

DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – DETAILED CHRONOLOGY 1909-1924

[Compiled and Transcribed by William John Cummings]

11 November 1909

Thursday, page 8 – PERSONAL MENTION

O.C. Davidson and son Harold, E.G. Kingsford and son Teddy and Henry J. Ford, the Detroit automobile manufacturer, left last Tuesday morning for Sylvania Lodge, where they will hunt deer for a week or ten days.

Henry J. Ford, the manufacturer of the famous Ford automobile, arrived in the city last Sunday and is the guest of Edward G. Kingsford. Mr. Ford is an enthusiastic nimrod and expects to spend a week or ten days hunting deer in the vicinity. *[Iron Mountain Press]*

24 June, 1920

Thursday, page 7 – FORD'S LAND DEAL: Now in Possession of Michigan Land & Iron Company Holdings

The Henry Ford automobile interests purchase the Michigan Land & Iron Company, a large tract located in the Upper Peninsula of Michigan, the total acreage aggregating nearly 430,000, of which about 320,000 acres is in fee simple, the balance being the mineral right only. The estate was the unsold portion of the land grant received by the Marquette, Houghton & Ontonagon Railroad Company from the State of Michigan. The sale of the lands by the railway company to the Michigan Land & Iron Company took place about 1880, and the principal purchaser was Sir Thomas Brassey, of England, afterward Lord Brassey, who died about three years ago. His son was killed by a taxi in London last November. He left no children, and evidently the estate had to be divided. *[Iron Mountain Press]*

7 July 1920

Wednesday, page 3 – HENRY FORD MAY BUILD FACTORY IN THIS CITY

Henry Ford and son, Edsel, and Mr. Avery, general manager of the Ford Motor Company, of Detroit, were in Iron Mountain this morning looking over a prospective site for the location of a factory to build bodies for Ford cars, and also a site for a big sawmill. Through an interview with the representative of *The Daily Tribune-Gazette*, it was learned that the Ford Motor Company intends to build a factory and sawmill in the Upper Peninsula and that three other places besides Iron Mountain are being considered as a possible location.

Mr. Ford and party are much impressed with the advantages this city has to offer. Some obstacles, however, were met with here in the way of what might be called hold-up prices, but the Ford Motor Company will not stand for anything like that and will pass up a place where people with whom they're trying to do business try to gouge the company for a big sum just because the Ford Company is after something. However, we learned that the obstacles met with may be cleared up in a few days, and with this end in view the Ford Motor Company has been asked by Mr. Kingsford to keep Iron Mountain in

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the running until a definite settlement of the same can be made one way or the other. Mr. Ford has kindly consented to do this. Menominee is willing to give the Ford Motor Company free sites to get the factory and sawmill there. *[The Daily Tribune-Gazette]*

8 July 1920

Thursday, page 3 – LOOKING GOOD FOR FORD FACTORY

There is a rumor to the effect that Joseph Mongrain, who owns a 160-acre farm near Crystal Lake, has signed up with the Ford Motor Company for his land, the consideration being \$45,000. When a reporter from *The Daily Tribune-Gazette* asked Edward G. Kingsford, in charge of the Ford enterprises in the Upper Peninsula, for verification, Kingsford stated he knew nothing of it.

Mr. Mongrain says he is not looking for any hold-up price for his land and will not stand in the way and try to block the Ford Motor Company which is considering building a factory here to make bodies for Ford cars, and also a large sawmill.

Every indication points to the fact that Iron Mountain looks good to the Ford Motor Company, and it is to be hoped that neither this city, nor any of its people who may be in a position to cinch this great industry, will let the biggest opportunity that ever knocked at the door of Iron Mountain get away from it.

Mr. Ford is credited with saying that if the enterprises are located in Iron Mountain, he will put two thousand men in this city within one year. Can you imagine what that would mean to this city? Is it worth going after? Does Iron Mountain need such a great industry? There is no argument against them, so let everyone pull for all his might and help land the big factory and sawmill here. This will mean the making of a new city and assure a big future for Iron Mountain. If this city or its people do anything to block these enterprises coming here, we might as well board up the town and say – it's no use. *[The Daily Tribune-Gazette]*

8 July 1920

Thursday, page 1 – BIG FORD FACTORY: Location of Immense Plant in Iron Mountain Hanging in Balance.

A crisis has been reached in the history of Iron Mountain and citizens should immediately council relative to conditions that confront them.

The Ford Motor Company is desirous of locating a factory in Iron Mountain that will employ more than 2,000 men. Some idea of the size of the proposed plant may be gained from the fact that the main building will be 4,200 feet long and 1,600 feet wide.

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In the interest of the Ford Motor Company, some of our citizens have secured options on about nine hundred acres of land south of the city limits extending to the Menominee River. The average price to be paid for this land is less than \$100 per acre. It is necessary to include the Mongrain farm of 160 acres in the proposed factory site. Thus far Mr. Mongrain has demanded a most unreasonable price for his farm. Unless this demand is reduced most materially, Iron Mountain will lose this opportunity of securing this huge enterprise.

Mr. Ford and his son, Edsel, and C.W. Avery, general manager of the Ford Motor Company, were in the city for a few hours yesterday, coming here to inspect the proposed site. He stated that the Ford Motor Company was not seeking favors from the people of Iron Mountain in the way of a free site. All that was necessary was to place a reasonable price upon their property and the factory would come to Iron Mountain. Otherwise he would seek another location, and Mr. Ford let it be known that he had two other Upper Peninsula towns under consideration – towns in which he could secure the desired lands at a very low price.

A factory employing 2,000 men would add 10,000 to the population of Iron Mountain.

The Ford Motor Company has recently purchased several hundred thousand acres of land in the upper peninsula. The proposed factory would be equipped for the purpose of manufacturing the wooden parts which the company needs in its extensive business. The plant would include a large sawmill. This immense plant can be secured for Iron Mountain, but no time should be lost in meeting a condition that may result in this factory going elsewhere. *[Iron Mountain Press]*

9 July 1920

Friday, page 1 – COMMUNICATION FROM JOSEPH MONGRAIN

I, the undersigned, wish to make a public statement in regard to the false impression given to the public by the two articles in the two local papers, The Tribune-Gazette, July 7th and the Iron Mountain Press July 8th. Some of our well-known citizens, who are working to secure this good and desirable concern, the Ford Motor Company, are trying to drive us out of our well and honest-earned home unfairly. The following facts will enlighten the public: Mr. Wilbur Thompson and M.J. Fox have tried to secure an option on my property, which I refused because my home was not for sale. However, when Mr. Ford asked me if I would sell at my own fair price, I asked his agent, Mr. Avery, who subsequently called on me for my price \$75,000.00 for the place. His offer was \$32,000 which I blankly refused, this being ridiculous as anyone with any brains will admit. Then Mr. Wilbur Thompson asked me if I would consider \$50,000.00 which I also gratefully refused. The

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same evening Mr. Thompson, accompanied by Mr. Fox, called on me and offered \$32,000 as the limit, and refusing that, I was further offered \$40,000 as the limit, which I flatly turned down as anyone would. That I signed up for \$45,000.00, as stated in the Tribune-Gazette, July 8th is false, just a bit of propoganda by the same parties in this city who would take away my home and farm from me without the legitimate price. I am asking, and who, themselves, would give nothing, though they benefit the most.

JOSEPH MONGRAIN

[The Daily Tribune-Gazette]

9 July 1920

Friday, page 2 – THE FORD FACTORY QUESTION

A mass meeting was held at the council rooms at 1:30 o'clock this afternoon for the purpose of discussing the question in regard to the possible location of a factory here by the Ford Motor Company to make bodies for Ford cars, and also a large sawmill. Standing room was at a premium, so you see how anxious local people are to have the big enterprises locate here.

The meeting was called to order by J.M. Garvey, chairman of the local Commercial Association, who explained the object of it. F.C. Cole was elected chairman unanimously.

Mr. Garvey stated he went out to see Mr. Mongrain and that the latter seemed to be agreeable and willing to sell his farm, the price stated being \$75,000.

W.G. Monroe stated that he had it from good authority that the maximum price offered Mr. Mongrain for his land was \$50,000.

Mr. A.H. Hooper stated that in a talk over the telephone with Mr. Mongrain that the latter told him he had been made an offer of \$45,000 by W. Thompson and later that it was reduced to \$32,000.

Dr. J.A. Crowell stated that he understood that Mr. Kingsford had made an offer of \$40,000.

E.J. DeGayner said that in an interview with Mr. Kingsford a few minutes before the meeting was held he learned that the offer was \$40,000 with the stipulation that Mr. Mongrain would be given 6 months, or a year, if necessary, to vacate his land.

Last night a party of local citizens visited Mr. Mongrain and talked the big question over with him and they stated that Mr. Mongrain was willing to do the square thing but would do business with Ford's representatives directly and no one else. The members of the party

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were as follows: J.A. Payant, G.P. Fugere, W.A. Henze, Peter Brouillire and Dick Trepanier.

In speaking for the party, Mr. Henze stated that Mr. Mongrain's price was \$75,000 and that Mr. Mongrain told the party that he had been offered \$40,000 by the Ford Motor Co.

W.G. Monroe made a motion that the chairman appoint a committee of three to confer with the Ford representatives and Mr. Mongrain this afternoon and report at the meeting to be held at 7:30 o'clock tonight at the council rooms. The motion was seconded and carried. Upon suggestion of John Daprato, the committee was increased to five members. The chairman named the following persons: Dr. J.A. Crowell, G.P. Fugere, W.A. Henze, John Daprato and W.G. Monroe. *[The Daily Tribune-Gazette]*

9 July 1920

Friday, page 3 – IN REGARD TO MR. MONGRAIN'S COMMUNICATION

The Tribune-Gazette takes exception to a statement made by Joseph Mongrain in his communication to the effect that this paper stated that he had signed up with the Ford Motor Company for \$45,000. We did not say that, but this is exactly what we did publish:

There is a rumor to the effect that Joseph Mongrain has signed up with the Ford Motor Company for his land, the consideration being \$45,000. However, we asked Mr. Kingsford for verification of it and he said that he knew nothing of it.

In our article last evening we also stated that Mr. Mongrain says he is not looking for any hold-up price for his land and will not stand in the way and try to block the Ford Motor Company, which is considering building a factory here to make bodies for Ford cars, and also a large sawmill.

