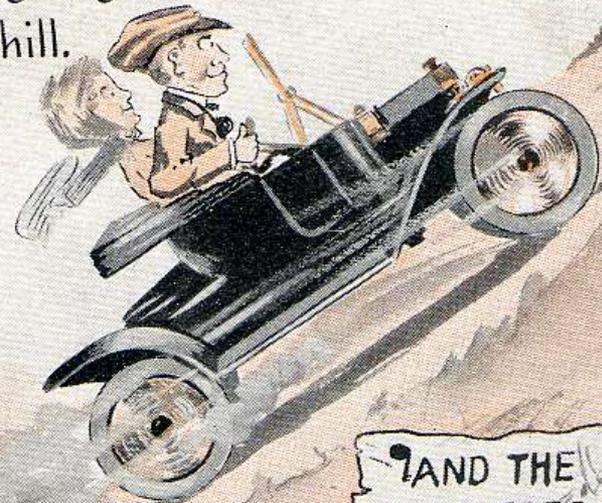


This postcard view of **Brown Street, Norway**, taken by the Iron Range Studio between 1920 and 1930, shows a portion of the **Swedish Mission Church**, located at the **southeast corner of Ninth Avenue and Brown Street**. Note the early automobiles along the east side of the street. *[WJC Photo]*

COBB SHINN COMIC POSTCARD

ca. 1915-1920

We can all exceed the speed limit going down hill,
But it takes a Ford to do it up hill.



AND THE LITTLE
OLD FORD RAMBLES
RIGHT ON UP!



COBB & SHINN

© COMMERCIAL COLORTYPE COMPANY



Postmarked **March 20, 1920**, this view of **Superior Avenue** looking east, **Crystal Falls**, was taken from **Iron County Court House** clock tower. This view clearly shows the brick city hall building with its tower on the south (right) side of the street and on the north side of Superior Avenue the west side of the **Finnish & Swedish Mercantile Association** store (**F. & S.**) is visible. Note the early automobiles. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – May 27, 1920 – 1

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 1 [Thursday, May 27, 1920], page 1, column 3

SMASH OF AUTOS

Followed by Vicious Attack on Jess Jenson, Stabbed Six Times.

A collision between two automobiles at the north end of Milwaukee avenue at about nine o'clock last Sunday night culminated in the stabbing of Jess Jenson, of Crystal Falls, and in Mrs. Jenson being hit with a rock. Mr. Jenson is a patient at the St. George Hospital receiving treatment for six knife wounds and Andrew Corsi and Raphael D'Innocenzo are under arrest and a warrant is out for Pasquale Sandrie, who is hiding.

Particulars of the fracas are most conflicting and hard to obtain. According to the best information obtainable the facts are about as follows:

The cars that collided are owned by **Joseph Lindstrom**, of **Felch**, and **Pasquale Sandrie**. The Lindstrom car was being driven by **Iver Lindstrom**, son of the owner, who is about nineteen years of age, and contained another young man and two young women. The Sandrie car was driven by the owner with Corsi and D'Innocenzo as passengers. The Lindstrom car was going north enroute [*sic – en route*] home. D'Innocenzo and friends were enroute [*sic – en route*] home from a fishing trip and, according to our information, were in an intoxicated condition.

EXTRA! EXTRA! READ ALL ABOUT IT! – May 27, 1920 – 2

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 1 [Thursday, May 27, 1920], page 1, column 3

Young Lindstrom and his friends state that they saw the D'Innocenzo car approaching them at a rapid speed with only one head-light [*sic – headlight*] burning. Fearing an accident, Lindstrom says that he veered to the right side of the road and checked the speed of his car. The D'Innocenzo car veered to the right and struck the Lindstrom car which was badly smashed. The D'Innocenzo car sheered [*sic – veered*] to the center of the road and occupied this position when the Jenson car came along.

Noting that the roadway was blocked by the wrecked cars, Jenson got out to inquire if any one [*sic – anyone*] had been hurt. Learning that all the passengers had escaped injury, Jenson is said to have requested D'Innocenzo to remove his car from the center of the roadway so that he could continue his journey homeward. Angry words followed and the evidence gathered by the policemen relative to the instigator of the attack are most conflicting. The Italians testify that Jenson threatened to arrest them, stating that he was an officer, and that he struck the first blow. Corsi swears that Jenson struck and knocked him down. Young Lindstrom is equally positive that the Italians struck the first blow and that Jenson was attacked in unison by the three men.

During the melee, Janson was stabbed six times and was struck with a rock and kicked. The most serious wound received by Jenson is near the right kidney. Two other wounds less serious were in the body, one in the neck and the sixth on top of the head. Mrs. Jenson was also attacked and struck in the side by a rock and badly bruised. The little son sought shelter under the car.

EXTRA! EXTRA! READ ALL ABOUT IT! – May 27, 1920 – 3

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 1 [Thursday, May 27, 1920], page 1, column 3

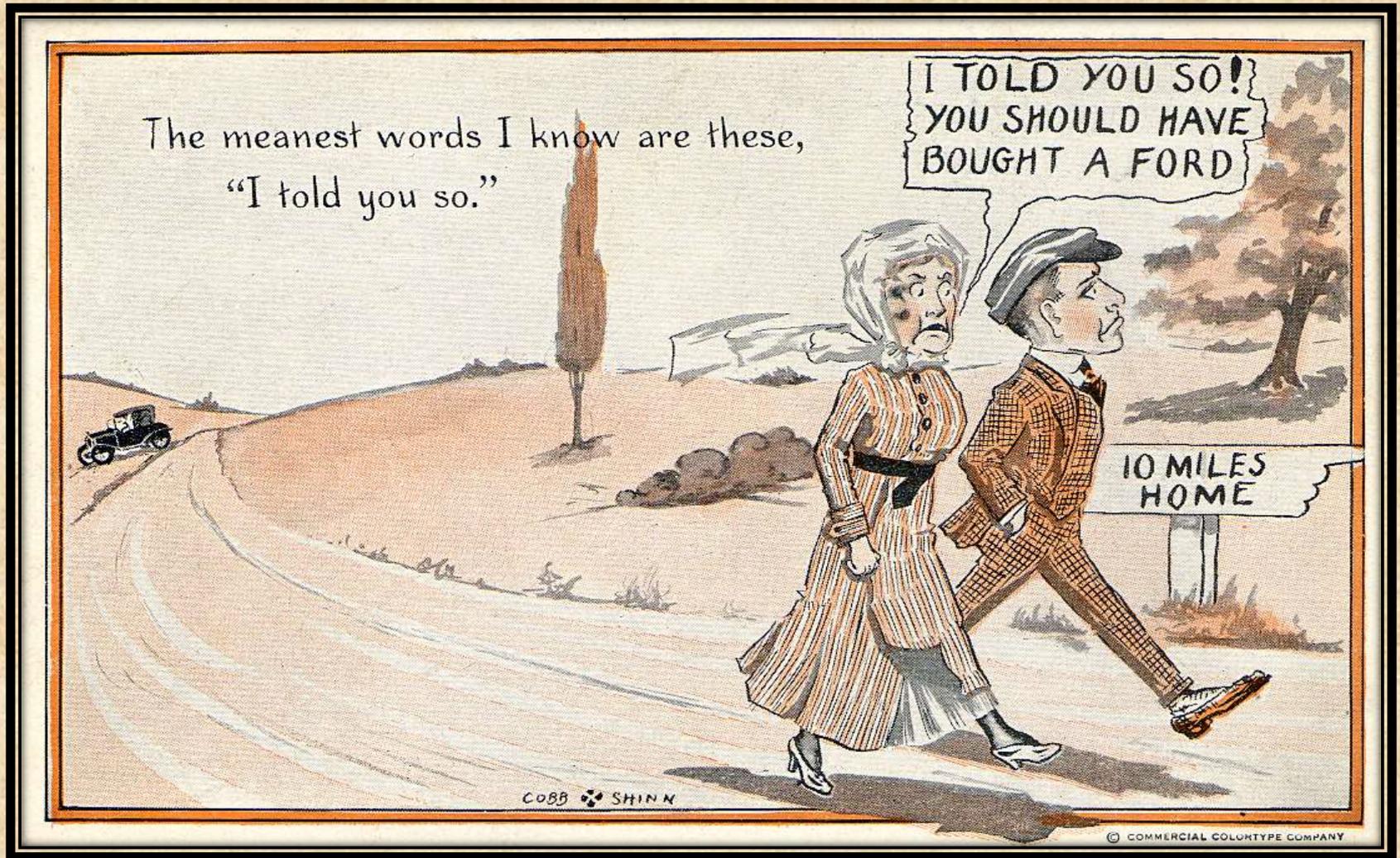
Sandrie, who has not yet been captured, is said to have wielded the knife. Corsi admits that he struck and kicked Jenson, but only after he had been attacked, and D'Innocenzo was also a party to the assault.

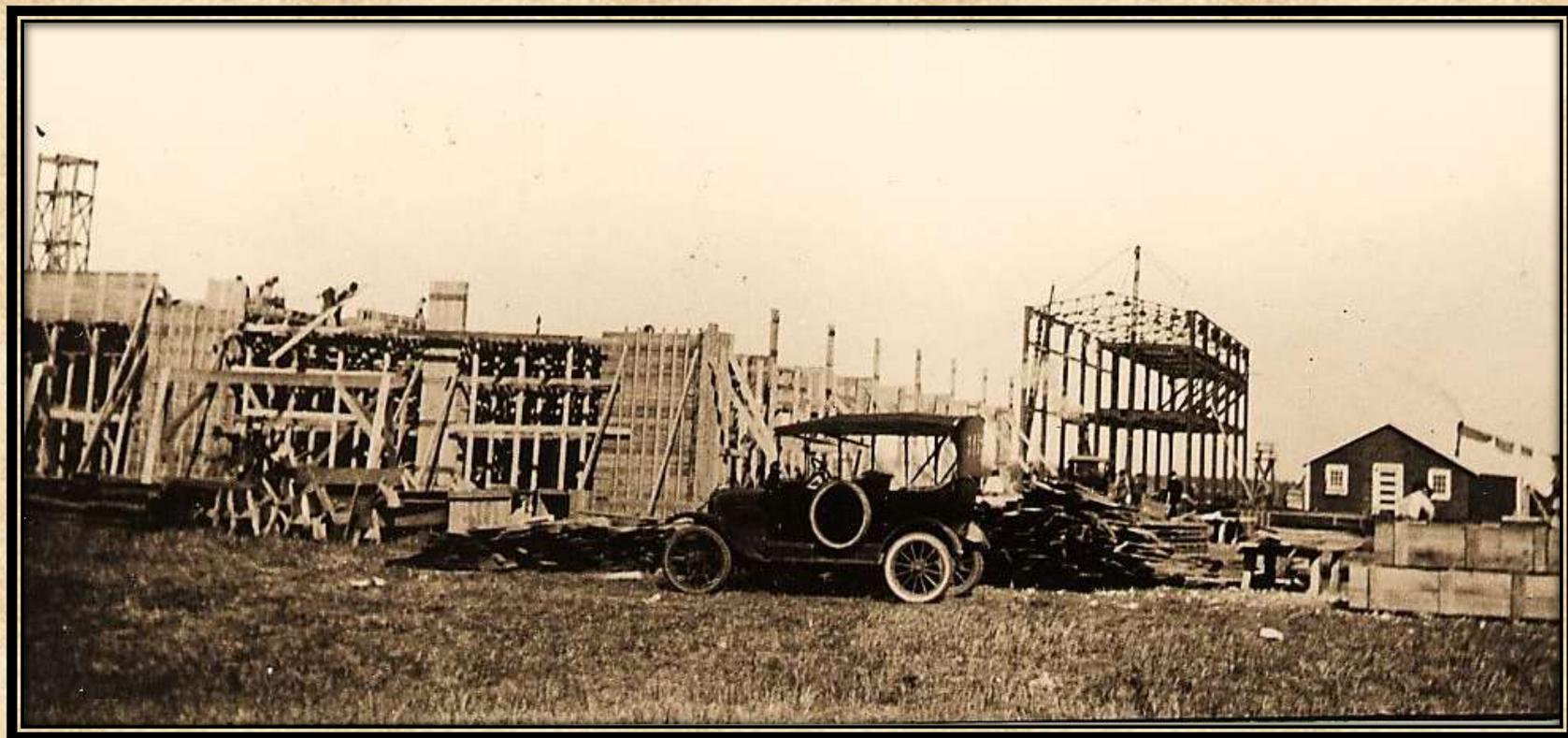
The melee was witnessed by a party of young people, who were returning from the country, and Chief of Police Gibeault was informed. The chief, accompanied by **Officer Cory**, hastened to the scene. Some hours later Corsi and D'Innocenzo were arrested and placed in the county jail. Monday morning, the men were arraigned [*sic – arraigned*] in justice [*court – ?*], charged with assault with intent to commit great bodily harm. On motion of **Prosecuting Attorney Knight**, the examination was postponed until June 2nd. Corsi and D'Innocenzo gave bonds in their [*sic – the*] sum of \$2000 each for their appearance.

Mr. Jenson is resting easy at the hospital and unless complications set in his complete recovery is certain.

COBB SHINN COMIC POSTCARD

ca. 1915-1920





Construction of the Ford Motor Company's plant in what was to become Kingsford began July 29, 1920. The machinery for mixing concrete had arrived five days earlier. On August 3 work began on the foundations of the sawmill, measuring 200 feet long and 125 feet wide. By August 19 the foundation work was almost finished and structural work was about to begin. The cost of the mammoth mill was estimated at \$250,000. The exterior of the sawmill, pictured here, was completed around December 4. Thus, this photograph must have been taken in late summer or early fall of 1920. Note the Model T Ford at the right and the framework for the power plant at the extreme right. The first carload of logs for the sawmill arrived November 30, and it was anticipated that ten million feet of logs would be unloaded at the Ford property before the winter was over. The sawmill was formally opened on Tuesday, July 12, 1921.