Now, a rumor means just hearsay, or in other words, street talk, and does not necessarily mean that it is true. *[The Daily Tribune-Gazette]*

12 July 1920

Monday, page 1 – \$8,000 COLLECTED UP TO THIS NOON

Despite the report that the Ford Motor Company is to locate a plant at Republic to make bodies for Ford cars, also a large sawmill, the local committee named to solicit \$30,000, the amount needed to purchase the Mongrain farm, is going ahead in efforts to raise the necessary sum. Up to this noon about \$8,000 had been subscribed by local people. The committee started out this morning to solicit and intends to make a thorough canvass of the city. The committee is confident that the necessary amount will be raised. The committee has not been

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advised at this writing that the Ford Motor Company has passed up Iron Mountain and will locate in Republic and until word comes from the company that Iron Mountain is out of the running, the local committee will keep on hustling to raise the \$30,000.

It was reported here this morning that the Ford Motor Company has 127 cars of tile loaded and 25 carloads of cement ready for shipment to this city as soon as the land deal is definitely settled.

We also have it from good authority that Menominee offered the Ford Motor Company a free site and a bonus of \$20,000. *[The Daily Tribune-Gazette]*

13 July 1920

Tuesday, page 1 -- NO DOUBT BUT WHAT THIS CITY WILL LAND FORD FACTORY AND SAWMILL

The soliciting committee reports that up to this noon the sum of \$15,000 had been collected of the \$30,000 which this city is trying to raise through popular donations to bring the Ford factory and sawmill to Iron Mountain. Here is some very good news in regard to the gigantic enterprises: The persons who gave options on their lands recently have been notified to come in and get their money. This, as will readily be seen, leaves no doubt but what the Ford Motor Company has decided on Iron Mountain as the logical place to build a Ford factory to make bodies for Ford cars, and also a large sawmill. The committee is now confident that the remaining \$15,000 will be raised here. They went out again this afternoon collecting.

It has been announced that the Ford Motor Co. has purchased 400,000 acres of timber land in Iron, Baraga and Marquette counties.

The fact that Iron Mountain will land the enterprises will arouse keen interest throughout the Upper Peninsula.

It has been known for some time that the Ford Motor Company has planned to locate a plant in Cloverland, and wherever it is located, for that matter, will be of great importance to the Upper Peninsula.

The Ford Motor Company is credited with saying that 2,500 men will be employed.

Marquette, which was after the enterprises, was rejected because, as was stated, it is on the wrong side of the Upper Peninsula.

Menominee was after it strong, and we understand that city offered a free site and a bonus of twenty thousand dollars.

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It has been generally understood that Iron Mountain has been recommended by Ford's engineers and officials, as the logical place for the location of the plant. With this in view options were obtained on a stretch of land comprising a large number of acres and extending from near Crystal Lake south and west to the Menominee River. *[The Daily Tribune-Gazette]*

13 July 1920

Tuesday, page 1 – FORD LEFT \$50 BILL ON TABLE FOR DINNER

While Henry Ford was at Republic last Friday and Saturday he and a party of nine other men took dinner at a hotel owned by a lady. The lady, knowing that the party would stay at her place, made special efforts to get a very good dinner and included chicken in the elaborate menu. When Mr. Ford and party concluded with the meal he left a fifty-dollar bill on the table.

We obtained this information from a local man who was told about it by a traveling salesman who was at Republic when Mr. Ford and party were there.

14 July 1920

Wednesday, page 1 – FORD FACTORY HINGES ON MONGRAIN LAND DEAL FOR \$40,000

A telegram was received here today from the Ford Motor Company saying that the company will not stand for Iron Mountain people raising \$30,000 to swing the deal in regard to the Mongrain farm. The whole thing in a nut shell now is that unless Mr. Mongrain accepts the offer of the Ford Motor Company for \$40,000 for his land this city will lose the Ford factory and sawmill. The telegram also stated that the Ford Motor Company is now considering Republic as a possible location for the plant.

Mr. Mongrain left for Marquette Monday or Tuesday, and we understand that he left that city for Detroit upon request to do so.

The Ford Motor Company is not trying to run any bluff in this most vital issue which means so much to the future prosperity and advancement of Iron Mountain. Mr. Ford is known as a man who makes up his mind to do something and then does it and that when he says a thing he means it and cannot be moved; in other words, the Ford Motor Company has offered Mr. Mongrain \$40,000 for his 160 acres of land and he is credited with saying that \$40,000 is the limit the company will pay. Now, the fact that Mr. Ford means just what he says and nothing more, in this particular instance it means that unless the offer of \$40,000 is accepted the factory and sawmill will not locate in Iron Mountain.

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Up to the time that the telegram was received here, the local committee had collected twenty thousand dollars.

It would certainly be too bad if this city loses out on these gigantic enterprises on account of the interested parties being unable to reach a satisfactory agreement on the price of Mr. Mongrain's land. It is to be hoped that the latter's trip to Detroit will result in everything being settled O.K. and that word will be sent here that this city has landed the factory and sawmill.

It is most probable that never again will such a big opportunity knock at the door of Iron Mountain as the one that is knocking now, and what a great loss to the future interests of this city if the door is closed against it.

It is needless to dwell on the great benefits that would accrue to Iron Mountain and its people and what would surely follow in the way of other industries should the Ford plant be located here, for it must be clear to everybody that such institutions would spell immediate progress, advancement and cinch a bright and great future for Iron Mountain. *[The Daily Tribune-Gazette]*

15 July 1920

Thursday, page 1 – ANXIOUSLY AWAITING FOR YES OR NO ABOUT THE FORD FACTORY

Up to three o'clock this afternoon there was nothing new to state here about the Ford factory other than what has already been published in this paper. We were told that word is expected from Detroit most any time. Iron Mountain people are in suspense and eagerly awaiting news in regard to the big projects. Iron Mountain people are anxiously waiting for two words – Yes or No.

It is reported at Marinette that the Ford Motor Company will buy the Wisconsin & Michigan Railroad and the Ann Arbor in order to have a direct route of his own to the Upper Peninsula. It is known that John Marsch, owner of the Wisconsin & Michigan, who is a former resident of this city, has visited Marinette several times lately. However, officials of the railroad at Marinette claim to know nothing concerning the sale of the road to Ford. The fact that Ford made his recent trip to this city over the Ann Arbor Railroad lends some credence to the purchase rumor. *[The Daily Tribune-Gazette]*

16 July 1920

Friday, page 1 – IRON MOUNTAIN LANDS FORD FACTORY AND SAWMILL: Great Joy Here Over Coming of Factory

[This issue of The Daily Tribune-Gazette is missing from the bound volume. It was reproduced in The Iron Mountain News as a

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photo and apparently wasn't returned to the volume. The headline is easily read, but the columns are not.

17 July 1920

Saturday, page 1 – EXPECT MATERIAL FOR FORD PLANT HERE MONDAY

Engineers for the Ford Motor company are working today on the land purchased by the Ford Motor Company on which will be erected a body plant and sawmill.

It is expected that the first shipment of material, which will include a large quantity of cement, will arrive here by Monday. The material is now on the way.

The announcement that the Ford Motor Company decided to locate the body plant and sawmill here has caused a big stir in real estate transactions. Since yesterday a number of lots and some property have been sold in this city. One man stated he had sold several lots in the vicinity of Lake Antoine. Another man purchased a building on West Hughitt Street, and several owners of property here have been asked if they wanted to sell. Yesterday afternoon some people from Negaunee, Ishpeming, Marquette and other neighboring towns autoed here and in the evening paid a visit to the City Park. During their stay here they inquired of a local citizen if there were any good lots, etc. for sale. We understand that Shea's pond has been sold, which is near Cedar Avenue.

Iron Mountain is very much in the limelight and is being talked about all over Cloverland. A proof of this is shown by the fact that a paper at Ironwood wired to this paper to send them some news by wire at once in regard to the Ford body plant and sawmill.

18 July 1920

[Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News* – subheading – Work Started July 18. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.]

It was just a year ago that H.E. Carlin and R.V. Dudley from the Detroit headquarters arrived with their staff to lay out the plant site. Within a few days the stakes for the great buildings were set, and within a few weeks, before the middle of August, in fact, concrete was being poured in the first molds. The work went on apace with a force of approximately 175 men, and pouring of the concrete was finished before cold weather came. By Thanksgiving the building was ready for the installation of machinery, which was immediately begun.

19 July 1920

Monday, page 1 – FACTS ABOUT THE FORD PLANT FOR IRON MOUNTAIN

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The Tribune-Gazette is pleased in this issue to give out all additional and available information in regard to the location of the Ford plant here to make bodies for Ford cars, and also a large sawmill. Some outside papers carrying news of the big enterprises have stretched their imagination and some of their statements are not accurate. They seem to be getting some of the news from hearsay and from the general line of conversation about the Ford plants. What we are publishing today is accurate news, all the facts that are available at the present time, and we are getting all our news directly from a source who knows and is getting the facts. Whatever the Tribune-Gazette publishes about these big enterprises you can put down as being O.K. and first-hand information.

In an interview with Mr. Kingsford today we learned that Mr. Ford is not in the city, as has been reported. John Marsch, the well-known railroad contractor, was here yesterday and was accompanied by another gentleman, probably a representative of the Soo railroad, but we are not certain about it.

No negotiations have been settled yet as to who will build the railroad through the Ford property. However, the construction of it will be let by contract and if the Ford Motor Company can build the road cheaper themselves than by contract the company will do it.

Mr. Kingsford stated that Mr. Mongrain has agreed to what seems to be a satisfactory agreement but that whether or not the Ford Motor Company will accept it remains to be seen, because, as Mr. Kingsford stated, the company has a very desirable site west of the city, namely almost directly west of the Pollard farm which is near the golf grounds. It was rumored today that the Ford Motor Company closed the deal with Mr. Mongrain and that the location of the plants would be on his land. This rumor is not true. If the Mongrain deal is satisfactory to the Ford Motor Company, it is possible that the location of the plants will be changed, but nothing definite has been given out in this respect.

Mr. Kingsford stated that the site west of the city has all been staked out and that the Mongrain land is being staked out to see how it fits in, and that word is being awaited from the Ford Motor Company whether or not a change will be made.

The first shipment of material for the construction of the power house and the sawmill which will be the first to be built is expected here most any day. Just as soon as the material arrives work will commence.