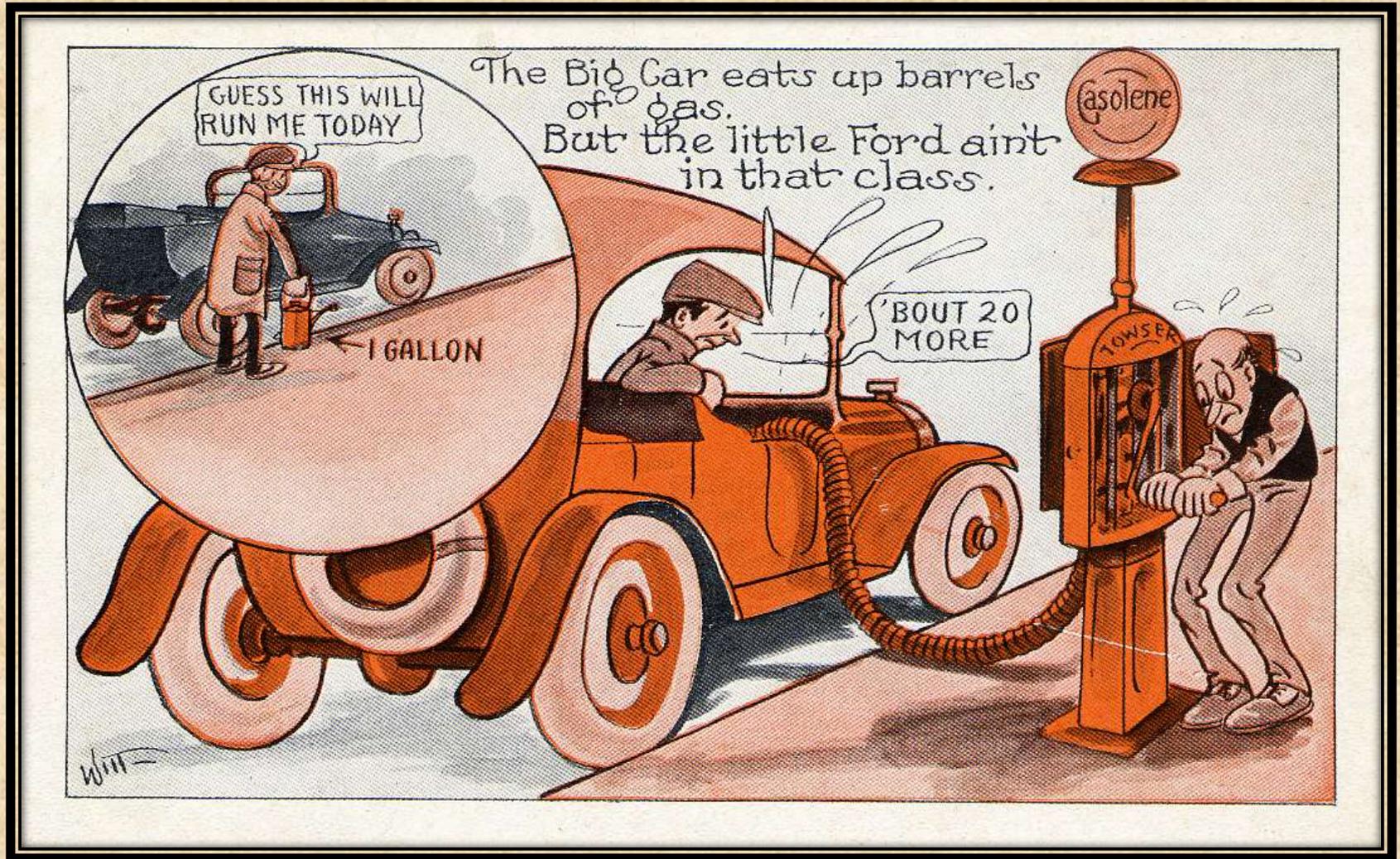
[WJC Photo]



Work on the power house foundations, measuring 250 feet long and 40 feet wide, also began August 3, 1920. The walls above ground of both the power house and the sawmill were constructed of stucco on steel frames with steel reinforced concrete supporting columns. **The power house was to furnish power for the sawmill and body plant.** By June 8, 1921, two of the four Wickes boilers were in place and nearly bricked in, and work on the other two was started. The plans called for eight boilers with a total capacity of 2,400 horsepower – 300 from each unit. There was considerable delay in receiving a newly-designed Ford turbo-generator which would best supply the needed power. The turbine was first tested on site on December 5. A second and finally a third turbo-generator were installed, the last one arriving in early February, 1922. The three units would give the power plant a capacity of about 3,000 horsepower and would enable one unit to be kept in reserve as insurance against stoppage of operations due to a breakdown. *[WJC Photo]*

WITT COMIC POSTCARD

ca. 1915-1920



EXTRA! EXTRA! READ ALL ABOUT IT! – June 3, 1920 – 1

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 3 [Thursday, June 3, 1920], page 1, columns 3-4

AN AUTO ACCIDENT

Results in the Death of J. Sherrill O'Connell Last Friday Night.

Last Friday night, an automobile owned and driven by M.J. Bacco, and containing J. Sherrill O'Connell, Henry Vallencourt and E.S. Mickey, returning to this city from Florence, ran into the highway fence about two miles west of the Spread Eagle road, in Florence County, Wis., the accident causing the death of O'Connell. O'Connell occupied a front seat with Bacco.

The death of O'Connell was not discovered until the Bacco car reached the garage of **Johnson Bros.**, in this city, and the discovery was made by **G.R. Johnson**, one of the proprietors, when he attempted to help the supposedly injured man into another car for the purpose of taking him to the home of his mother, **Mrs. Margaret O'Connell**, on West Fleshier street.

Coroner MacDonald and the police authorities were at once notified of the accident. A coroner's jury, consisting of **Charles A. Farrell**, **Fred Caviani**, **Hugh Ohman**, **Biaga Ferzacca** [*sic – Ferzacca*], **George Lundin** and **G.R. Johnson**, was at once empanelled by **Coroner MacDonald**, and the officials visited the scene of the accident.

EXTRA! EXTRA! READ ALL ABOUT IT! – June 3, 1920 – 2

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 3 [Thursday, June 3, 1920], page 1, columns 3-4

Coroner MacDonald decided that an autopsy was necessary and one was held on Sunday morning by **Drs. J.A. Crowell and S. Edwin Cruse**. The autopsy brought to light the following injuries on the body of O'Connell: Right leg skinned from instep to knee; slight cut on chin; slight bruises on nose; on right side two distinct small blue marks and discoloration over a space of about four inches square; several ribs were broken away from the breast-bone; the liver was literally torn to pieces, and lower lobe [*sic – lobe*] of right lung punctured. It is the opinion that he did not live five minutes after the accident.

The surgeons conducting the autopsy were of the opinion that O'Connell's [*sic – O'Connell's*] death was due to the injury to the lung, and the supposition is that this wound was caused by a blow from the two-by-four capping on the posts which were razed [*sic – raised*] by the car when it left the road.

At the inquest, held on Tuesday, Mr. Bacco, and the other passengers in the car[,] testified that, at the time of the accident, the automobile – a **Kessell Kar** – was running between twenty [*sic – twenty*] and twenty-five miles an hour. There is a sharp turn in the road and a down-grade at the place where the accident occurred. In making the turn, a dense fog was encountered. In hugging the fence too closely, the car sheered and ran into the fence. Six or eight large posts, with the two-by-four capping, on the left side of the road, were torn down.

EXTRA! EXTRA! READ ALL ABOUT IT! – June 3, 1920 – 3

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 3 [Thursday, June 3, 1920], page 1, columns 3-4

In order to clear the fence, Mr. Bacco, according to the evidence, gave the wheel a sharp turn to the right. This resulted in the car knocking down several more posts and in jumping a ditch of considerable extent. It was then shown that Mr. Bacco succeeded in turning his car, went west through the field a distance of nearly two hundred feet, and again gained the road and came to Iron Mountain.

Until the Johnson garage was reached, and O'Connell was found dead, it was not supposed that any member of the party was injured. How O'Connell received his death wound is a mystery, as the windshield on the car was not broken. It is the supposition that he was side-swiped by the post capping.

The automobile was not badly damaged, the fenders and foot-rail on the left side being stripped, and it was run to Iron Mountain on its own power.

The verdict of the coroner's jury was to the effect [*sic – effect*] that J. Sherill O'Connell "came to his death from injuries received in an automobile accident."

Mrs. O'Connell, the widow, and the mother of the deceased, Mrs. Margaret O'Connell, were represented at the inquest by **Attorney Symonds**. Due to the fact that there was no evidence to prove whether Mr. O'Connell died in Wisconsin or Michigan, Coroner MacDonald would not permit Attorney Symonds to cross-examine the witnesses as to the facts before the accident. It is probable, however, that the accident will result in a suit for damages.

EXTRA! EXTRA! READ ALL ABOUT IT! – June 3, 1920 – 4

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 3 [Thursday, June 3, 1920], page 1, columns 3-4

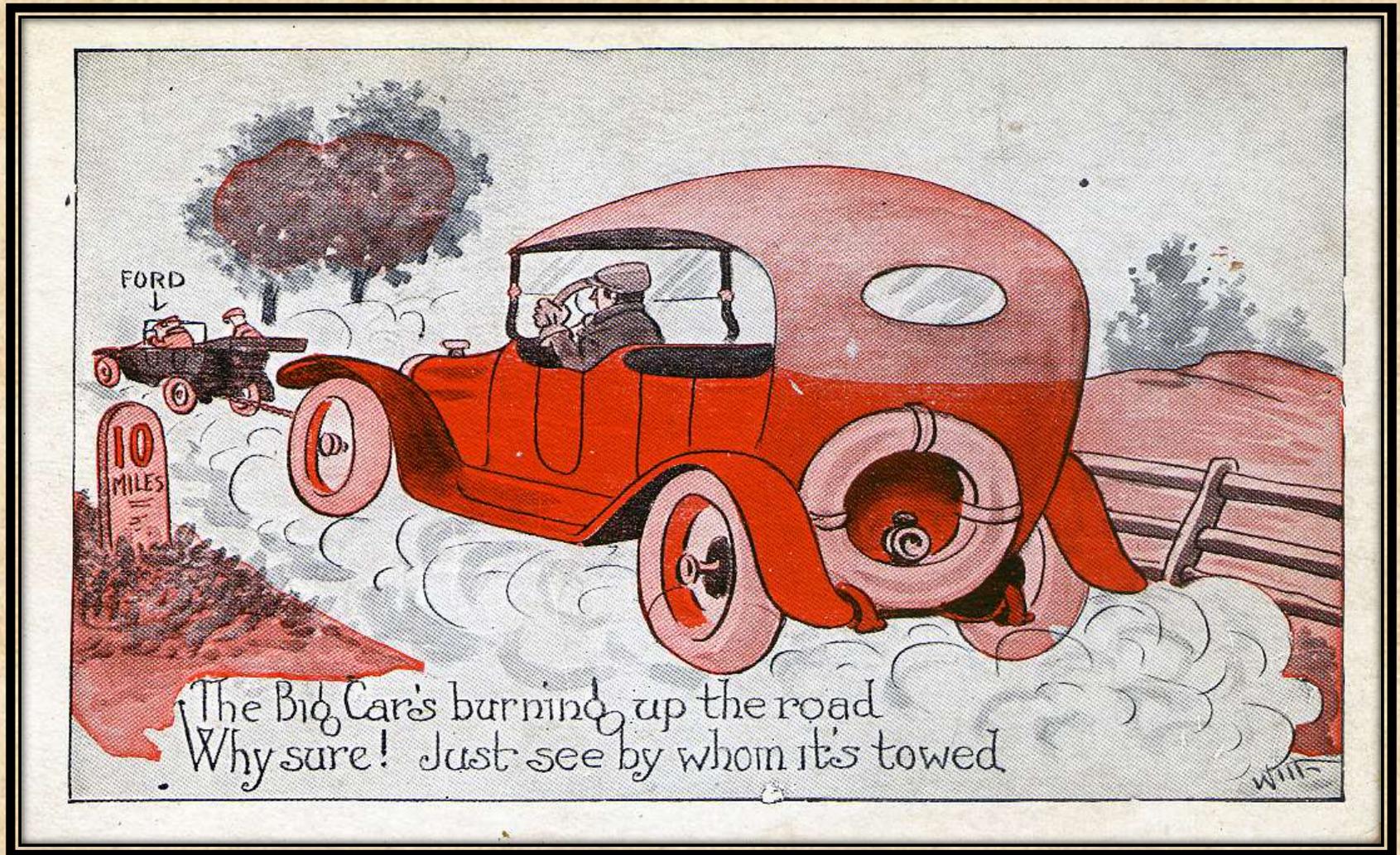
The victim of the accident is the oldest son of Mrs. Margaret O'Connell, and was born in **Quinnesec**. He was a railroad man and at the time of the accident held the responsible position of **yardmaster for the Chicago, Milwaukee & St. Paul road, at Butte, Montana**. A few weeks ago he was married and had come to Iron Mountain on a wedding tour the day before the accident happened. Mr. O'Connell was thirty-two years of age and was a young man with an assured career. For many years before leaving Iron Mountain, O'Connell and Bacco had been close friends. The death of O'Connell, who he had invited out for a pleasure ride, is a great shock to Bacco.