Mr. Kingsford stated that the railroad work will be pushed and that the company will be ready within a few days to go ahead with it. It is

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desired to put the railroad in as quickly as possible. Whether or not the Mongrain site is selected for the plants, it will make no difference in regard to the railroad. It will run from about three blocks south of H Street along the south edge of the Mongrain farm and will be about three miles long. Fifteen thousand railroad ties will be used.

Mr. Kingsford stated that many men would be employed in the construction work and that boarding camps will be built where the men will be fed. Other camps will be built for rooming purposes. Later on and in due time the Ford Motor company will construct houses for their employees.

The sawmill will be about three times as large as the Von Platen mill here and will have a capacity of about one hundred and twenty-five thousand per day.

The body plant will be four thousand, two hundred feet long, which is almost eighth tenths of a mile and it will be one thousand, six hundred feet in width. All the plants will be of reinforced concrete and will have steel frame windows, such as are used in modern factories. The plants will be operated by steam turbines.

Mr. Kingsford stated that at the start all wood work for Ford cars will be finished at the local plants and that most of it would be sent direct to the Ford assembling plants in other cities.

Spur tracks will be built from the main railroad and will enter each end of the plant and the main line will run right by it.

Mr. Kingsford stated that the Ford Motor Company now has about all the land they desire and that the options held by the company cover everything west and south between the city and the Menominee River. He stated that he knew nothing of the reports that the company is obtaining options on more land here north of the present site, or in any other direction.

According to local people who attended the Sons of St. George reunion at Houghton, papers in the copper country in Saturday's issues carried news to the effect that Iron Mountain was celebrating in great style over the coming of the Ford factory. It was stated that all stores were closed and business in general suspended on account of the joyous news. These reports are not true as far as stores being closed, etc. However, the people are very jubilant but no public celebration has yet been held. We don't think it would be a bad idea to set aside a half day if possible to celebrate publicly.

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The coming of the Ford plant means a great and glorious future for Iron Mountain and Dickinson County as a whole. It also means much to all of Cloverland, particularly so, no doubt, to cities and towns in the immediate vicinity. *[The Daily Tribune-Gazette]*

20 July 1920

Tuesday, page 1 – FORD FACTORY NEWS [BECOMES REGULAR COLUMN]

The Tribune-Gazette learned today from Mr. Kingsford that satisfactory arrangements had been made between the Ford Motor Company and Mr. Joseph Mongrain in regard to his land. It is possible now that the location of the Ford plants will be changed to this site, although no definite decision has yet been reached.

[NOTE: The record of the land transaction between Joseph Mongrain and the Ford Motor Company is recorded in the Register of Deeds Office of the Dickinson County Court House, and the amount paid for the 160-acre tract of land is one dollar, a common practice of the times.]

The first shipment of material for the big enterprises should be here some time this week. It will include a large quantity of cement and steel. Many tons of steel will be used in the construction of the plants. Most of the steel that will be used will be produced by the Ford Motor Company at Detroit.

Outside of this news, Mr. Kingsford reports that there is nothing new in particular to say today. *[The Daily Tribune-Gazette]*

21 July 1920

Wednesday, page 1 – FORD FACTORY NEWS

The switch, frogs and rails for the Chicago, Milwaukee & St. Paul Road which will connect with the railroad to be built by the Ford Motor Company on their land south of the Mongrain farm will arrive here in a few days. Just as soon as the switch material arrives the extra gang of the Chicago, Milwaukee & St. Paul will be put to work. It will only take a day or two to do the work.

The Ford Motor Company will rush the work on their three miles of track and are desirous of having the railroad built as quickly as possible.

Mr. Kingsford stated today that the Ford Motor Company has not decided yet whether or not the location of the plants will be changed from the present site to the Mongrain site.

Outside of this news there is nothing special to say today.

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Perhaps it will be of interest at this particular time to know in what cities the Ford Motor Company has assembly and branch plants. They are as follows: Atlanta, Georgia; Buffalo, New York; Cambridge, Massachusetts; Charlotte, North Carolina; Chicago, Ill.; Cincinnati, Ohio; Cleveland, Ohio; Columbus, Ohio; Dallas, Texas; Denver, Colorado; Des Moines, Iowa; Detroit, Mich.; Fargo, North Dakota; Houston, Texas; Indianapolis, Indiana; Kansas City, Missouri; Los Angeles, California; Louisville, Kentucky; Memphis, Tennessee; Milwaukee, Wis.; Minneapolis, Minn.; Oklahoma City, Oklahoma; Omaha, Nebraska; Philadelphia, Pennsylvania; Portland, Oregon; St. Louis, Missouri; San Francisco, California; Seattle, Washington; Washington, District of Columbia. *[The Daily Tribune-Gazette]*

22 July 1920

Thursday, page 1 – TO BUILD FORD PLANT ON SOUTH PART OF MONGRAIN'S FARM

Mr. Avery of Detroit, general manager of the Ford Motor Company, arrived in the city today for the purpose of looking over the two sites for the location of the Ford body plant and sawmill. The representative of this paper was informed that the site on the south part of the Mongrain farm had been selected and the erection of the sawmill and power house will be started just as soon as the first shipment of cement and steel, etc. arrive, which is expected will be here this week or next.

John Marsch, the well-known railroad contractor, owner of the Wisconsin & Michigan railway, is also in the city today and the contract has been let to him to build the three miles of track which the Ford Motor Company will have put in on their property. Because of the fact that the company desires to have the railroad built as quickly as possible, Mr. Marsch will commence work on it at once, most likely next week. *[The Daily Tribune-Gazette]*

24 July 1920

Saturday, page 1 – CONCRETE MIXER FOR FORD PLANT ARRIVES HERE

A carload of machinery for mixing concrete arrived here this morning over the Chicago, Milwaukee & St. Paul Railroad to be used by the Ford Motor Company in the construction of their sawmill and power house. A shipment of cement, and portable houses for the use of the employees, and other material is expected here in a day or two.

Martin King, of this city, received a telegram today from John Marsch, who has the contract to build the three miles of track for the Ford Motor Company, to unload two carloads of horses and mules which will arrive here today from Janesville, Wis. Work on the construction of the railroad will commence next week, most likely on Monday or Tuesday.

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Owing to the fact that the land on which the railway will be built is quite level, there will not be much grading work to do. It is expected that not more than two weeks will be required to construct the track.

Nick Nerenhausen, superintendent for Mr. Marsch, and Mr. Brasky, who is also in his employ, will arrive here Monday. Mr. Nerenhausen will have charge of the work here. *[The Daily Tribune-Gazette]*

26 July 1920

Monday, page 1 – READY TO START WORK ON FORD PLANTS

There are seven carloads of cement here now for the Ford Motor Company to be used in the construction of their sawmill and power house. In addition to this, two carloads of portable houses to be used for housing the men temporarily arrived here this morning over the Chicago, Milwaukee & St. Paul Railroad. These houses come in sections, 15 feet each in length and two sections wide. These sections can be placed one after another and the portable houses may be made as long as is desired.

The hauling of the cement and other equipment to the site of the plants will be started at once.

Three carloads of construction outfit arrived here this morning over the Chicago, Milwaukee & St. Paul Railroad which was shipped by John Marsch, who has the contract to build three miles of track for the Ford Motor Company.

Two carloads of mules and horses arrived here Saturday evening for Mr. Marsch, the unloading of them being in charge of Martin King of West Hughitt Street. There were 16 mules and four horses.

The switch, and rails to the right of way for the Ford railroad were put in Saturday by the extra gang of the Chicago, Milwaukee & St. Paul Railroad Company, and things are now in readiness for Mr. Marsch to commence work.

Ernest Pederson, son of Mr. and Mrs. Gust Pederson of this city, who has been in the employ of the Ford Motor Company at Detroit for the last ten years, having charge of production, arrived here yesterday morning to stay and will serve the company in a like capacity here. He is an Iron Mountain young man, having been born and reared here. By faithful and efficient services he was promoted at various times by the Ford Company to positions of trust and now holds a lucrative and responsible position.

Mr. Remington will have charge of the sawmill and Mr. Lovejoy will be the head of the commercial department.

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[Compiled and Transcribed by William John Cummings]

A number of men arrived here this morning from Calumet and Houghton seeking employment with the Ford Motor Company. They stated that they heard that the company had one hundred tractors at work on their land here. We understand they intend to remain in the city and wait for work in the construction of the plants.

During the last several days Mr. Kingsford, who conducts a Sales and Service station here, has received a large number of communications from persons in various parts of the Upper Peninsula inquiring as to chances of employment. A number of communications have been received from former Iron Mountain young men and former residents in regard to positions at the Ford plants.

The company is going to build a general office building on East Brown Street, to the rear of Carbis's Meat Market, which is only a short distance from Mr. Kingsford's Sales and Service station. *[The Daily Tribune-Gazette]*

29 July 1920

Thursday, page 1 – WORK AT FORD PROPERTY GOING ALONG VERY GOOD *[sic]*

Eight carloads of rails and twelve carloads of railroad ties arrived here this morning over the Chicago, Milwaukee & St. Paul Railroad for the railway now being built on the Ford property. Mr. Brasky, foreman for John Marsch, who has the contract to build the road, stated this morning that about twenty-five men are being employed by Mr. Marsch and that just as soon as a little more grading is done the laying of the rails will commence. He reports that everything is moving along in a satisfactory manner.

Work at the site of the Ford plant is going along well, fifteen or twenty men being employed there now. Some of the men are engaged in digging a well. One of the portable houses has been put up and the others will be erected as soon as possible. Material for the construction of the sawmill and power house is being hauled to the property. *[The Daily Tribune-Gazette]*

29 July 1920

Thursday, page 1 – FORD INDUSTRIES: Will Be Located South of City on Mongrain and Schintgen Farms

It has been definitely decided to locate the several mills and factories of the Ford Motor Company on the Mongrain and Schintgen farms, just east *[sic – west]* of Carpenter Avenue and about a mile south of the city limits. The engineers of the company are now engaged in making the surveys for the several buildings preparatory to the starting of work on the foundations. During the week considerable building materials

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[Compiled and Transcribed by William John Cummings]

have arrived here for the company. The consignment included concrete mixing machinery and a dozen or more carloads of cement.

The work of building the spur track to the site was commenced last Tuesday. The switch connection was made by a crew of men employed by the St. Paul road under the supervision of Roadmaster Dunn. John Marsch has the contract to build the spur track and will do considerable other work for the Ford company. One of his grading outfits and two carloads of horses and mules arrived here last Monday. Nicholas Nerenhausen will have charge of the work with Fred Brasky as cashier and both gentlemen are in the city.

The Ford Motor Company has purchased from Mrs. *[word missing here]* Trenary for the residence property on the south side of East Brown Street, in the rear of the Carbis Meat Market, and will erect thereon an office building. The building will be thirty-five by sixty-five feet on the foundations and two stories in height. Architect Parmelee is now engaged in drafting the plans for the building.

A gentleman who is in a position to know not a little about the plans of the Ford Motor Company makes the prediction that, ultimately, the corporation will occupy the entire 3,000 acres of land that has been purchased and will employ several times 2,000 men. In the opinion of this gentleman the Ford company will manufacture all the parts of the Ford car, including the sheet steel, in Iron Mountain, except the motor. It is also predicted that the company includes in its general scheme additional sawmills. As this gentleman tells us, if the mills are located in Iron Mountain there will be no "log waste," as would be the case if the mills were located in the timber belts. All the slabs could be utilized, even to the smallest fragment, for fuel purposes.

It is safe to say, too, that the Ford Motor Company at no distant day will explore the lands recently purchased for iron ore, and in the opinion of geologists a number of mines will be developed. This will lead to the erection of furnaces and sheet mills, and as it has been the policy of the Ford Company to concentrate its activities, it naturally follows that Iron Mountain is the logical site for them.

The Ford Motor Company owns – or will own when the Iron Mountain plant is in operation – all the raw materials entering into the construction of Ford cars except iron ore. Large fields of Kentucky coal were recently purchased by the Fords and they have also purchased a railroad over 440 miles long – extending from Detroit through the coal districts of Ohio, West Virginia and Kentucky, thus insuring them an everlasting supply of high grade fuel. When all the

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interests are connected up, the Ford Motor Company will be dependent upon no interest for raw materials.

The coming of the Ford Motor Company, with its large land requirements, has interfered temporarily with the plans of the Iron Mountain Furnace & Chemical Company and may regard the erection work. This plant was to have been erected on the lands which M.J. Fox purchased several months ago from the late H.M. Pelham and Mrs. A.C. Cook, located in the Crystal Lake district. These lands were needed to round out the Ford holdings and they were sold to the company with a guarantee that the Furnace & Chemical Company would be provided with an equally as good a site by the Ford Motor Company. A site will be selected in the near future. It can be said that the erection of the furnace and chemical plant is absolutely certain. The enterprise has been completely financed. A large block of stock has been taken by a company engaged in the furnace and chemical business and several large lumbering concerns are also heavily interested. This latter connection insures a supply of charcoal wood for many years to come.

It can be said, too, that John T. Spencer and associates have by no means abandoned their furnace plans and are more confident of success today than ever before. The Press hopes that Mr. Spencer and his associates will have every success in floating their enterprise. Iron Mountain cannot have too many furnaces. Mr. Spencer has won success in other undertakings, almost single-handed, where complete failure was predicted by many. *[Iron Mountain Press]*

29 July 1920

Thursday, page 1 – Word of Warning

There is a disposition on the part of some owners to advance city real property beyond reasonable values. This, we are sure, is a mistake, and can only result in retarding the growth and improvement of the business district as now located. It may result in the business district shifting to another part of the city – to Carpenter and River Avenues – in the general direction of the Ford plants. As the Mining Journal has told us, we should “keep our feet on the ground.” The advice is good. There is considerable demand for business and residence property, but due to the high prices demanded, there have been only a few transfers. Rumors of all kinds are flying relative to the incoming of new industries, but an investigation establishes that they have no foundation in fact. It is certain, however, that other industries will follow the lead of the Ford Company and locate here, provided real property owners show a disposition to sell the sites wanted at a fair value. Inflated values are a bad thing for a city on the verge of industrial progress. *[Iron Mountain Press]*

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[Compiled and Transcribed by William John Cummings]

2 August 1920

Monday, page 1 – FORD FACTORY NEWS

E.G. Kingsford, who conducts a Ford Sales and Service Station here, has received one thousand or more applications for work at the Ford plant now in the course of construction in this city. The applicants for positions include skilled and unskilled workmen. All parts of the Upper Peninsula are represented, and applications have been received from Detroit, Milwaukee and many other cities. A large number who desire to work at the factory are former Iron Mountain residents. The copper country is well represented in the list of applicants.

A steam shovel has arrived here for John Marsch, who is building the three miles of railroad on the Ford property. Today the Chicago, Milwaukee & St. Paul work train is loading 14 cars of ties, between this city and Pembine, which will be used in the construction of the road. Six more carloads of rails and three carloads of cement have arrived here.

All work at the property is being pushed as rapidly as possible and everything is going along in a satisfactory manner. Quite a number of men are employed and more will be given work as fast as conditions warrant it. *[The Daily Tribune-Gazette]*

5 August 1920

Thursday, page 1 – CONCRETE POURED: Construction Work on Ford Saw-Mill and Power-House Under Way.

Tuesday, August 3rd, 1920 – First building construction work on the Iron Mountain plant of the Ford Motor company.

The foundations are now being constructed for the mammoth sawmill and equally mammoth powerhouse. Work on these buildings will be rushed forward as rapidly as men can do the work. The walls above ground will be constructed of stucco on steel frames. The supporting columns will be of concrete steel re-enforced. The sawmill will be unique in sawmill construction as now viewed and it will include every labor-saving device now known to the industry and many new ones. The sawing equipment includes two band saws, a gang saw and re-saw. The size of the mill on the foundations is 200 feet in length and 125 feet in width. The cost of the mill has been estimated at \$250,000. Work has also been started on the powerhouse. This building is 250 feet long and 40 feet wide and it will house one of the greatest batteries of boilers in the west. The plants will furnish all the power for the mill and the several factories.

John Marsch, who has the contract for building the spur track from the St. Paul road to the factory, is employing about one hundred men in the work. Grading is in progress on both sides of Carpenter Avenue. A cut of about seven or eight feet is encountered in crossing the

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[Compiled and Transcribed by William John Cummings]

Robbins farm, but west of Carpenter the grading is comparatively easy. The St. Paul Road will build the bridge across the Crystal Lake outlet and the timbers are en route. The ties and rails are also in the St. Paul yards.

The Press can state that the Ford Motor Company has no intention of building a new town on the lands recently purchased. It is the desire of the Ford Motor Company, we are informed, to have their factories and holdings incorporated within the limits of the City of Iron Mountain. The company will not engage in the mercantile or any other business other than that appertaining to the manufacture of Ford car parts.

It is the intention of the Ford Company to beautify the district immediately surrounding Crystal Lake, making it a playground for their employees and citizens in general. The scheme includes a well constructed boulevard around the lake and the planting of much shrubbery and trees. Homes for employees will also be erected in the vicinity of the lake.

Plans are also being made for extensive logging operations and a number of camps will be operated, but their location has not yet been decided upon. Logs sufficient to keep the big mill in active operation with day and night crews will be cut and shipped to Iron Mountain during the winter and this means employment for five hundred or more men. Like the Von Platen Company, the camps will be operated winter and summer.

The Michigan Iron, Land and Lumber Company has been incorporated to handle this branch of the industry. The officers elected are: President – Henry Ford; vice-president and assistant treasurer – Edward G. Kingsford; treasurer – Edsel Ford; secretary – C.B. Longley.

The Ford Motor Company has closed the deal for the purchase of the Trenary residence property on the south side of East Brown Street and will erect thereon an office building to cost more than \$25,000. The location of the office building in that district should have a tendency to keep the town from slumping to the south and hold real estate prices level.

The desire of the Ford Motor Company to have their several industries – constructed at a cost of more than \$1,000,000 – incorporated in the limits of the City of Iron Mountain should meet with an enthusiastic affirmative response from our citizens. And the incorporation of the plants within the city limits means many problems for our city government and public utility companies to solve, and there should be

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no delay in solving them. The building of new streets and the extension of the sewer system means a large money expenditure. This expense can be met only by a bond issue and this bond issue should be sufficiently large to provide for the needs of a city of not less than 50,000 people. The issue should be for not less than \$250,000. Then the Water and Light and Power Companies should plan to greatly enlarge their plants at once for a greater Iron Mountain. New school buildings will also be necessary, but an increase in volume of taxable property may provide for this demand. Now is the time to plan for greater things. The county road commission is already moving and last Monday decided to improve the highway leading west from Carpenter Avenue to the factory sites on the Mongrain farm and will do this work at once. *[Iron Mountain Press]*

19 August 1920

Thursday, page 1 – BUILD FIFTY HOMES: Near Crystal Lake At Once by Michigan Iron, Land & Lumber Co.

The Michigan Iron, Land & Lumber Company has been organized by the Ford Motor Company interests for the purpose of conducting the Iron Mountain sawmill and body plant as well as the extensive logging operations. The company has been organized under the laws of Michigan with a capital stock of \$2,000,000. The company has been officered as follows: President – Henry Ford; vice-president and assistant treasurer – Edward G. Kingsford; treasurer – Edsel Ford; secretary – C.B. Longley.

Mr. Longley, the secretary, will remove here from Detroit as soon as he can secure a home.

An office building for the company is to be erected at once on East Brown Street, on the Trenary property, which was purchased recently. The materials for the building are now arriving and it is expected to start the work of excavating at once. It will be two stories in height with part basement and will be constructed of brick and re-enforced concrete. It will have a frontage on Brown Street of 31.4 feet, at the rear 44 feet and 52 feet in depth. It will contain eight large and roomy offices, four on each floor, and a large vault room. The plans were made by F.E. Parmelee and his son Gale.

The Michigan Iron, Land & Lumber Company has also placed orders for the materials for the erection of fifty modern dwelling houses. They will be erected in the Crystal Lake district and they will be ready for tenants in the course of a month or two. The materials are now being framed at the factory in Lower Michigan and the residences can be erected in short order upon their arrival. The homes will contain six and eight rooms and will cost from \$4,000 to \$8,000 each and the lots will have a frontage of 50 feet and a depth of 150 feet. Unlike the

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average company houses, each will be of a distinctive style of architecture, and they will contain all the modern improvements. The erection of these homes is the forerunner of the many hundred that the company will build.

The company, it is learned, will assist workmen in the erection of their own homes. Lots of large size will be sold at a most reasonable price and the men will be aided in erection.