Deceased is survived by his wife, mother, Mrs. Margaret O'Connell, and three brothers and a sister, namely Miss **Gwyneth**, of Chicago, **Hugh**[,] of San Francisco, and **Ray**, of Daindille, North Dakota. **Mr. and Mrs. Fred Kane**, sister and brother-in-law, arrived yesterday morning from Missoula, Montana, to attend the funeral. The other attendants are: **Mr. and Mrs. Will Germain**, aunt and uncle, of Escanaba, Miss **Nina Germain**, of Wasshington, D.C., **George Germain**, of Escanaba, **Mrs. Mary O'Connell**, of Chicago, and **Mrs. John Crane** and **Mrs. Thomas Behan**, of Crystal Falls.

The funeral will be held to-morrow [*sic – tomorrow*] morning at ten o'clock from St. Joseph's church.

WITT COMIC POSTCARD

ca. 1915-1920



EXTRA! EXTRA! READ ALL ABOUT IT! – July 8, 1920

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 8
[Thursday, July 8, 1920], page 1, column 5

Automobile Accident.

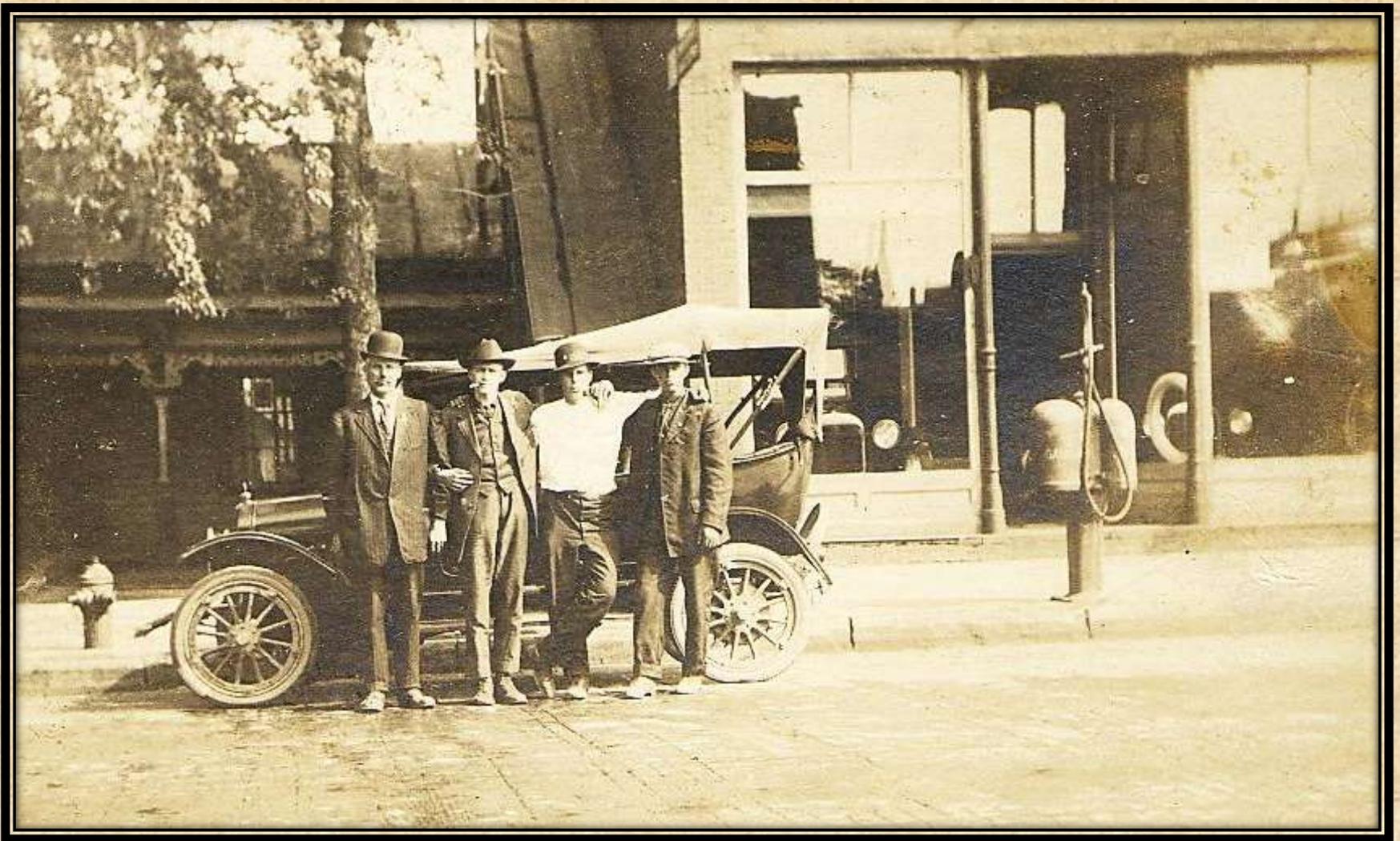
Last Sunday afternoon, at the **corner of Stephenson avenue and Hughitt street**, **Adolph Person**, a resident of Iron River, was run down by an automobile driven by **Mrs. George Huguet**. Mr. Person was taken to the St. George Hospital, where it was discovered that he was in a precarious condition. The breast bone had been fractured by one of the wheels and he had been nearly scalped by the fender. Mr. Person's condition at this writing is considered favorable, but he is not yet out of danger.

EXTRA! EXTRA! READ ALL ABOUT IT! – October 21, 1920

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 23
[Thursday, October 21, 1920], page 1, column 2

Enlarge Garage.

Eugene J. DeGaynor [*sic – DeGayner*] is one of the few business men [*sic – businessmen*] who does not propose to be overwhelmed next spring by the influx of new business. **Mr. DeGaynor** [*sic – DeGayner*] is district agent for the **Dodge and other automobiles**. He recently purchased the building at the corner of **West B street and Carpenter avenue** that he now occupies as a garage. Mr. DeGaynor [*sic – DeGayner*] has not let the contract to **Tom Stafford** for the immediate erection of an addition at the rear forty-seven by forty-nine feet in size. The present building is also to be remodeled. Work on the addition has commenced.



Dating between **1918 and 1927**, this unused postcard view shows an unidentified automobile dealership with vehicles visible in the large plate glass display windows on either side of the door. The automobile out in front is thought to be a **Model T Ford Touring Car** with its top up. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – October 28, 1920

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 24 [Thursday, October 28, 1920], page 1, column 4

Auto Accident.

Doris, the thirteen-year-old daughter of **Mr. and Mrs. John Strong**, was badly injured in an unavoidable automobile **accident near the Central school** last Tuesday afternoon. In an endeavor to avoid one car the child ran in front of another, driven by **Mrs. Lewis Eisele**, and was knocked down. The shock caused an injury about the head and Doris has been unconscious most of the time since. An operation was performed at the **St. George Hospital** yesterday and hopes are entertained for her recovery, but this will not be known to a certainty until this evening.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 25 [Thursday, November 4, 1920], page 1, column 6

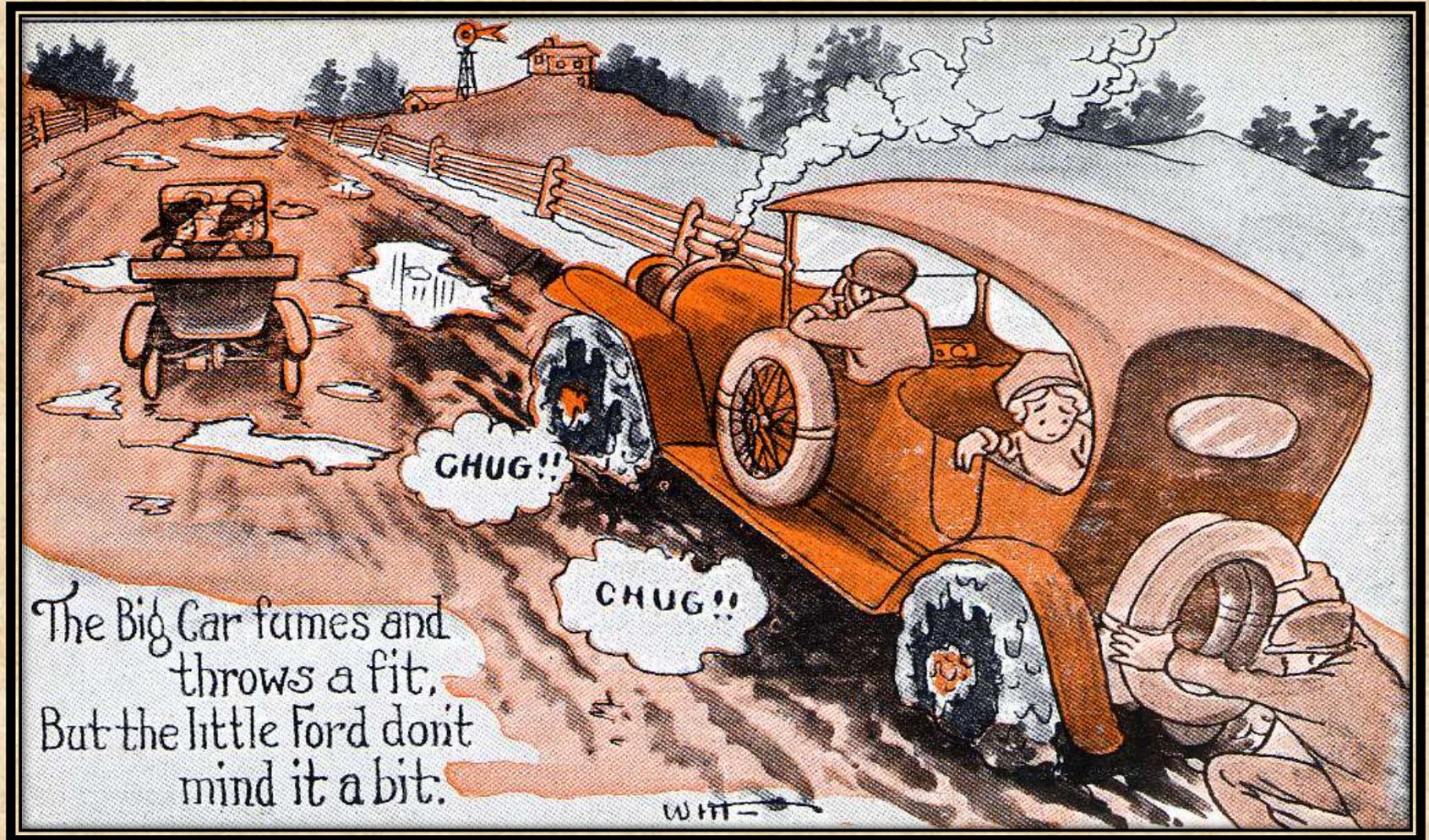
Doris, the thirteen-year-old daughter of **Mr. and Mrs. John Strong**, who was recently injured by being knocked down by an automobile, sustaining a contusion of the head, has made a good recovery following an operation at the **St. George Hospital**. **Miss Doris has returned home to her parents.**



Taken in the early to mid-1920's, this photograph shows a number of businesses on the **east side of the 300 block of South Stephenson Avenue, Iron Mountain**, as follows: **305**, Michael Khoury, confectioner; **307**, William Riley, newsstand; **311**, Fugere Bros. (Gilbert P. Fugere and Frank X. Fugere), men's furnishings and shoes; **313**, Fugere Bros., men's furnishings and shoes. Workmen were hanging a new sign atop Riley's newsstand. The store next to Fugere Bros. has the letters "MILL" visible above the awning and may have been the location of the Miller Agency (Carl G. Miller), dealing in insurance. In 1925 the Miller Agency's offices were in the First National Bank building. Note the early automobiles and the men's straw hats in the Fugere Bros. window. *[Gene Derwinski/Dick Ferris]*

WITT COMIC POSTCARD

ca. 1915-1920



EXTRA! EXTRA! READ ALL ABOUT IT! – September 1, 1923 – 1

The Iron Mountain Daily News, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 122 [Saturday, September 1, 1923], page 1, column 5

BIOLO INQUEST IS ADJOURNED

No Verdict Until Miss Parlanti Gives Testimony

After hearing several witnesses the coroner's jury sitting at the inquest held last night into the **death of Miss Mary Biolo, who received fatal injuries in an automobile accident Monday evening**, decided to adjourn for a week until the testimony of Miss **Mary Parlanti**, confined to St. George's hospital as a result of injuries she received in the same mishap, can be taken.

John Giacobina, driver of the death car, was present at the hearing last night but on advice of counsel, **Dan J. O'Hara**, declined to testify. With the exception of one statement made by **Fire Chief Albert Bloom**, the testimony of other witnesses was to the effect that Giacobina was not under the influence of liquor the night of the accident and did not send in the false alarm that called out the No. 1 fire truck, into which Giacobina's car crashed.

Accident Described

EXTRA! EXTRA! READ ALL ABOUT IT! – September 1, 1923 – 2

The Iron Mountain Daily News, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 122 [Saturday, September 1, 1923], page 1, column 5

As a matter of fact, the testimony shed little light upon anything except the manner in which **Giacobina's car hurtled into the rear end of the fire truck, the ladders projecting over the end of the truck tearing through the rear of the car and striking Miss Parlanti and Miss Biolo who were in the rear seat.**

Witnesses included Miss **Rose Chili**, who was in the front seat of the car with Giacobina, **Chief of Police Pesavento, Fire Chief Bloom, Firemen Henry Miller, Charles Anderson, Charles Fredrickson and Michael Scolatti [sic – Scolati], Police Officer Carlevato, Paul Gingras, Dr. S. Edwin Cruse and Dr. Eisele.**

Did Not See Other Car

The firemen, with the exception of the chief, and the two police officers were on the truck when the accident occurred. All declared that they did not see another car coming in the opposite direction that blocked the road so that Giacobina could **out** and pass the fire truck. According to their testimony, the truck had been stopped for several seconds before the smash-up, but they did not notice the Giacobina machine until it had started skidding and broadsided into the rear of the truck. They admitted that another car might have blocked the road but they did not see it. Those who talked to Giacobina after the accident asserted they did not notice he was under the influence of liquor.

EXTRA! EXTRA! READ ALL ABOUT IT! – September 1, 1923 – 3

The Iron Mountain Daily News, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 122 [Saturday, September 1, 1923], page 1, column 5

The first witness on the stand was Miss Chili. She told briefly of driving to Quinnesec with Giacobina, turning around there and coming back to Iron Mountain. Giacobina did not stop the car on the way back, she said, so that he could not have turned in the false alarm at box No. 72, located at the corner of Stephenson avenue and G street. While coming north on Stephenson avenue, she testified, the fire truck passed them on its way south and Giacobina turned around at C street and followed. He increased the speed of his machine, she said[,] and she warned him not to go so fast.

Truck Had Stopped

It was so dark, she added, that they did not notice the fire truck was stopped until they were almost on top of it. Then Giacobina turned out to pass but saw the oncoming car. Finding the road blocked he put on the brakes and the car skidded into the truck.

EXTRA! EXTRA! READ ALL ABOUT IT! – September 1, 1923 – 4

The Iron Mountain Daily News, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 122 [Saturday, September 1, 1923], page 1, column 5

Chief of Police Pesavento and Paul Gingras described the manner in which they moved Miss Parlanti and Miss Biolo from the rear seat. Miss Biolo had slumped down in the seat while Miss Parlanti was pinned to the back, her left arm wedged between two of the ladders that were fastened together. Both young women were bleeding profusely and persons who passed in cars took them to the hospital, where Miss Biolo died Tuesday afternoon.

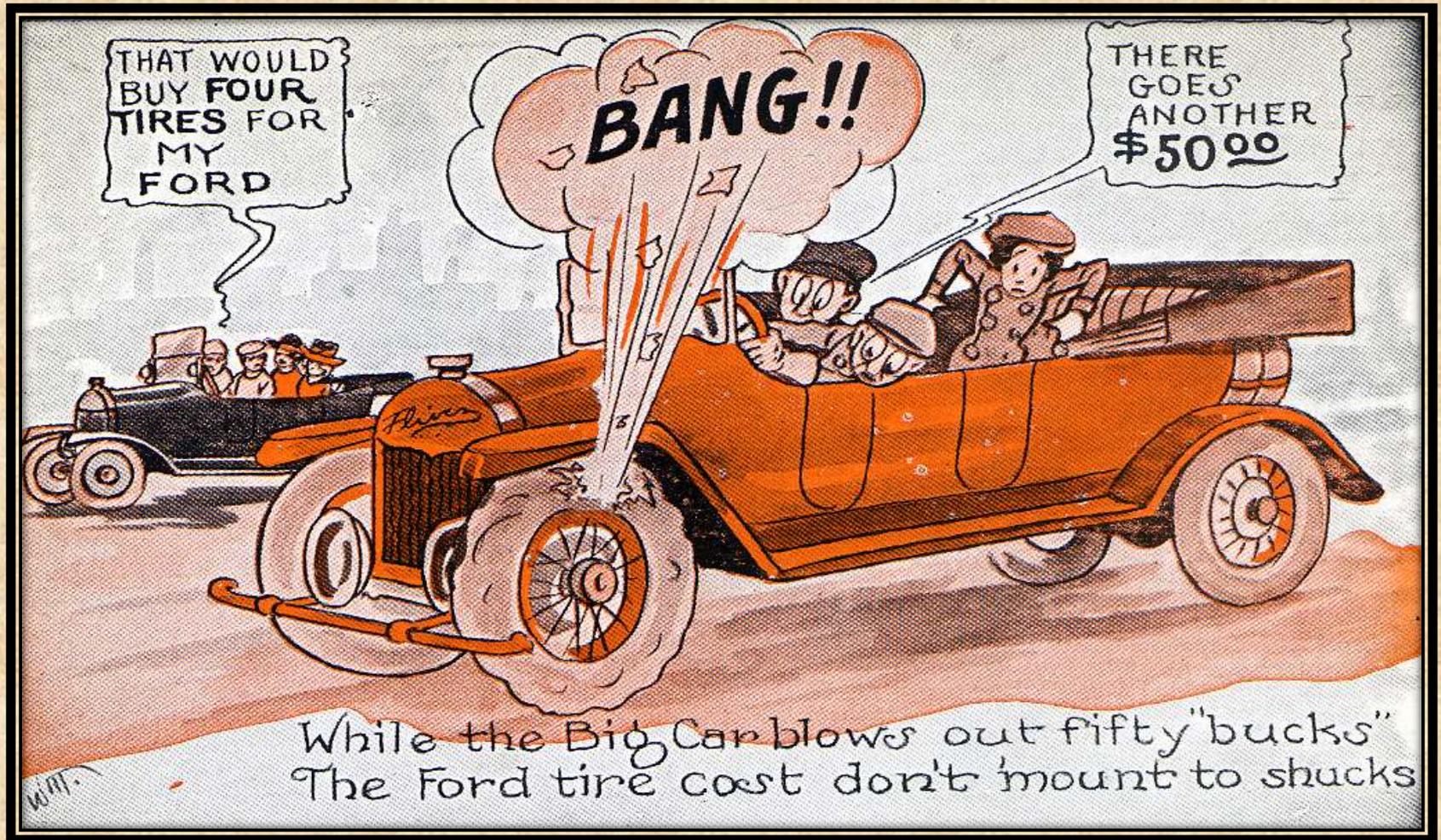
Giacobina “Not Himself”

Fire Chief Bloom described how early Monday evening **Giacobina, a substitute fireman**, had come to him at Station No. 2 and asked to get off until midnight. **The chief said he remarked at the time to other members of the department that Giacobina was not “in a fit condition to work.”** He could not say whether or not liquor was responsible for Giacobina’s condition but added that the driver “did not seem to be himself.” Firemen, he said, were under orders to respond to an alarm whether or not they were on duty at a station.

When the testimony of the witnesses *[need to finish copying this article]*

WITT COMIC POSTCARD

ca. 1915-1920





This postcard view of the **500 Block of South Stephenson Avenue at the East B Street intersection, Iron Mountain**, was taken after May, 1921, when construction began on the **United States National Bank** (Downtown Plaza) and before June, 1929, when construction began on the **Commercial Bank** on the west side of Stephenson Avenue (Northern Michigan Bank). The photographer was standing in the area now occupied by the Dickinson County Chamber of Commerce. The streets were unpaved. The entire west side of 500 Block of Stephenson Avenue and most of the 400 Block was vacant. At the southwest corner of East Hughitt Street and Stephenson Avenue, the rear and side of the **Morris & Company meat refrigeration building**, fronting on East Hughitt, can be seen. The lighter-colored building behind and to the left of the depot was the **Fisher Block**, where the original **Commercial Bank** was located. Note the early automobiles, as well as one horse-drawn wagon. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – July 5, 1924 – 1

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 72
[Saturday, July 5, 1924], page 2, column 4

MOVEMENT OF TRAFFIC HEAVY

More Than 8,000 Vehicles Passed B street corner Yesterday

More than 8,000 vehicles of all varieties – baby carriages included – moved up and down Stephenson avenue during the 12-hour period from 8 a.m. to 8 p.m., yesterday[,] according to figures kept at the **P.H. Davis Tailoring company** offices in the **Cordy building**.

There were in all, **8,016** vehicles that passed up and down the street during the period, the tabulation showed. The total moving in a southerly director was **4,049** for the 12 hours. During the same period **3,967** vehicles moved north along the street.

There were 33 baby carriages counted passing the point of observation during the 12 hours. Twenty of them moved south and 13 north.

EXTRA! EXTRA! READ ALL ABOUT IT! – July 5, 1924 – 2

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 72 [Saturday, July 5, 1924], page 2, column 4

There were 33 baby carriages counted passing the point of observation during the 12 hours. Twenty of them moved south and 13 north.

Among motor vehicles Fords predominated by more than two to one. Between the hours of 6 and 8 a.m., a total of 107 Fords were counted traveling north, compared *[need to finish copying this article]*

EXTRA! EXTRA! READ ALL ABOUT IT! – December 3, 1924

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume X, Number XX
[Wednesday, December 3, 1924], page X, columns X-X

NEW SHOW ROOM FOR DODGE AUTOS

Extensive Alterations At DeGayner's Completed.

One of the finest auto display rooms in the city has just been finished in the **E.J. DeGayner garage** at the **corner of B street and Carpenter avenue**. Alterations have been under way for several weeks.

The display room formerly occupied a small part of the front of the building. A room 30 feet square and large enough for four cars, *[sic]* has now been built where the entrance to the garage was previously located. The entrance to the garage has been moved to the right of the display room.

The show room is painted white with green trimmings. It is brilliantly lighted at night and sets off effectively the cars on display. **The garage has the agency for Dodge automobiles.**

NOTE: By 1935 DeGayner & Kesler (Eugene J. DeGayner and Russell A. Kesler) were "Dealers for Dodge and Plymouth Motor Cars and Dodge Trucks" at this location.



This postcard view, looking north on Nelson Street, **Norway**, and dating between **1925 and 1930**, shows the **Summit Dairy and Candy Land**, operated by the **Protegere Brothers** of Iron Mountain, farther north, on the east side of the street. Note the early automobiles at the north end of the street. [WJC Photo]

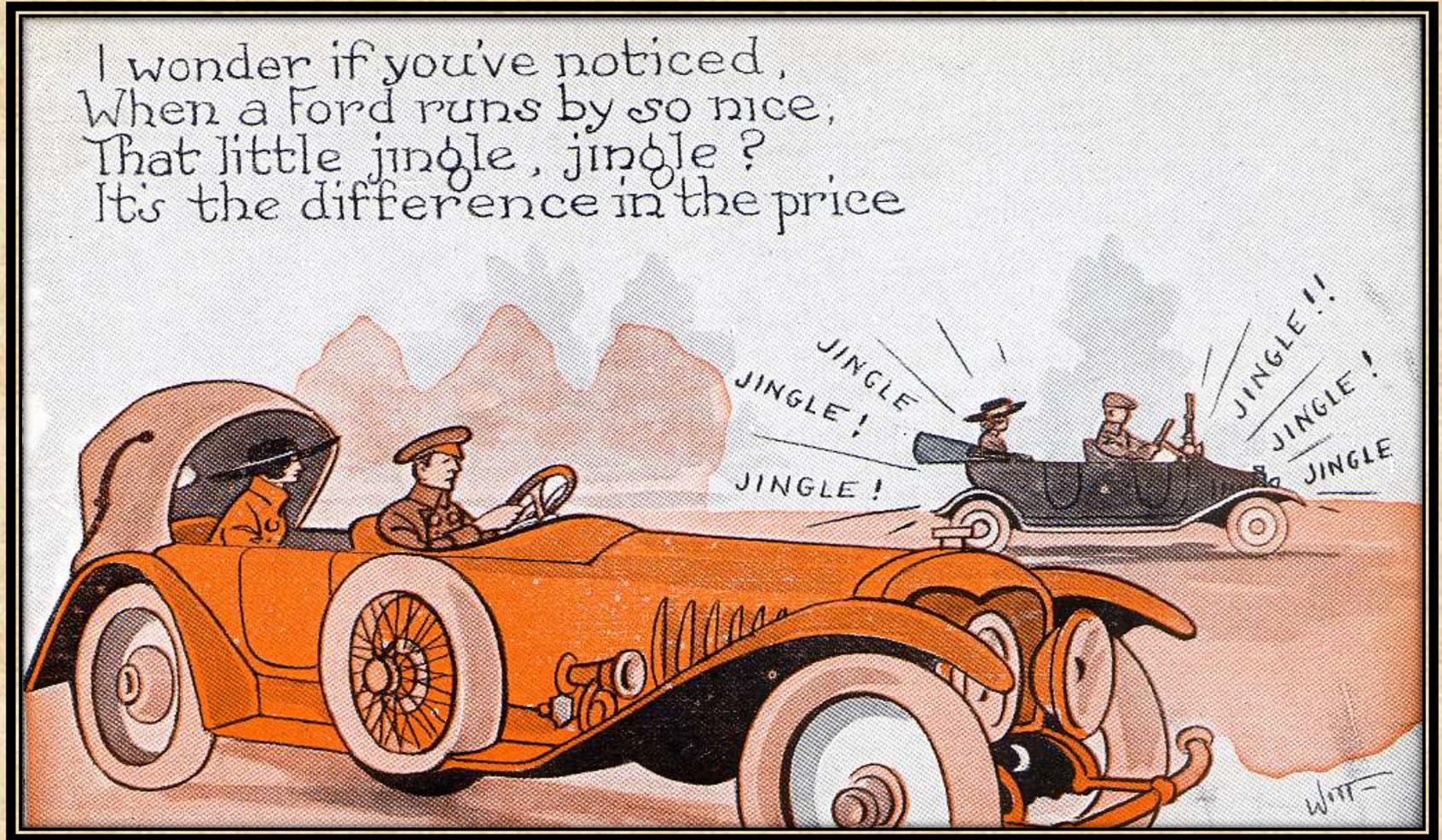


This postcard view of **Brown Street, Norway**, looking south, was taken by the Iron Range Studio between **1920 and 1930**, and shows a portion of the **Swedish Mission Church**, located at the southeast corner of Ninth Avenue and Brown Street. Note the early automobiles parked along the east side of the street. *[WJC Photo]*

WITT COMIC POSTCARD

ca. 1915-1920

I wonder if you've noticed,
When a Ford runs by so nice,
That little jingle, jingle?
It's the difference in the price



EXTRA! EXTRA! READ ALL ABOUT IT! – February 4, 1925 – 1

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Wednesday, February 4, 1925], page ____, column 1

AUTO PLUNGES IN CHAPIN PIT

Driver Leaps to Safety As Machine Dives Down Embankment

Skidding on the icy road going over the Chapin pit, a Cadillac touring car driven by Joseph Weinstock, Iron Mountain contractor, plunged downward about 150 feet, coming to a rest 40 feet from the bottom of the cave-in. Weinstock jumped from the car just before it went over the steep cliff, and escaped without injury.