At the sawmill and power plant the construction work is making really marvelous headway. The foundations are practically finished and structural steel work is now in hand. With present progress, it would appear that the sawmill will be in operation before the close of the year, provided the machinery arrives as contracted for. Many visitors are daily callers at the plant and expressions of wonder at the immensity of the plant are heard on all sides. The assertion that the plant will employ 2,500 men before the close of the year 1921 can readily be believed. All the men that can work to an advantage are being employed and the construction materials are arriving promptly.

Work on the railroad is nearing completion and it is hoped to have cars running to the plant early in September. *[Iron Mountain Press]*

26 August 1920

Thursday, page 1 – MANY CARLOADS OF STRUCTURAL IRON FOR FORD PLANT HERE

Work in the construction of the Ford plant in this city is moving along rapidly and in a very satisfactory manner. Special efforts are being made to get as much work done as possible before winter sets in. A carload of structural iron arrived here this morning over the Chicago, Milwaukee & St. Paul Railroad and was immediately unloaded at the property. Some idea of the amount of work that is being done may be gleaned from the fact that several carloads of structural iron have arrived here within the last few weeks and the further fact that fifteen more carloads are now on the way to this city from Detroit. Within the near future the material for 50 or more houses which the company will build for its employees will arrive here.

Work in building the railroad through the property is also hustling along. A mile or more of the road has been built and rails have been laid as far as the building where the structural iron work is now in progress. From now on the railroad work will move along more rapidly because of the fact that the greatest grades have been completed. Work at the property is being helped along materially owing to the fact that the railroad is now long enough to permit the unloading of material at the property instead of hauling it from the Chicago, Milwaukee & St. Paul tracks. *[The Daily Tribune-Gazette]*

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- 2 September 1920** **Thursday, page 1 – Machinery for Mill**
The Michigan Iron, Land & Lumber Company has placed an order with the Allis-Chalmers Company, of Milwaukee, for several hundred thousand dollars worth of machinery for the Iron Mountain sawmill. Work on the mill is progressing at remarkable speed, much of the structural steel being in position. The same is true at the power house and both buildings will be under roof in advance of schedule. Work has started on the office building on East Brown Street and the brick and other materials are arriving rapidly. Work on the railroad is nearing completion. *[Iron Mountain Press]*
- 9 September 1920** **Thursday, page 1 – WORK AT FORD FACTORY IS MOVING ALONG**
Nine more carloads of rails arrived here today for the Ford property. All the grading work at the property has been completed, so we have been told, and the laying of the remainder of the rails will be started tomorrow. More than a mile of the road has already been completed.

Several more carloads of structural steel have also arrived for the Ford plant. Work at the property continues to progress in a most satisfactory manner and the great amount of work that has been done in a comparatively short time is a surprise to all who visit the plant.

A large quantity of bricks have arrived here to be used in the construction of the company's big office building to be built near the Ford sales and service station, which is operated by E.G. Kingsford.

Work on relaying the rails on the Wisconsin & Michigan Railroad from this city to Faithorn will commence very soon. Mr. Marsch now has a steam shovel here. *[The Daily Tribune-Gazette]*
- 18 September 1920** **Saturday [Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News*. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.]**
Excavation for the office building of the Michigan Iron, Land & Lumber Company, located just east of Stephenson Avenue on Brown Street, was started September 18, and the completed structure was ready for occupancy shortly after April 1. The company moved in about April 15.
- 14 October 1920** **Thursday, page 1 – Fords Are Hunting**
Henry Ford and his son, Edsel, arrived in the city from Detroit Monday about noon, making the trip in automobile via Menominee and the Ann Arbor ferry boat. The Fords were accompanied here by C.W. Avery,

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[Compiled and Transcribed by William John Cummings]

superintendent of the Ford Motor Company, William Smith and Charles Sorenson, the metallurgist of the company. Accompanied by E.G. Kingsford, the party left here last Tuesday morning for Long Lake, where they expected to do some bird hunting. Incidentally, The Press learns that the visit also has something to do with iron mines. *[Iron Mountain Press]*

18 October 1920

Monday, page 1 – PLAN OF HENRY FORD'S NEWEST PROJECT
DETROIT, Mich. – Step by step – each step a giant's stride – Henry Ford adds to the wealth and power of the industrial monarchy he is creating.

Now Ford has safeguarded the enormous supplies of timber and part of the iron he needs in his factories, not only for his generation, but for generations to come.

Here is the general plan of the newest Ford project, given by a man who was active in the negotiations.

Ford bought 425,000 acres of land in the Upper Peninsula of the state.

There are huge forests of hardwood, principally maple on 312,000 acres of the land and deposits of iron and graphite on 100,000 acres.

The purchase price is kept secret, though popular guess puts it above \$20,000,000.

Ford is now building a sawmill at Iron Mountain, Mich., and by the end of next year will have a large "body" plant well under construction.

He will build the metal and wooden "superstructures" of the Ford car at this plant, shipping them to his assembling plants all over the world direct from the factory of Iron Mountain.

So that his forests may furnish timber all the years that Ford cars are built, Ford has a plan of forest conservation. The timber will be taken out carefully so that new growth is not disturbed and a big force of men will constantly patrol the forests on the watch for fire.

The land Ford has bought was granted some 60 years ago to a railway company, long defunct. It later was bought by the Michigan Iron & Land Company and by them sold to a Ford company – the Michigan Iron, Land and Lumber Company. The stock is held wholly by the Ford family.

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Although there are some iron mines on the land, none of them are now being worked. Ford expects to establish new mines as soon as the sawmill is complete and work on the body plant under way.

The land is well supplied with railways, three of them traversing it.

The Ford forests are 600 miles from Detroit. They lie in five counties. From Marquette, in alternate 640-acre sections, the land stretches 70 miles west, and from the town of Channing, Mich., it extends 45 miles north, in alternate sections.

Associates of Ford believe that the purchase of the land was a favorite enterprise of the automobile genius. Negotiations were in progress 10 months and the “deal closed” only recently.

“Although the bulk of the timber will go to making the bodies of cars, much of it also will be used in the other enterprises of Ford, and some probably will go to the building of the homes of his employees. Ford uses in excess of 1,000,000,000 feet of lumber a year.

Work on the Iron Mountain body plant will be rushed. When it is complete it will require about 2,000 workmen. *[The Daily Tribune-Gazette]*

18 October 1920

Monday, page 1 – FORD WILL EMPLOY 500 MEN AT THE UPPER PENINSULA CAMPS

According to *The Ford Man*, published at the Ford headquarters in Detroit, 500 or more men will be employed at the company’s upper peninsula camps during the coming winter, to supply timber for the new sawmill, now under construction in this city. It is also announced that the mill will be kept in active operation, with day and night crews. A number of camps will be operated, but the publication states that it has not yet been decided just where they will be located on the 400,000 acre tract purchased some months ago by the Ford interests from the Michigan Land & Iron Company.

Henry Ford, head of the big automobile enterprise, was a visitor in Republic last week. He was accompanied by other officers of the company. While the Detroit men gave out no information as to the object of their visit, Republic citizens are hoping that one of the company’s logging camps will be established near that town. Mr. Ford and his associates spent some time in the woods looking over the timber and they departed from there by automobile for Iron Mountain, where they inspected the new buildings. *[The Daily Tribune-Gazette]*

21 October 1920

Thursday, page 1 – Will Mine Ore

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[Compiled and Transcribed by William John Cummings]

While in Iron Mountain last week, Henry Ford and his son, Edsel, and their several engineers, did not spend all their time in hunting birds or in inspecting the local plants. Some time was spent at the Imperial Mine, at Michigamme, to which Mr. Ford has secured title, including the stock of the old holding company. Samples were taken and the engineers will be called upon for a report as to its value as a Ford asset. The Press has assurance that the Ford interests will become miners of iron ore sooner than most people anticipated. *[Iron Mountain Press]*

28 October 1920

Thursday, page 1

E.G. Kingsford, vice-president of the Michigan Land, Iron and Lumber Company, has notified The Press that Dr. Joseph A. Crowell, chief surgeon for the Oliver Iron Mining Company, has been appointed to the same position with his corporation. *[Iron Mountain Press]*

28 October 1920

Thursday, page 1 – OPEN IMPERIAL MINE: Property Long Idle Will Be Resurrected By Ford Interests

As a result of recent examinations of that property by his mining engineer and metallurgist, Henry Ford will open the Imperial Mine at once. The Imperial is located in Baraga County on section 25, town 48, range 31, and a short distance from the Village of Michigamme. It was opened in 1882 and after that was secured on lease by the Cleveland-Cliffs Iron Company, who operated it for several years and then gave it up in April 1919. The mine has produced 636,533 tons of ore, the last shipment being made in 1913. Before giving up the mine the Cleveland-Cliffs Company built a substantial steel headframe that is still in position near the shaft. The workings of the mine are shallow, less than 200 feet below surface. The ore is a limonite, non-bessemer. The mine buildings are still standing intact, and in good condition, and it will require only a short time to unwater the levels and begin mining. The decision to begin operations here by the new purchaser will be news gladly received by the people of Michigamme, who have lacked some such enterprise in which their labor can find employment.

The opening of the Imperial suggests that the Ford interests may get busy at other points where ore has been found and that a system of exploration of other lands for minerals may be inaugurated. – Iron Ore. *[Iron Mountain Press]*

2 December 1920

Thursday, page 1 – FIRST LOGS FOR FORD PLANT: First Carload Arrived Here Yesterday

When the clock struck three in this city last Monday afternoon it carried a significance with it for Iron Mountain, for it marked the arrival of the first carload of logs for the Ford sawmill now under construction here. The arrival of the logs was noted with unusual interest by the Ford

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employees because it was the initial shipment to the Ford plant, an industry that means a prosperous and rosy future for Iron Mountain.

The arrival of the logs was hailed with a degree of delight probably proportionate to that which hailed the turning out of the first Ford car years ago at the Ford Motor plant in Detroit.

We understand that ten million feet of logs will be unloaded at the Ford property here before the winter is over and that the sawing of them will be started in the spring.

Work at the property is progressing nicely. The power house is now all enclosed, and within two days or so the outside work of the sawmill will be completed, a little stucco work remaining to be done and some glass to be put in. *[Iron Mountain Press]*

1 January 1921

[Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News* – subheading – Work Started July 18. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.]