With the exception of a broken windshield, smashed top and scratches to the body, the car was not badly wrecked and, after being hauled form the pit, was run to a garage under its own power.

EXTRA! EXTRA! READ ALL ABOUT IT! – February 4, 1925 – 2

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____
[Wednesday, February 4, 1925], page ____, column 1

Weinstock declared this morning he was traveling at a rate of speed not in excess of 15 miles an hour when the front wheels got out of the rut. He endeavored to bring them back in line, he said, but a front wheel skid resulted, throwing the car around towards the guard railing. The car broke through the railing and just before it went over the embankment Weinstock leaped to safety. **The motor of the car was still running when it reached the bottom of the pit.**

Within an hour from the time of the mishap the machine had been hauled out of the pit by Anton Meinch, moving contractor, who used two trucks and a team of horses attached to a heavy cable.



This postcard view, taken in about **1925**, shows the east side of the **400 block of South Stephenson Avenue, Iron Mountain**: **401**, Liberty Candy Kitchen (George Villenette); **403** – no listing; **405**, Charles E. Parent Clothing Store in the Taylor Building (S.S. Kresge Co. opened at **405** on November 17, 1926); **407-409**, the Stern & Field (Herbert Field and Noe Bertrand); **411**, no listing; **413** – no listing; **415-417**, Levy-Unger Company, Ltd. (Henry M. Levy, Albert Levy, Isaac Unger); **421**, Erickson & Johnson Grocery Store (Sol E. Erickson and Gust P. Johnson); The Hub Clothing Company (David J. Confeld and Meyer Rosenblum) opened at **421** in late March, 1925; **427**, The National Bank Block. Most of the listings are from the 1925 directory. Note the early automobiles. *[WJC Photo]*



This postcard view, dating between 1921 and 1930, shows **The Iron Inn**, 200 West Adams Street, Iron River, looking west. The Iron Inn is at the northwest corner of West Adams and Second Streets. A **service garage** was located next door. At the corner of West Adams and Third Streets is the **Delft Theater**, which opened December 1, 1921. Designed by Architects Herbert and Koenzi, of Milwaukee, in the Dutch Renaissance Style, the theater cost \$75,000 and had a seating capacity of 750 until the concession stand was added. Note the early automobiles. [WJC Photo]

EXTRA! EXTRA! READ ALL ABOUT IT! – May 20, 1925

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 34
[Wednesday, May 20, 1925], page 8, column 3

TAKE THIRTEEN IN SPEED NET

Fines Come Thick And Fast in Round-up By Officers

Thirteen is an unlucky number for most people, but not so far for the sheriff's department, 13 speeders being picked up yesterday and paying fines ranging from \$5 to 10 [*sic* - \$10].

Dell Buckmaster, driver of the Menominee bus[,] who was caught by **Under-Sheriff Lloyd Cleveland** while traveling at a rate of 55 miles an hour, was let down with a \$5 fine, but a second appearance on a similar charge may result in the taking of his driving license.

Three of the 13 paid fines of \$10, two of the three, **Earl Grenfel** [*sic* –*Grenfell*] and **Rufus Massi** [*sic* –*Massie*][,] being charged with racing. The third, **Herman Stokes**, was guilty of speeding and in addition was charged with having his cut-out open. **Fred Perron** was the fourth victim of **Motorcycle Woods**, paying a fine of \$5.

Lloyd Cleveland took **James Streeter**, **Joseph Berton**, **Henry Shaw**, **Ralph Phillion**, **Edward Johnson** and **Leo Thebeault** [*sic* –*Thibeault*] all into camp, each paying \$5 and costs on charges of speeding.



William Rhodes, left, ran **The Cycle Shop** at **109 East Brown Street, Iron Mountain**, in 1925. Rhodes sold Indian brand motorcycles and evidently also repaired and serviced automobiles. Also pictured in this **1927** photograph are Pat Trepanier, center, and James Martin, right. Information on the photograph indicates The Cycle Store was located at **202 Merritt Avenue**, perhaps a later address than the one contained in the 1925 directory. *[Menominee Range Historical Museum]*

EXTRA! EXTRA! READ ALL ABOUT IT! – May 23, 1925

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 37
[Saturday, May 23, 1925], page 2, columns 3-4

GIVES WARNING ON AUTO LIGHTS

Use of Cut-Outs Also Forbidden, Traffic Cop Points Out

Motorists who drive at night with only one headlight are scheduled to be among the next visitors in police court, according to a warning today by **E.C. Wood, county motorcycle cop.**

During his patrol of the county highways last night, Wood stated that many motorists were operating their cars with only one headlight. He warned a number that duplication of the offense would result in their arrest.

The law provides that a car being operated at night must have two headlights and a red tail light.

The traffic officer also warned several that the new state law prohibits the use of cut-outs, whether in the city or country and arrests will be made for violations.

EXTRA! EXTRA! READ ALL ABOUT IT! – May 25, 1925

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 38
[Monday, May 25, 1925], page 10, column 5

Record Car Run To Hibbing, Minn.

A **record taxi trip of 708 miles in 22 hours** was made Saturday by **Philip Rahoi**, driver for the **North Side cab company**. Rahoi left Iron Mountain Friday night at 8 o'clock for Hibbing, Minn., and arrived home again at 7 o'clock Saturday night. By the time that he had reached Florence on the homeward journey, Rahoi was so fatigued that it was with the greatest difficulty that he negotiated the rest of the road to Iron Mountain, the last 14 miles taking him 45 minutes. **The average for the trip was 30.7 miles per hour.**



This unused postcard view, dating between **1920 and 1930**, shows a residential area on **Fifth Street** in **Crystal Falls**. Note the early automobiles on the street. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – June 4, 1925

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 46
[Thursday, June 4, 1925], page 3, columns 5-7

USE DIMMERS, OFFICER WARNS

Arrests Will Start Tonight, Motor Cop Declares

E.C. Wood, Dickinson county motorcycle cop, today issued a warning that he will start making arrests tonight in connection with motorists who fail to dim their headlights when approaching another car.

Many motorists drive on the county highways with glaring headlights and have no consideration for the driver approaching them, Wood stated. The state law provides that a driver must dim when nearing a car coming from the opposite direction.

It is permissible to use a spot light on the county highways, providing the spot is not higher than the center of the windshield. The light, however, must be focused downward and to the right. Motorists who focus spot lights straight ahead are subject to arrest.

EXTRA! EXTRA! READ ALL ABOUT IT! – June 25, 1925 – 1

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Thursday, June 25, 1925], page 2, columns 3-4

GAS STATIONS ARE FLOURISHING HERE

Large Number But All Are Thriving Upon Heavy Traffic

Gas stations[,] seemingly out of all proportion to the city's population, [sic] flourish in great numbers in and about Iron Mountain.

The motorist who runs out of gas or oil has not far to seek in almost any direction to replenish his supply.

Though operating in great numbers, the business does not languish in any of these service stations which cater to an almost incessant traffic not only of the city and surrounding towns and villages, but to tourists.

The youth of the neighboring towns and country places congregate almost nightly at Pine Gardens and The Nightengale, largest dance halls in the upper peninsula, and the number of cars parked outside these two large neighboring amusement places, [sic] is scarcely fewer than the number of dancers inside.

Crystal Falls, Iron River, Ironwood, Escanaba, Channing, Witch Lake[,] Sagola, Humboldt, Champion and Republic, [sic] are represented, as well as the city and villages of Iron Mountain.



The **Pine Gardens**, a popular dance pavilion located at **Badwater**, opened September 1, 1924, with a dance attended by an estimated 1,000 couples sponsored by the Iron Mountain American Legion Auxiliary. This snapshot was taken in the **late 1920's**. Note the automobiles. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – June 25, 1925 – 2

The week-end [*sic – weekend*] tourist procession through Iron Mountain and the villages represents the entire upper peninsula, and [*sic – and*] creates the heaviest demand on the service stations.

All of the trade, however, does not come from outside. The number of cars owned and operated in Iron Mountain and the villages is probably greater than in any other city in the upper peninsula.

An extraordinary heavy bus traffic having its nucleus in the city also contributes to the gas business.

5,800 Licenses Issued [*sic – Issued*]

New licenses issued at the county court house since the first of the year numbers about 5,800, and showed a turnover of about 700 used cars.

Three oil companies are represented in this district, namely the **Standard Oil**, **Union Oil**, and **Wadham Oil**, the latter represented by **G. Bertoldi and Sons**.

The **Standard Oil** company has four filling stations. These are located at Stephenson avenue and “B” street, the North Side, Carpen- [*sic – Carpenter – evidently a line missing here*] Norway [*sic*]. It has two [*sic – has two*] leased stations at Kingsford and Norway, rents out about 25 pumps, and supplies between ten and fifteen dealers.

The **Union Oil** company operates four owned stations and supplies about 25 pumps, operating at strategic points throughout the Iron Mountain district.



Claude Parmelee opened his dance hall, **The Nightingale**, located at **Badwater**, on May 15, 1925. The 146 by 80-foot structure was constructed in the Spanish style of architecture and had a dance floor measuring 96 by 80 feet. A mezzanine 36 by 80 feet was used for private parties and serving lunches. The building was remodeled and additions were made several times. This snapshot was taken in the **late 1920's**. Note the early automobiles. *[WJC Photo]*

EXTRA! EXTRA! READ ALL ABOUT IT! – June 25, 1925 – 3

Bertoldi and Sons own four stations, which are located at 901 Stephenson avenue, Flesheim [*sic – Fleshiem*] street and Stephenson avenue, Norway, and Niagara, Wis. **They rent out about 15 pumps and supply about the same number of dealers.**

Each of these companies has a new station in process of building and will go on building as long as the heavy demand exists, representatives of the companies say.

The gas, oil and accessories business handled by Bertoldi and Sons during the last year showed a fifty per cent increase over that of the year before, and the business of the year before, in turn, showed a ninety per cent increase over its predecessor, Mr. Bertoldi said.

Union Oil and Standard Oil representatives say that their businesses show a similar high tide of prosperity.

EXTRA! EXTRA! READ ALL ABOUT IT! – December 22, 1925

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, **XXX** Year, Number **XXX** [Saturday, December 22, 1925], page **XX**, columns **XX**

NEW TRIANGLE OIL STATION IS UNIQUE PLACE

Built of red brick, with cream colored stucco work on the exterior, and of old English architecture, the gasoline filling station recently completed for the **Triangle Service company**, of this city, **Kingsford and Stilwell, proprietors**, is a decided innovation in structures of this kind.

The new station is **located near the Ford store, on South Carpenter avenue**, and is the only one of its kind in the upper peninsula of Michigan.

Entrance to the station is obtained either from Carpenter or Cass avenues, and three attendants will be employed to handle the service.

Three gasoline pumps have been installed and **Red Crown gasoline products** will be handled.

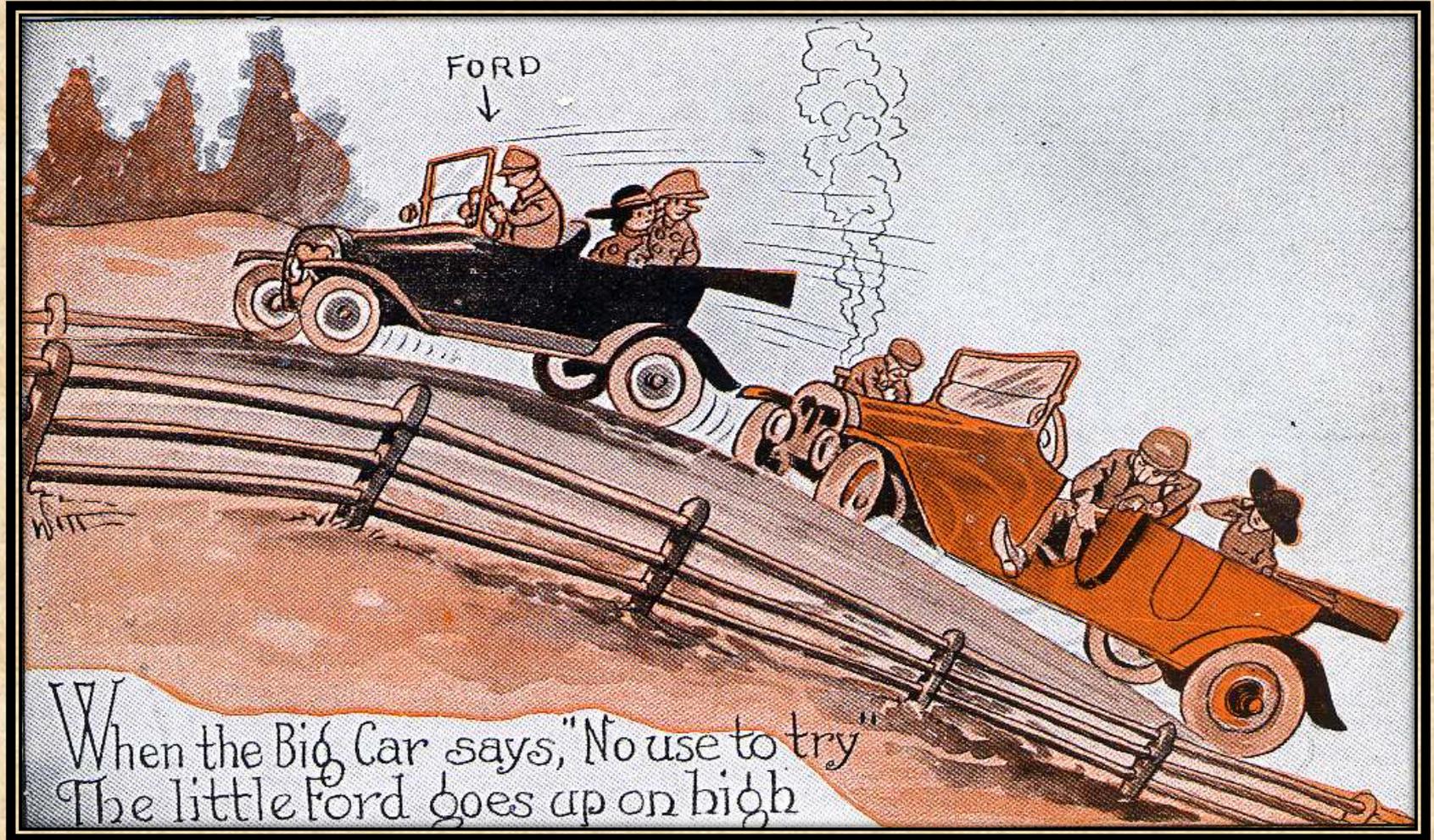
A specially arranged oil draining pit has been provided and **Bartles bonded oils[,]** as well as the various grades of **Polarine**, will be distributed.



The **Triangle Filling Station**, located at the **southwest corner of Carpenter Avenue and Cass Avenue in Kingsford's Ford Addition**, opened just before Christmas, **1925**. Owned by Edward S. "Ted" Kingsford and James Stillwell, the station's exterior was built in the Tudor or Old English architectural style and was quite unique. Many early gasoline pumps, such as the three pictured here, had a calibrated glass cylinder on top. The desired quantity of fuel was pumped up into the cylinder as indicated by the calibration by an attendant, using the lever near the base of the pump. Then the pumping was stopped and the gasoline was let out into the customer's tank by gravity. The men in the photograph are **Tracy Wales** (left) and **Jimmy Thomas** (right). Houses along the south side of lower Cass Avenue can be seen at the right. *[Menominee Range Historical Museum]*

WITT COMIC POSTCARD

ca. 1915-1920



When the Big Car says, "No use to try"
The little Ford goes up on high



This modern postcard shows a restored dark green and black **1926 Ford Model T Tudor Sedan**. In 1926 a streamlined body style, a re-introduction of body color and a mid-year price cut were necessary to bolster sales for the eighteenth year of Model T production. *[WJC Photo]*



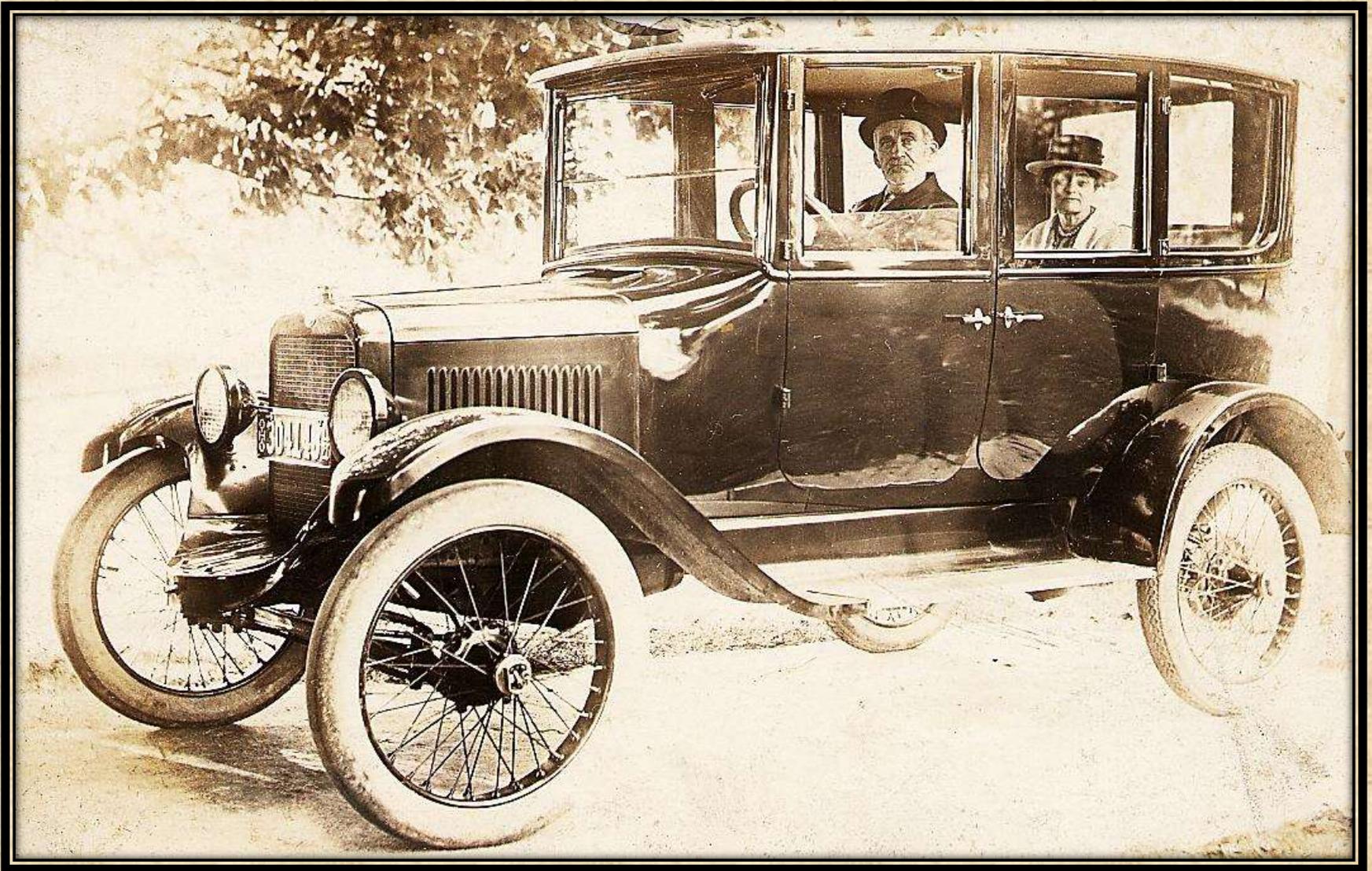
Postmarked **July 23, 1926**, this postcard view shows **West Genesee Street (Main Street), Iron River**, looking east. Businesses identified include **Pryne, The Woman's Shop; Miners' State Bank** which opened in 1912 and constructed its building in 1913; **Joseph's Tog Shop**, and the **First National Bank**, at the intersection with Third Street. [WJC Photo]



Postmarked **August 27, 1926**, this view of “Main Street, **Crystal Falls, Michigan**” (**Superior Avenue**) looks east with the bridge over the Paint River visible at the bottom of the hill. The **Finnish & Swedish (F. & S.) Mercantile Association store**, the two-story brick building at the left, was built in 1906, and a grocery store was located on the ground floor for many years. Signs indicate a drug store and an **automotive garage** a little farther down the block. Street lights line both sides of Superior Avenue. Note the early automobiles. [WJC Photo]



Dating between **1925 and 1930**, this unused postcard view shows **Central Avenue**, Looking East, in **Florence**, Wisconsin. Note the early automobiles parked on the street. *[WJC Photo]*



The first **Ford Tudor Sedan** was offered in 1915 for social, shopping and general uses. The vertical OHO, probably indicating Ohio, is visible on the left side of the license plate. Note that the two doors visible on this four-door enclosed vehicle latched at the center post. The rear door was referred to as the suicide door. Wheels were wooden artillery wheels, with steel welded-spoke wheels available in **1926 and 1927**. *[WJC Photo]*



In early **August, 1927**, brothers Morris Wolfe and Henry Wolfe, sons-in-law of Max A. Cohodes, began construction of their four-store, single-story brick and steel block at an estimated cost of \$35,000. William F. Pagels, a Chicago architect, prepared the plans. Anton Miench was in charge of the excavation at the **northeast corner of South Stephenson Avenue and East C Street, Iron Mountain**, when this photograph was taken during the first week of August, 1927. G.A. Gustafson had the contract for the structural work of the four-store block. **St. Paul Park**, the site of the early farmers' market, was across the street. A steam shovel owned by Hill Brothers, of Chatham, Michigan, was loading one of Anton Miench's trucks. Note the early automobiles on the west side of the street. *[Menominee Range Historical Museum]*



Ground was broken for the **construction of the Commercial Bank** on the west side of the **500 block of South Stephenson Avenue, Iron Mountain**, in the **spring of 1929**. The architects for the building were A. Moorman & Company, of Minneapolis. The company specialized in bank buildings, and took charge from “the first blueprint to the final placing of the inkwells on the desks.” The architects awarded all individual contracts and supervised the erection and equipment of the structure. Their representative on the job was George J. Morrison. The general construction contract was held by the Phelps-Drake Company, and work was begun in the spring of 1929, as soon as the basement excavation had been completed by Joseph Mongrain. The intersection of South Stephenson Avenue and East A Street is shown in this photograph. The J.C. Penny Company then occupied the north storefront of the **U.S. National Bank** building on the northeast corner, but later occupied the Levy-Unger Company building two stores north. The **Central Drug Store** was located on the southeast corner of the intersection. *[Menominee Range Historical Museum]*



On about May 1, 1924, the **Modern Laundry & Dry Cleaners** (Edward E. Broullire and Harry Johnson) opened at **111 East Brown Street, Iron Mountain**. In late May, 1925, Johnson sold his share of the business to William Folley. By 1939 Fred Folley was listed as owner with Edward E. Broullire, and they still operated the business here in 1941. Pictured here in the **1930's** are Fred Folley (left) and Bert Broullire (center). G.B. Tramontin operated the **National Saloon**, "Fine wines, liquors and cigars served," at 111 East Brown Street in 1892, when Lorenzen & Grevette (John Lorenzen and Joseph Grevette) ran a saloon next door at **109 East Brown Street**.
[Jennie Saler]



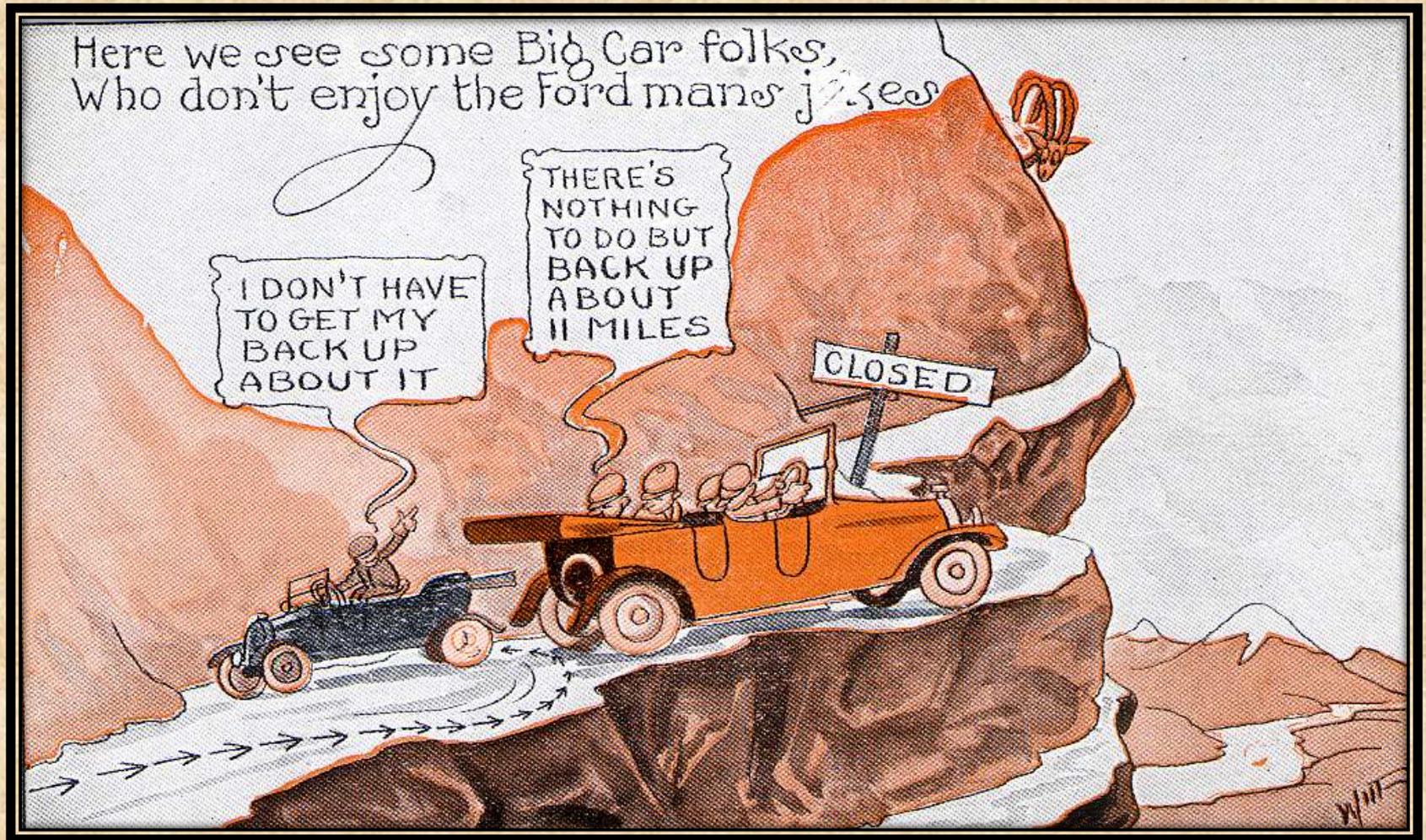
By 1935 the **Carpenter Cook Co., Wholesale Grocers Fruit and Produce**, was located at 107-111 East Ludington Street, Iron Mountain, where the Appliance & Furniture Mart is located in 2013. The **Chicago & Northwestern Railway freight depot** is at the far right where the Timbers Motor Lodge was located in 2013. A stylish “flapper” was crossing South Stephenson Avenue when this photograph was taken. Note the early automobiles. [*Eugene DeGayner/Hazel Dault*]