Then came the slump. Work was suspended January 1, and until April 1 the organization practically marked time. A few men were kept on the job installing such machinery as they could but the activity was a small fraction of that which had been seen before.

With the spring, however, things began to brighten. The force was gradually increased, until at present, not counting the sawmill operating crew, it numbers as many men as before the shutdown. Machines went up as if by magic. Rolls were installed, conveyor belts built, and the huge boilers bricked in. Some weeks ago the construction gang started on the first dry kiln, which is now ready to receive the lumber as it comes from the saws.

1 April 1921

Saturday [Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News*. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.]

Excavation for the office building of the Michigan Iron, Land & Lumber Company, located just east of Stephenson Avenue on Brown Street, was started September 18, and the completed structure was ready for occupancy shortly after April 1. The company moved in about April 15.

15 April 1921

Saturday [Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News*. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.]

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Excavation for the office building of the Michigan Iron, Land & Lumber Company, located just east of Stephenson Avenue on Brown Street, was started September 18, and the completed structure was ready for occupancy shortly after April 1. The company moved in about April 15.

June 1921

[Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News* – subheading – *Work Started July 18. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.*]

Early in June, even a layman could see that the plant was virtually completed. Even the great smokestack was in place. Six million feet of logs lay ready in the storage yards of the plant for the beginning of operations.

But, as might have been expected, there were the multitudinous little details that needed attending to. Motors and starting boxes for them were the main items of equipment lacking, and in a plant where every machine is individually motor-driven, the lack of one motor proved a serious handicap to smooth operation.

25 June 1921

Saturday, page 1 – SINGLE MEN ARE TO BE RELEASED: Will Be Supplanted at Ford Mill by Men With Families

Single men who have been employed at the Ford plant will be released today, and their places will be filled by married men with dependents who were thrown out of employment by the shutdown of the Chapin mine here. Between twenty-five and thirty will be affected, according to E.G. Kingsford.

Since the shutdown, the Ford officials have been besieged with applications for employment, and to relieve the stringency of local conditions it was thought advisable to release the single men and give their places to men with families.

The change might have been carried further, according to Mr. Kingsford, except for the fact that some of the men who would otherwise have been let go constitute skilled labor, and could not easily be replaced.

Slight delays have been experienced in the receipt of material, so the opening of the sawmill will not take place until a few days after July 1. Some motors, starting boxes, and other electrical equipment is still awaited, although most of the machinery is in, and some of it is already being operated. Shortly after Independence Day is tentatively set for the opening. Nothing further has been heard as to whether Henry Ford will be here for the occasion.

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9 July 1921

Saturday [Information taken from article in the Tuesday, July 12, 1921, edition of *The Iron Mountain Daily News* – subheading – *Work Started July 18. This edition of *The Iron Mountain Daily News* was published the day the sawmill officially started up.]*

On Saturday, the saws were tried for the first time. The men were kept at work all day Sunday, making an adjustment here, an alteration there, and putting the machinery in top-notch condition for the formal opening of operations.

The record of the Ford company in turning the wheels of such a mammoth plant in less than a year after the ground was staked out, and that despite a suspension of three months, is one that has never been equaled north of the straits, and augurs well for the future of the industry.

12 July 1921

Tuesday, page 1 – FORD SAWMILL FORMALLY OPENED THIS AFTERNOON: Ford Officials and Businessmen Watch First Lumber Sawn: C.W. Avery, General Manager, Represents Motor Company – Will Proceed With Construction of Body Plant, He Announces

Out at the Ford plant, south of the city, smoke is curling from the big, netting-guarded stack. From within the sawmill sounds the hum of electric motors punctuated by the shriek of saws biting through the maple logs that move in slow procession up the chute from the hot pond. At the far end of the mill freshly-sawn planks are being carried down the transfer to the waiting pilers below. In many places, the piles of lumber are already assuming appreciable size.

The Ford sawmill has formally begun operation.

Since Saturday, when the saw was tried for the first time, the men had been at work testing and finishing the machinery, and everything worked perfectly. At 1:30, a long blast of the mill whistle announced the start of the huge band mill. A few minutes later, the spectators gathered on the platform to see the first log come up the chute from the hot pond. As it entered the mill building, it was “christened” by M.J. Fox with a cup of water. Then it was rolled down the slanting rack ready to be placed on the saw carriages by the steam “nigger.”

Robert Jenks, sawyer, and Joe Bernette, setter, took their places at the controls. The log was thrown upon the carriages and locked. Sawyer Jenks moved a lever, and the carriage rolled slowly up to the rapidly moving band mill. Almost before the spectators realized it, the first slab was off, and the carriage was back ready for the next cut.

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[Compiled and Transcribed by William John Cummings]

Planks followed in rapid succession, and moved down the conveyors to the edger. The slabs went to the “hog,” to be ground up and conveyed to the boiler room. The trimmer was not working, so the planks went over it, and out on the conveyor to the transfer, where loading was started. It was just twenty minutes after the saw was started that the first planks were received off the transfer.

Two boilers had steam up in the boiler house, hand-fired through lack of material in the storage bins. Power was furnished by the Peninsular Power Company, and the mill will continue to operate on this power until the turbo-generator, which is being nickel-plated, arrives.

12 July 1921

Tuesday, page 6 – WILL IMPROVE FORD ADDITION

Real estate operations of the Ford company in and about Iron Mountain are commanding great interest here, particularly since the acceptance by the city of “Ford’s First Addition.” This is the tract lying south of F street along Kimberly avenue, where the present Ford houses are located, and takes in the shore of Crystal Lake.

An extensive program of improvement and beautification has been planned by the owners. Before the lots are thrown open, water, sewer, gas, and electric connections will be made, streets graded and paved, and sidewalks, curbs and gutters built, making the new addition improved property in every sense of the word.

Perhaps the feature of the greatest general interest is the boulevard around Crystal Lake. This, according to present plans, will consist of an asphalt pavement paralleling that portion of the lake shore included in the addition. Shade trees will be planted along the drive and boulevard or “white way” lamp standards installed. This will give the city a residential section feature unequalled, it is believed, in any city in the Upper Peninsula.

This is only a portion of the improvements planned for the addition. Small parked spaces will be provided, with shrubbery and flowers. A landscape gardener will have charge of the work.

Ford employees will be given preference in purchasing the improved lots.

12 July 1921

Tuesday, page 6 – OFFICE BUILDING CREDIT TO CITY: Handsome New Structure Houses Ford Clerical Staff

Iron Mountain’s business section has a notable addition in the new office building of the Michigan Iron, Land & Lumber company, located just east of Stephenson Avenue on Brown Street. It is a handsome

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[Compiled and Transcribed by William John Cummings]

edifice, two stories in height, of red matte brick, trimmed in Bedford stone.

Excavation for the building was started September 18, and the completed structure was ready for occupancy shortly after April 1. The company moved in about April 15.

The building is even handsomer inside than out. All woodwork is of gumwood, finished in walnut, and partitions are of plate glass. Floors, except in the corridors, where they are of mastic, are of hardwood. The walls are finished in soft colors, with a stencil decoration around the border. The ceilings are in cream, acting admirably with the semi-indirect Denzar lighting fixtures.

The lower floor houses the general offices of the company with the land office in the rear, where at the second door are the accounting offices, which have not yet been occupied.

F.E. Parmelee & Son, of this city, were in charge of the construction.

30 December 1921

Friday, page 1 – Mr. and Mrs. Ford Arrive Here To Attend Wedding

Mr. and Mrs. Henry Ford arrived in Iron Mountain this morning to attend the wedding tomorrow evening of Mr. Ford's cousin, Miss Dorothy Kingsford, to Dr. Norman Miller.

The distinguished visitors were met by Mr. and Mrs. E.G. Kingsford. They arrived in their special car, the "Fair Lane," which was attached to the 8:58 Northwestern passenger train.

There was some delay in switching the car and it was after 11:30 before it was "spotted" on a spur at the Ford plant.

Pressed for time because of the delay, Mr. Ford was unable to give an interview but declared, "We are here merely to attend the wedding of my cousin, nothing else."

It was expected that Mr. Ford would spend the afternoon inspecting the plant here and watch the operation of the turbo-generator which was recently installed.

9 February 1922

Thursday, page 2 – FORD PLANT TO HAVE CAPACITY OF 750,000 BODIES PER YEAR: Estimate Includes 600,000 Touring Cars and 150,000 Sedans, or 1,660 Per Day

The plant of the Michigan Iron, Land & Lumber Company, now in course of erection in this city, will have a capacity for manufacturing 750,000 bodies yearly for the Ford Motor company. This authorized

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estimate includes the bodies for 600,000 touring cars and 150,000 sedan bodies. In order to reach the estimated output it will be necessary for the Iron Mountain body plant to manufacture daily 360 complete sedan bodies and 1,300 bodies.

The above figures will give skeptical Iron Mountain people some conception of the immensity of the Ford industries to be operated here.

In addition to the sawmill plant, now nearing completion, and one unit of the body plant, now nearing completion, the activities of the Michigan Iron, Land & Lumber company, as directed by Henry Ford, ably seconded by Edward G. Kingsford, contemplates other factories for the consumption and conservation of the forest products of the corporation.

The output of the Iron Mountain plant will be the same as that of the Ford Motor company plant at the Rouge works near Detroit.

13 February 1922

Monday, page 1 – EXPLORATORY WORK BEGUN TODAY AT FORD DAM SITE: Churn Drill Will Be Used To Determine Location Of Bed-Rock

Exploratory work was begun today at the approximate site of the Ford dam, which will be thrown across the Menominee River at a point tentatively set just above the pumping station. The purpose of the exploration is to locate the depth and character of the bedrock which will determine the exact point at which the dam will be constructed.

There will be no start on the actual construction work until spring, but it is hoped to get it underway within a few months.

Meanwhile, installation of the third steam turbine is proceeding. Delay in receipt of the steam connecting pipes hindered the process somewhat, but it is hoped to get the machine into operation this week. Like the first unit installed, this machine is a product of the Ford factories, and is rated at 1,000 kilowatts. The second machine is a Westinghouse of 500 kilowatts, formerly in service at the Detroit plant and will probably be used as an auxiliary after the third machine is running.

The first machine in the new body plant will start turning about the last of this month, R.V. Dudley announced today, as soon as the lumber, which is now in the dry-kilns, is ready for working. A large percentage of the machinery for the first unit is already installed, about half of it being new, and the other half being brought from the Detroit plant. Touring car parts will be turned out first, according to present plans.