Dating between _____ and _____, this unused postcard view shows the **North Side Service Station**, located at **111 East Main Street, Iron Mountain**. By **1935 Joseph Andreini and Louis Gregory** owned and operated this service station, selling Sinclair Gasoline. Many early gasoline pumps, such as the three pictured here, had a calibrated glass cylinder on top. The desired quantity of fuel was pumped up into the cylinder as indicated by the calibration. Then the pumping was stopped and the gasoline was let out into the customers tank by gravity. When metering pumps came into use, a small glass globe with a turbine inside replaced the measuring cylinder, but assured the customer that gasoline really was flowing into the tank. [WJC Photo]

WITT COMIC POSTCARD

ca. 1915-1920





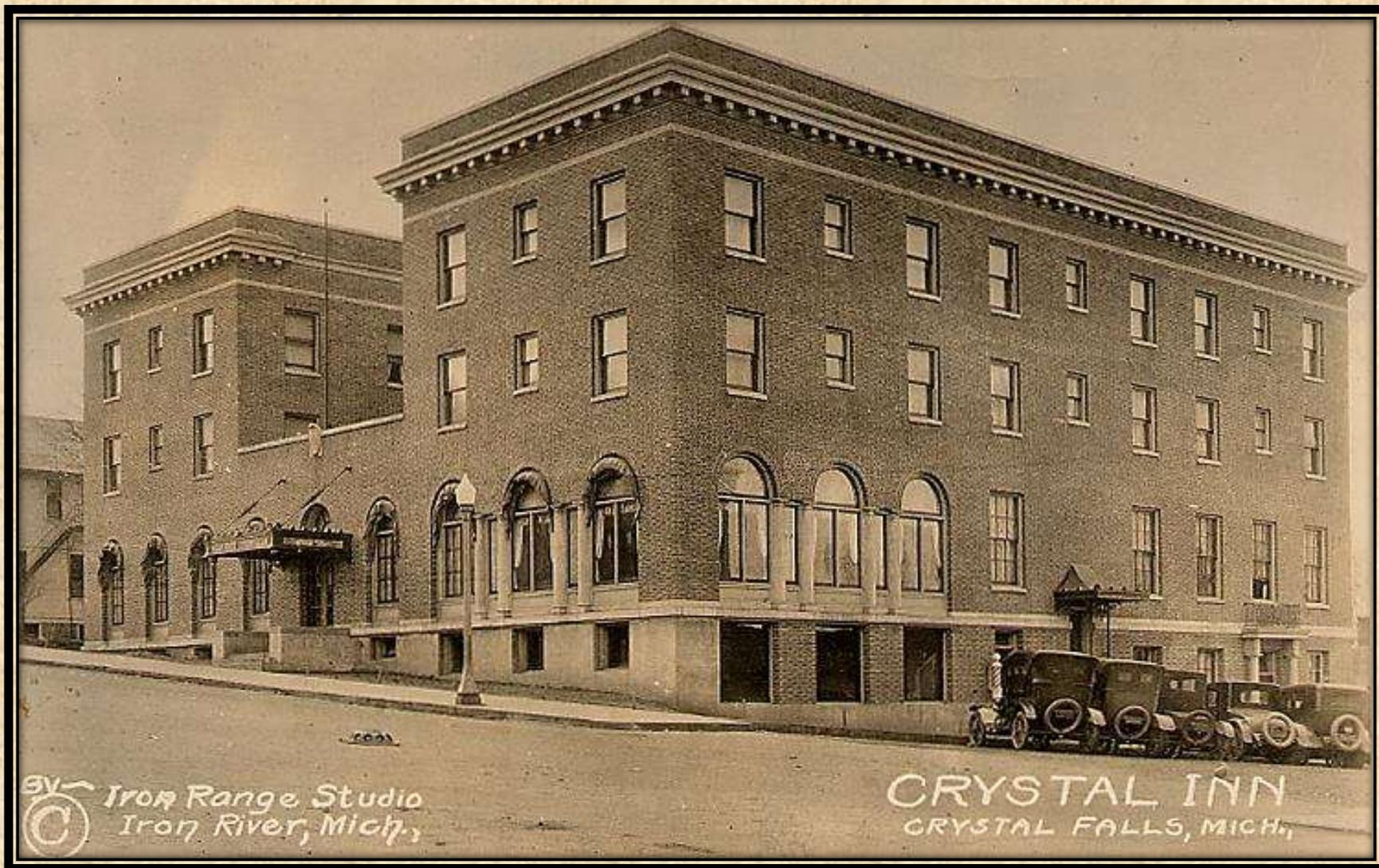
This view of the **Edward G. Kingsford Junior High School (Kingsford High School)** dates from the **late 1920's to the early 1930's**. Built on **Hamilton Avenue** in **Kingsford's Ford Addition** in 1925 at a cost of \$259,886.06, the three-story brick structure had rooms outfitted for domestic science, chemistry and physics on the top floor, and a gymnasium, located on the first floor, contained a large stage and doubled as an auditorium. Note the three vintage cars in front of the school. [*Menominee Range Historical Museum*]



Postmarked Ishpeming, Mich., **May 31, 1931**, this postcard view shows **Central Avenue**, looking east, in **Florence**, Wisconsin. Note the early automobiles on both sides of the street. [WJC Photo]



This unused postcard view, dating between **1923 and 1930**, again shows **Crystal Inn Hotel**, long a favorite place to stay and eat in **Crystal Falls**. It served as a nursing home for some years under the name **Crystal Manor** and recently was converted into apartments. Note the early automobiles parked in front and at the side of the hotel. *[WJC Photo]*



SV
© Iron Range Studio
Iron River, Mich.

CRYSTAL INN
CRYSTAL FALLS, MICH.

Postmarked **September 11, 1931**, this postcard view shows **Crystal Inn, Crystal Falls**, which was constructed where the **Lockwood Hotel** stood, opening to the public in 1923. Note the early automobiles parked on the east side of the three-story brick building. [WJC Photo]



Postmarked Norway, Mich., **October 3, 1931**, this postcard view shows the **intersection of Mine Street and Seventh Avenue**, then M-12 and now U.S. 2, facing east. A gasoline station, a Sinclair station in the 1950's and 1960's, owned by **Ernest Christanelli**, appears at the right at the northeast corner of the intersection. [WJC Photo]

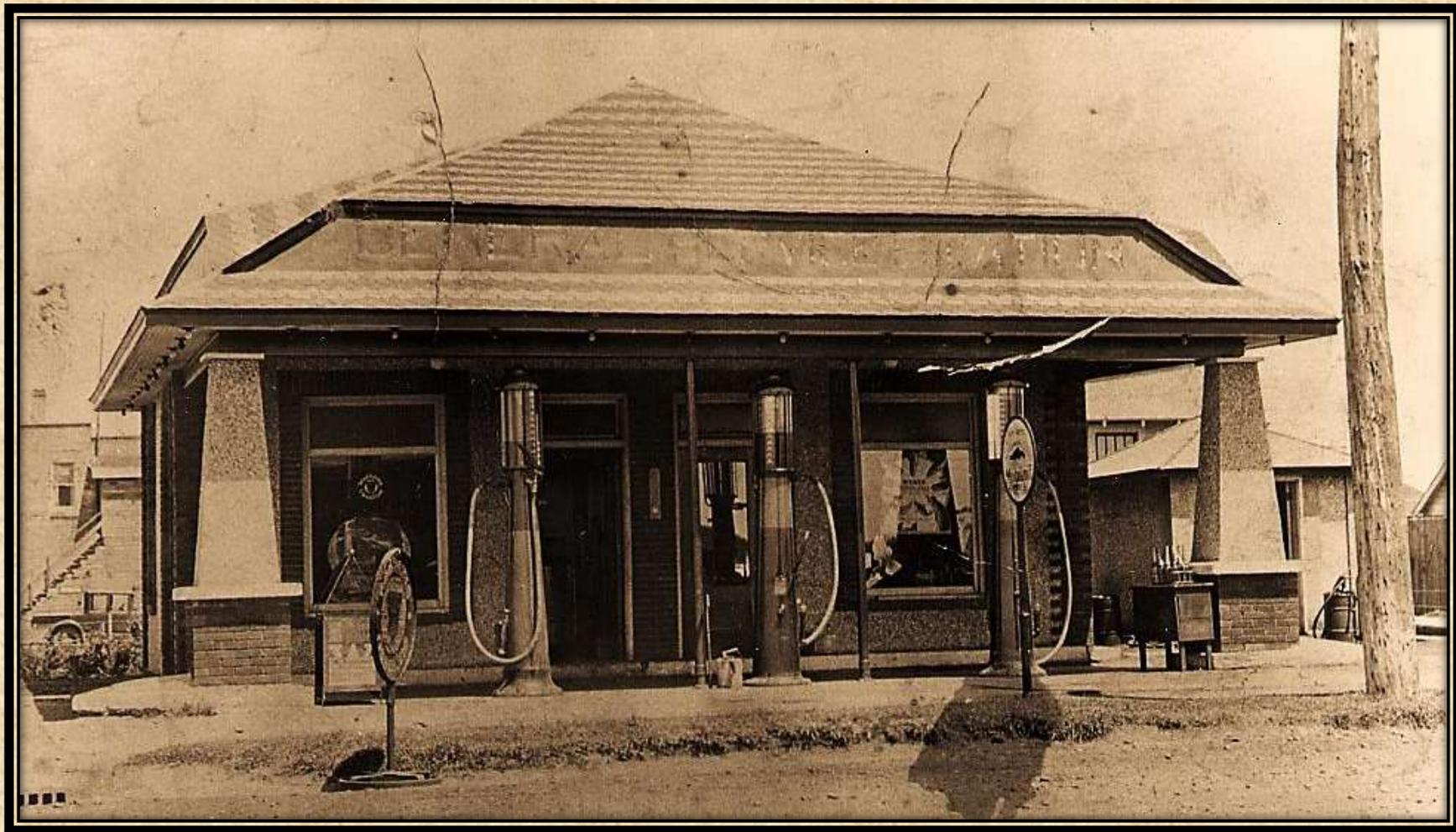


Thomas A. Edison and Ford - Fort Myers, Fla

Thomas Alva Edison posed beside his **Model T Ford** at his home, Seminole Lodge, completed in 1887, in **Fort Myers, Florida**, later in life. The automobile was a gift from his good friend **Henry Ford**, who resided next door. Edison was greatly admired by Ford. Edison died October 18, 1931 at Glenmont, his home in West Orange, New Jersey. *[WJC Photo]*



This postcard view, dating between **1930 and 1940**, was taken at the intersection of **Third and Adams Streets**, facing south, **Iron River**. A **gas station** at the corner and then a building housing the Western Union office were on the left side at the corner. The **Johns Funeral Home** which operated from 1912 through April, 1959, is on the right side of the street at the corner. Albert Pori and John Cain operated **Cain's Shoe Shop** operated at 429 Third Street in the late 1920's, and the store was also located in the Warshawsky Building for a time. The **Cloverland Hotel** was next door and an unidentified drug store followed. [WJC Photo]



With the words the “General Service Station” faintly visible, the **Marcelini Service Station**, originally owned by **Peter Eurdi Marcelini**, was located at **245 Sterling Street (corner of Breen Avenue and Sterling Street)** in **Breitung, Kingsford**, and owned by **Theodore “Ted” Marcelini** by 1935. Wadhams and Mobil Oil products purchased from **G. Bertoldi & Sons (Giacinto Bertoldi, Peter Bertoldi and Louis Bertoldi)** in Iron Mountain were sold here. **Frank Derrick’s grocery store**, located at **229 Sterling Street**, is visible in the background at the left, as well as a 1928 Ford pick-up truck. *[Douglas Marcelini]*



Postmarked May 28, 1937, this postcard view shows **Genesee Street** (Main Street), **Iron River**, looking east. Businesses identified include **Skog's Dress Shop and Beauty Parlor**, **The Dutch Pantry**, **Miners' State Bank**, and the **First National Bank** on the left side of the street. Businesses on the right side of the street include **Mertins Café**, the **Light & Power Company** and the **J.C. Penny Company**. [WJC Photo]



Bollone's Service Station, featuring Standard Oil Products, was located the **southeast corner of the intersection of Main Street and Seventh Avenue (U.S. 2)**, Norway, shown here in the **1940's**. The man standing between the pumps by the car may be **Mario Ballone**, the owner. *[WJC Photo]*

FUNNYABOUT FORDS

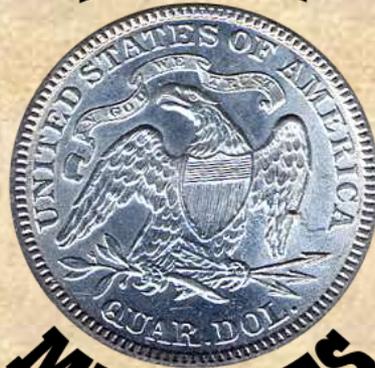
by J.J. White, Chicago, 1915

- Three neighbors with new cars held a christening. The first man had a Pierce-Arrow. “I name thee George Washington,” he said. “First in war, first in peace, and first in the hearts of his countrymen.” “I name thee Abraham Lincoln,” said the owner of a Cadillac. “Of the people, by the people, and for the people.” The last man owned a Ford. “I name thee Theodore Roosevelt,” he exclaimed, “you rough-riding son-of -a-gun!”
- “Have you heard the last Ford story?” “I hope so.”

MENOMINEE



RANGE



MEMORIES

THE END

FORD'S FABULOUS FLIVVER



The NEW FORD "TUDOR" SEDAN

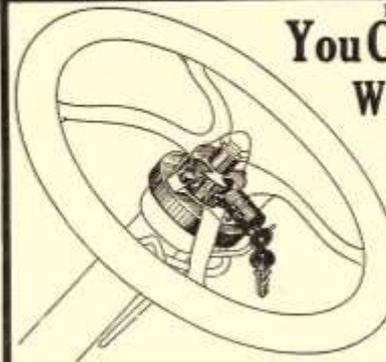
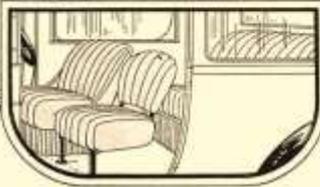
THE Five-Passenger Ford "Tudor" Sedan is suitable for all occasions. It is a car in which one would feel proud to conduct one's friends to social functions or to take one's family on a tour. Comfort and style are the predominant characteristics of this all-season enclosed car. The Ford "Tudor" Sedan is a dignified car, justly appreciated for the perfect finish of its paint work and general refinement. The large plate-glass windows, with mechanical lifts, ensure delightful airiness.

On New Lowered Chassis Fully equipped with Starter and Lighting Set. Ask your Authorized Dealer for a demonstration run.

McKenna Ducies

Ford Passenger Cars will be reduced in price when these Ducies are discontinued. Refund of the whole difference will be made through the Authorized Dealer supplying.

Ford



Fox-Proof Rigid Steering Wheel Lock for Fords—\$7.00 in U.S.

1920
**You Can End Ford Thefts
With a Fox-Proof Lock**

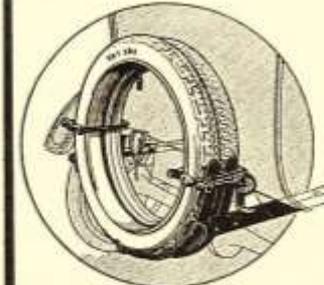
Your Ford isn't securely locked if it can be towed, pushed or driven out of sight around a corner.

There is one way to prevent Ford thefts—lock your steering wheel, steering column and front wheels rigidly; literally "rivet your Ford to the curb" so that a thief cannot hook a one-man-low-bar to it and make a quick get-away. The rigid lock that does this is the Fox-Proof—

The "phantom view" at the left shows the sturdy, simple construction of the Fox-Proof—and the three locking recesses, straight ahead or cramped either way, thus complying with police or fire regulations.

Standard Ford size (black) \$7.00; 14" nickel \$10.00; 17" nickel with walnut rim \$12.50. Underwriters' approval earns theft premium reduction.

There is no fear that the Fox locked Ford will be stolen.

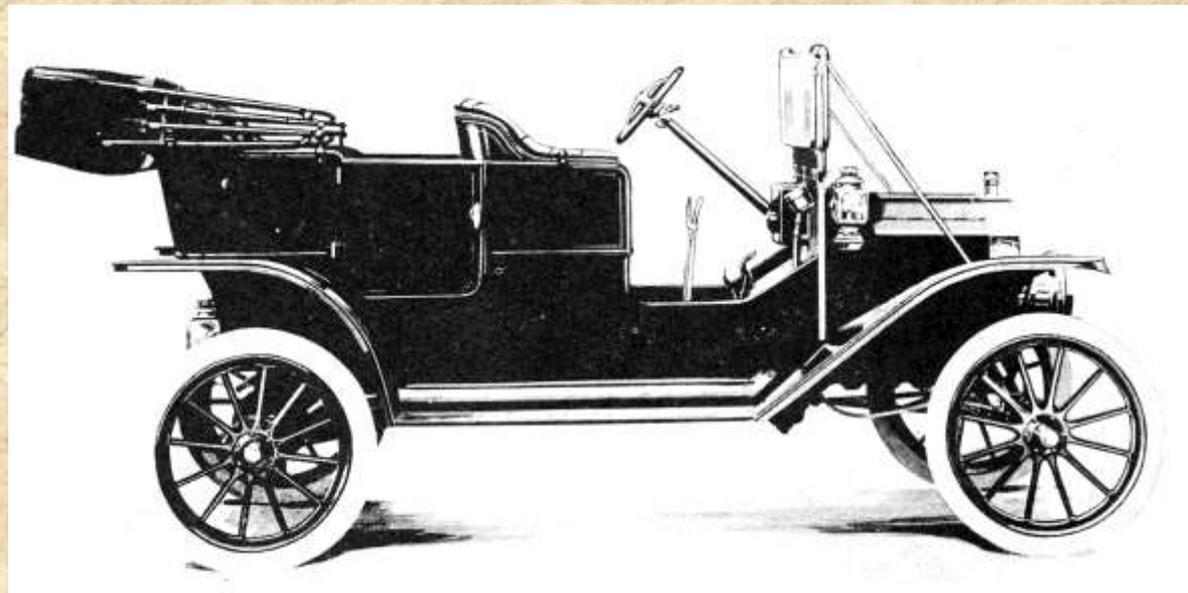


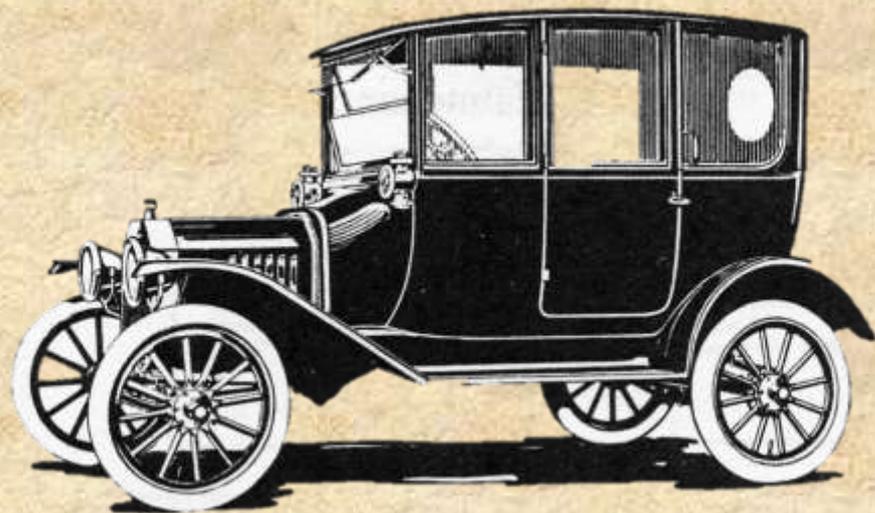
Fox-Proof Liberty Rear Tire Carrier—\$12.50 in U.S.

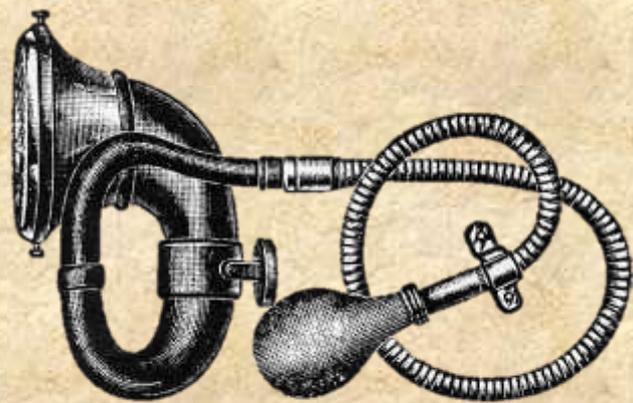
**Rigid—Noiseless—Thief-
Proof Carrier for 2 Tires**

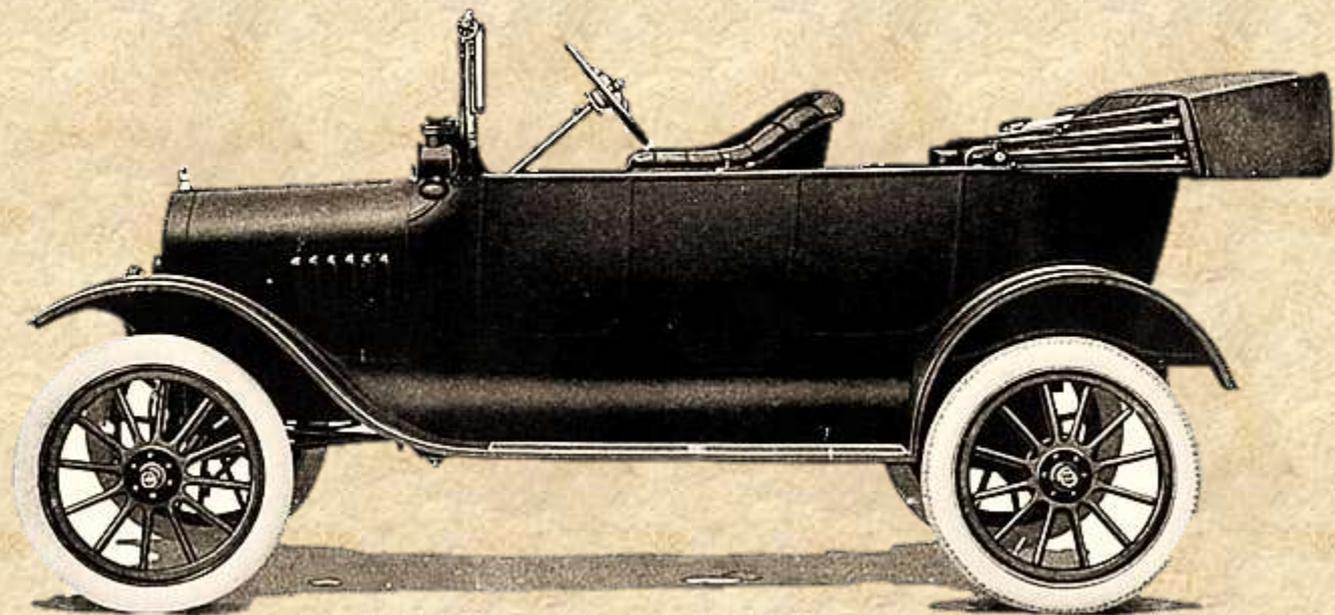
"Sure it's the best carrier I've ever seen," said a Ford owner. It locks two tires, with or without demountable rims, rigidly vertical at the rear. Attaches by means of two strong iron angles between frame and body—and locks tires with two heavy patent clamps that do away with straps, chains or weak metal bands. Drilled for rear bumper, too. Thus the Fox-Proof Liberty Rear Tire Carrier with one installation provides tire carrier, bumper support, license bracket and tail light bracket. The Fox-Proof Liberty holds tires so they can't mar body; it's thief-proof—noiseless—can't rattle or shake loose—can't wear out. The shrewdest Ford owners won't have anything but a Fox-Proof Liberty because it does away with all nag-hazard makeshifts. Price anywhere in the U. S. \$12.50.





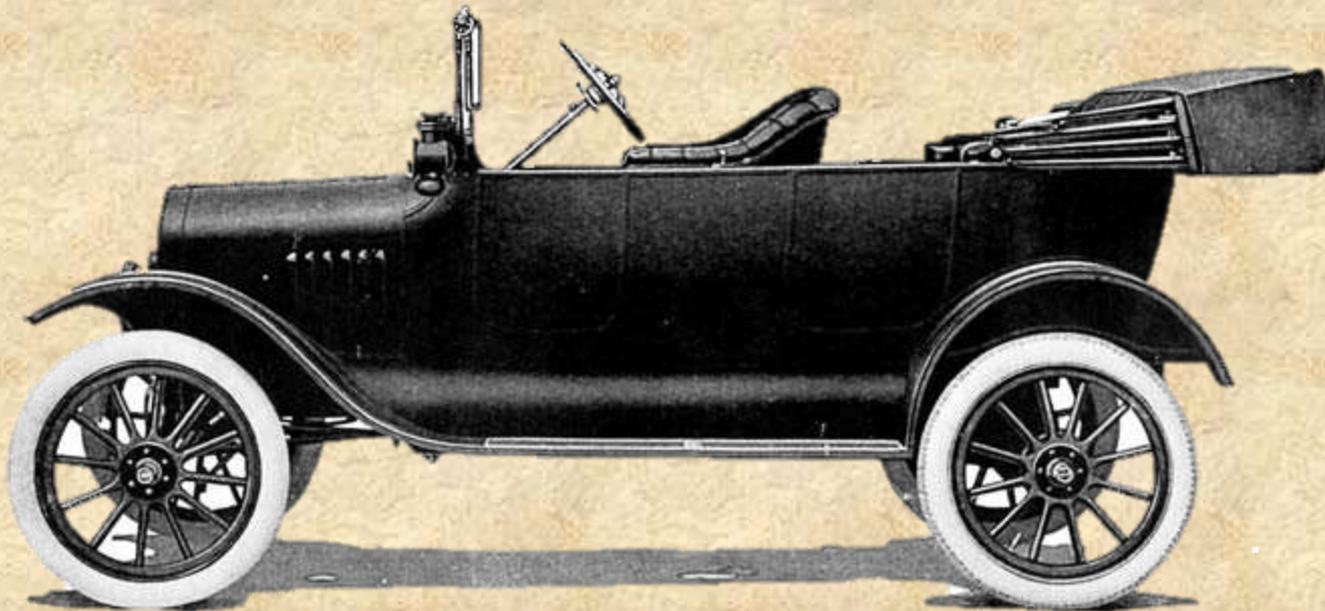






WHEELS: THE HORSELESS CARRIAGE

Researched and Compiled by William John Cummings



FORD'S FABULOUS FLIVVER