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19 August 1922

Saturday, page 1 – VISIT TO FORD PLANT GIVES ONE ONLY FAINT IDEA OF ITS MAGNITUDE, NOW AND FUTURE: Completion of Dry Kilns Will Mean Biggest Battery in the World

The present plant, aside from the sawmill and boiler house, consists of one body unit, six dry kilns and what are said to be the largest lumber yards in the Upper Peninsula.

The body plant is 120 feet wide and 360 feet long. To this will be added 100 feet, making it 460 feet in length. Concrete bases and steel reinforcements have already been erected by the Worden Allen Company, of Chicago, which has the contract for erection of a new body plant, 460 feet long by 120 feet wide, the 100 foot addition to No. 1 body plant, and 14 new dry kilns.

When the 14 new dry kilns are completed, making a battery of 20 in all, they will represent the largest kiln battery in the world, and also they will be the largest kilns in the universe, being 20 feet wide by 233 feet in length.

Footings for the kilns, six kiln floors and tunnel No. 3, all of concrete, have been poured. Concrete for the floor of tunnel No. 5 will have been poured today, it is expected.

Concrete for the four walls, five feet high, with 12 feet of tiling above it, is now being poured. The walls will be reinforced with steel, and, with concrete roof, will be fireproof in every detail. The 14 new kilns will extend 280 feet to the south of the present six kilns.

With the arrival of two carloads of steel earlier this week and two more expected today, it is hoped to begin erection of steel probably Tuesday, Monday being occupied with the setting up of a boom for the handling of steel.

The boom, 90 feet in height, will be operated by a gasoline engine, which is en route now, according to Mr. Schmitz. With erection of the boom, steel construction work on No. 1 body plant will begin, as will the pouring of cement for the five foot concrete walls.

An Isley mast tower will be used in the cement work, both on the body plants and on the kilns, greatly facilitating the operations.

Annexes, 40 feet in width and running the entire length of the dry kilns, will make it possible to remove lumber from the kilns into the body plants for sawing or to either end for loading directly into cars for shipment. The annexes are to be roofed, so that the cured lumber will not be subjected to rain or weather risks.

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An idea of the immensity of the project may be gained from the following figures:

There will be 125,000 square feet of concrete floor in the new body plant.

Four hundred tons of structural steel will be used, with 154 tons of reinforcement steel.

Five thousand rivets will be used in the steel construction.

In the dry kilns, 43,000 pieces of roofing tile will be used, with 35,000 pieces of tiling for the walls.

Four thousand five hundred cubic yards of gravel are to be used in the concrete work. To the average person, this is merely 4,500 cubic yards, but when it is realized that each cubic yard of gravel weighs over a ton, 2,600 pounds to be exact, a new idea of the amount of material necessary is given.

Two thousand two hundred and fifty cubic yards of sand – and two cubic yards, weighing 5,200 pounds make a big truck load – are required for concrete work.

About 100 men are being employed by the Worden Allen Company, most of the men employed by the Ford sawmill when it closed a week or so ago.

17 September 1922 **Sunday** – Ford Plant shut down at 1 o'clock on Sunday morning when the night shift ceased work. The shutdown was caused by a railroad strike which was causing a shortage of coal across the nation.

21 September 1922 **Thursday, page 1 – FORD PLANT OPENS TOMORROW: Shut Down Is Over; Men Go Back to Jobs: Resume Operations On Previous Basis Is Word From Detroit: Get Coal Supply: Necessary Arrangements Made, Edsel Ford Announces**

The Ford plant will open tomorrow!

Word to resume operations was received this noon at the offices of the Michigan Iron, Land & Lumber Company from the Ford Motor Company at Detroit. The brief message, according to R.V. Dudley, an official of the Iron Mountain concern, merely gave instructions to begin operating tomorrow morning on the same basis as before the shutdown, which occurred at 1 o'clock Sunday morning when the night shift ceased work.

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About 400 men will return to work here tomorrow. Although 600 were on the payroll when operations were suspended, 200 have been retained at various jobs not connected with the actual production of body parts.

Today was pay day and word of the re-opening was given to the men as they called for their checks.

Practically every man who was laid off here when the body plant closed will be back at work tomorrow. This does not include the sawmill, which was closed several weeks ago because of the log shortage. The night shift will go on at the same hour tomorrow afternoon as it did before the closing.

13 November 1922

Monday, [Saturday, November 11, newspaper, page 1] – FORD STORE TO OPEN MONDAY: New Establishment Is Equipped With Modern Fixtures

The “Ford Commissary,” as the new merchandising establishment of the Michigan Iron, Land & Lumber Company will be known, will be opened for business Monday morning at 8:30. The business will be under the management of Richard E. Boll, who was engaged in business at Channing for many years.

The store is located in a new brick building on South Carpenter Avenue. The building is 115 by 50 feet in size, has a full basement and is one story in height.

The store is stocked with staple and fancy groceries, men’s and boy’s working clothing, a complete line of shoes, and fresh and salt meats. The meat market occupies one-third of the floor space and is constructed along modern sanitary lines. A chemical refrigerating plant is provided and a “freezing” show-case is used for display. A feature of the market is an electric meat sawing machine.

In the basement are located the cooling rooms for the storage of fruits and vegetables. Another feature is a neatly furnished restroom for women and children. Business will be conducted on a strictly cash basis and the facilities of the store are open to the general public as well as the employees of the company.

9 March 1923

Friday, page 1 – NEED MORE POWER AT MILLCO PLANT: New Office Building Also Planned; Name of Company Changed

Although no definite program has been outlined for this summer, enlargement of power facilities and construction of a new office

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building are being contemplated, E.G. Kingsford, of the Ford Motor Company, declared today.

The name of the company was recently changed from the Michigan Iron, Land & Lumber Company to that of the Ford Motor Company, the subsidiary having been absorbed as a part of the parent plant at Detroit. This policy, Mr. Kingsford explained, is being followed with regard to all the subsidiaries of the company.

At the present time the sawmill is running on three full shifts while the two body plant units are running three shifts as far as power facilities will permit. Production at the new body plant unit has reached a high scale and machines are still being added. The total number of men on the payroll here is now between 1,300 and 1,400.

The plans for the proposed chemical plant are said to still be in a formative state and no word has been received from Detroit as to when construction will start.

The location of the chemical plant here is not definite but in all probability, according to Mr. Kingsford, it will be built in Iron Mountain. In a recent interview Mr. Ford was quoted as saying that the company was "planning on building the largest chemical research plant in the world at Iron Mountain."

Concerning a rumor that the company was negotiating for the purchase of the von Platen-Fox mill, Mr. Kingsford asserted that there was nothing to the report and no deal for the property has been closed.

18 August 1923

Saturday, page 1 – FORD CAMPING PARTY ARRIVES IN IRON MOUNTAIN: Pitches Tents in Grove Near Factory Site: Traveled to Escanaba in Motor King's Yacht: Greeted By Crowd: Many at Dock When Party Comes Ashore From Boat

Henry Ford and party arrived here from Escanaba at 1:15 o'clock this afternoon and will remain for a few days at the Ford Motor company's private grounds at the Cowboy Lake grove, about a mile northwest of the Ford plant.

Included in the party are Mr. and Mrs. Henry Ford, Mr. and Mrs. Thomas A. Edison, Mr. and Mrs. Harvey P. Firestone, Harvey P. Jr., Miss Bogue, a friend of the Firestones, Mr. E.G. Kingsford, of this city, and Mrs. E.G. Kingsford, who joined the party here at 2:30 o'clock this afternoon.

The trip was made here in three Lincoln cars, which conveyed the passengers, and two additional Lincoln supply trucks and a White

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pantry car. The party carries complete camping equipment. One of the trucks contained nothing but tents and cots which were being set up this afternoon.

At 2:30 o'clock this afternoon the round camping table was set up, loaded with an abundance of food, and the party enjoyed its first luncheon in Iron Mountain. The table, which comfortably accommodates the party is in two sections with a revolving center stand so that any of those at the table may turn it around to get any food desired. A movie man took pictures of the group around the luncheon table.

Each car was driven by a chauffeur and a Japanese cook and helper are also included on the staff.

Speaking for Mr. Ford, Mr. Kingsford said that the trip to the northern peninsula is purely recreational and that the motor magnate refuses to comment or discuss civic problems.

When asked what the itinerary of the party would be, Mr. Kingsford stated that they plan on visiting all the Ford operations in the Upper Peninsula as well as parts of the copper country. Other than that, he said, nothing is known. Mr. Edison, "commander-in-chief" of the group, will map the route.

The Ford party arrived in Escanaba early this morning. His visit was just about as long as the last one he made. Mr. and Mrs. Henry Ford, Mr. and Mrs. Thomas A. Edison and Mr. and Mrs. Harvey Firestone have been on a combined motor and yachting trip and were joined a few days ago by E.G. Kingsford, chief of Ford operations in the Upper Peninsula.

After motoring through the Lower Peninsula the trucks and motor cars were placed on board a specially chartered Ann Arbor car Ferry and shipped to Escanaba. The big ship crawled through a blanket of heavy fog and landed at the dock about 3 o'clock this morning.

The party made the trip from Traverse City on Mr. Ford's new sea going yacht, Sialia, the third or fourth of the name owned by him. The new craft is about 300 feet long and has every known safety device as well as the latest in ocean going comfort.

Crude oil is burned and the tanks hold enough to carry the vessel 6,000 miles. There are 30 men in the crew, three of whom divide the day in continuous wireless service.

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The Sialia arrived in the bay at Escanaba about 1 o'clock this morning and anchored off shore until well along in the morning when it docked to allow the party to disembark and proceed on their journey to Iron Mountain.

By the time the party were *[sic – was]* ready to come ashore hundreds of people had arrived at the dock and as Thomas Edison stepped across the gang plank three cheers were given for him as “the greatest inventor in the world.” The grand old man of electricity is very hard of hearing but he knew what it was all about and nodded his pleasure as he made his way to the waiting car.

“Hurrah for our next president,” was the signal for a whole bunch of cheers as Mr. and Mrs. Ford came down the gangplank and went to their car.

E.G. Kingsford, who many took to be Mr. Ford, occupied the car with them. Mr. Ford made no acknowledgement of the cheering as that is not his way, but his pleasure showed plainly as he carefully assisted Mrs. Ford into their luxurious sedan.

Slowly an old man stepped up and explained to the motor king that his name was Ford too and that he was probably some relation to the owner of the million dollar yacht tied up to the dock. Mr. Ford, the motor magnate, asked him what part of the country his relatives came from and when given the information promptly declared, “We are no relation.”

Finally all the bags, boxes, books, wraps, coats and parcels were loaded into the trucks and cars and the famous trio with their wives and other members of the party started on the way to Iron Mountain. There were four or five touring cars and three big trucks.

There was just one Ford car in the outfit and that was used by the moving picture machine men, for where the camping party goes so goes the movies. They make a photographic record of the trip. The pictures so made are not for public exhibition but are for the personal use of Henry Ford and, of course, will prove of great value to Henry Ford II, who is now a little tot of a few years. The crowd of Escanabans that waited to welcome the party was given almost a full reel.

The car driven by the Firestones was equipped with new balloon tires. Enormous things that are made very light and pumped up with only 20 or 30 pounds of air. They were fully seven inches in diameter and it is said they will be the kind used universally in the future.

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18 August 1923

Saturday, page 5 – FORD PLANT HAS NEW FIRE TRUCK: Specially Built Machine Received Here; to Build Station

A new Ford fire truck has been received at the Ford Plant. It is equipped with two 25-gallon chemical tanks, 750 feet of two and one-half inch hose, and 200 feet of chemical hose. The truck was made especially for the Ford Motor Company.

The plant fire department when organized will consist of five men who will work in the vicinity of the fire station. When an alarm is turned in the first man to reach the fire hall will drive the truck and the others will get on the machine and accompany it to the blaze, according to Fire Marshall Lee Lalonde. There will be five men on each shift. A fire hall will soon be built between the body plant and the sawmill, it was said.

In addition to these firemen every department has a number of men picked out who will take care of their department in case a fire breaks out. There is 5,400 feet of two and one-half inch hose on the company's property and also 7,000 feet of one and one-quarter inch hose. Another truck similar to the present one will be received later.

6 September 1923

Thursday, page 6 – FORD MOTOR COMPANY TO START BUILDING HOUSES: Program to Be Continued Indefinitely If Experiment Proves Successful

A house building program experiment that, if successful, will be continued indefinitely, will be undertaken immediately here by the Ford Motor Company, it was announced today by E.G. Kingsford, chief of the company's operations in the Upper Peninsula.

The company will take charge of the work itself, awarding contracts only for individual jobs, such as plumbing and lighting, Mr. Kingsford said, and it is planned to start with from 25 to 50 homes.

These houses will be constructed outside the city limits just south of the Ford store on the street running west. They will be two stories in height and have from five to seven rooms, basement and furnace. Various styles of architecture will be employed in their design and the houses will be modern in every respect. Although the cost has not yet been determined, the houses have already been sold to employees of the company, Mr. Kingsford said.

"This program," he declared, "is merely in the nature of an experiment on the part of our company. If it proves successful we intend to continue building houses indefinitely or until there is no longer a demand."

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The property will be improved in every way. Sewer water facilities are already available and electric light wires are to be extended. In addition, next spring shade trees will be planted along the lots and the property beautified through landscape architecture. Sidewalks have already been laid.

Construction work is to start at once and will be continued until the houses now being planned have been built. In the event the experiment has favorable results, there will probably be no interruption in construction except that occasioned by weather conditions, and the program will be continued indefinitely. The houses are to be sold only to employees of the company and will be disposed of on the time payment plan.

This is the second time that the company has engaged in house construction here, having built a number of homes on Detroit Avenue to take care of employees when the company first located in Iron Mountain and was building the sawmill.

29 October 1923

Monday, page 2 – EXTEND AVENUE TO SITE OF DAM: Ford Motor Company Awards Contract to Clifford Bridges

Woodward Avenue, part of the boundary line between the city and Breitung Township, is being extended from the corner of Cleveland Avenue, Kingsford Heights, to the Ford Dam, the work being done by Clifford Bridges, contractor who was awarded the job by the Ford Motor Company.

A large crew of men is already employed on the job, which is to be completed this winter. The avenue will extend to the edge of the river and will make the dam site easily accessible by road.

The extension is three-fourths of a mile long and will be 30 feet wide. The road is to be given an eight-inch coating of gravel. Camps are being erected to house the men employed on the work.

28 November 1923

Wednesday, page 6 – ERECTING BUNK HOUSES FOR MEN: Ford Putting Up New Buildings; Electric Sign on Stacks

New bunk houses which are being constructed by the Ford Company at the plant here will be ready for occupancy in a few weeks. All the modern equipment of an up to date house will be found in the structures, which will be equipped with electric lights, steam heat and shower baths. The name bunk house is perhaps misleading in this instance as ordinarily bunk houses are thought of as the buildings of a lumber camp, where all the sleeping apparatus is in one room and double deckers are used. This, however, is not the kind of a building Mr. Ford is constructing for his employees. Instead of dormitories

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there will be separate rooms each housing one or two cots. There are eight new houses under construction, one of which will be used as a mess hall. Employees of the company will be accommodated here at a nominal cost. Mr. E.G. Kingsford, of the Ford Company stated. The buildings will accommodate 200 men.

At the present time an over production exists at the home plant in Detroit, and some of the machinery is being transferred to this plant. These are the reasons why approximately 300 men were released during the last two weeks. Officials at the company state that the new machinery is arriving every day and is installed as soon as possible, but it will take some time until all of the transferred equipment will be ready for operation. The company expects to hire many of the men again as soon as conditions permit, which will be in the near future.

Boilers are being installed in the new chemical plant which will be used by Ford to extract different chemicals from wood. An example of the economy practiced by Ford's institutions is the fact that while people in general get eight dollars' value out of a ton of coal, Ford will make a similar ton of coal produce \$13.56.

A huge electric sign easily read from passenger coaches and other parts of the city will be erected between the smoke stacks of the new power house. The name "Ford Motor Company" will be inscribed on it.

Due probably to a misunderstanding regarding the statement that the boilers being installed in the new power house would not stand the strain of a 500 per cent overload they would be subject to, officials today declared that the person making this statement had reference to the old boilers. Officials said that one of the new boilers would generate more steam than four of the old ones.

24 April 1924

Thursday, page 1 – FORD CHEMICAL PLANT WILL START OPERATION NEXT JUNE: Installations Are Rapidly Nearing Completion; Will Utilize All Waste

It is now expected that the chemical unit of the Ford Motor company's plant here will go into production the middle of June.

Work on the distillation building is well advanced. Practically all the equipment is installed and the principal work remaining to be done is the piping, which, it is said, can easily be completed before the prospective date for starting operations.

The carbonization building and its extensive equipment are not as far forward as the distillation building. However, the huge cylindrical dryers, through which the green wood passes in the course of being

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seasoned for the retorts, are now in position and the motor drives with which they are revolved are being tested. There are six of these huge rotating cylinders, two rows of three each, placed one above the other.

The three vertical cylinder retorts that will receive the wood from the dryer are in position. The wood will be fed into the top of the retorts, in which carbonization occurs, and charcoal will be taken continuously from the bottom, the process requiring from two to two and a half hours.

The drivers and the retorts, the largest and most important pieces of equipment in the plant, are now nearly ready. There is, however, a vast amount of supplemental equipment, most of which is in place, but on all of which much work remains to be done. The briquetting *[sic]* installation has still to be made.

While to the layman it appears that there is several months work still to be completed before the plant can go into production, the engineers declare that the work is much more forward than it may seem to be, and express no doubt that the plant can begin the production of chemicals about June 15.

When production begins the company will have a large daily output of charcoal for which there will be no use, at this time, at the Iron Mountain plant. While it is expected that ultimately it will be consumed in a charcoal furnace, no plans for the construction of such a plant have yet been announced. It is said that there is a ready market for the charcoal, and until such time as the company can use it in its own processes much of it will be sold.

The Stafford process, utilized in the carbonization building, has as its special merit the consumption of all wastes. Hog fuel and sawdust find their way into its retorts, as well as block fuel. This means, of course, that much of the charcoal product comes from the retorts in the form of dust. This dust is briquetted *[sic]* under pressure, and with use of a binder, into small bricks, those made experimentally at the plant being the size of a small biscuit. With this unit fully in operation the last of the wastes at the Ford plant will be eliminated and the company will be utilizing in one way or another all the value in the logs it hauls to its mill.

The chemical plant is designed with the purpose of minimizing labor to the greatest extent possible. The wood is handled by hand at no stage in the process, from the time it leaves the hogs and the machines form which the waste is picked up until it emerges from the retorts as charcoal. From the condensers through which the fumes from the

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retorts pass, the distillates are piped back to the distillation building without human agency. The operation of the huge plant will require only some thirty men on a shift.

The carbonization building is so constructed that it will be possible to increase the number of drying cylinders to ten and of retorts to four, should this be necessary, and it is said to be likely that it will be done, as the present outlook is that the wastes will exceed the original estimates.

Work on the distillation building was begun early in the fall, but the erection of the carbonization building was not started until winter was well under way. It was pursued without a break through the severest weather of the winter months and surprising progress was made with it. The Worden-Allen company had the contract for the buildings in the unit, and the Badger Company is installing the equipment in both the distillation and carbonization plants, the company controlling the Stafford process. While this process has been used successfully in Tennessee by the Eastman Kodak Company, the Ford plant is far the most complete and modern in which it has been installed. Some idea of its extent and intricacy maybe gained form the statement that some 200 motors will be used in its operation.

Steel work for a shipping building for the chemical unit is now going up.

8 May 1924

Thursday, page 1 – HUGE LAND SALE PLAN HERE IS BARED: Negro Influx Believed Aim of Promoters: Ford Plant Used As Lure In Nation-Wide Advertising: Firm Is ‘Unknown’: Dudley Denies Conference With Head of Chicago Concern

Following an investigation of more than two weeks, The News has bared what it believed to have been a huge land sale plan engineered by three Chicago “realtors”, one of them a Negro, and which was intended to ensnare hundreds, and possibly thousands, of unsuspecting negro workers through the middle west and east.

Although an account of the discoveries was received here this morning, before The News published its findings, the investigation was conducted by members of The News staff. A “leak” in a Chicago newspaper office which had been called upon for assistance, *[sic]* is believed to have been responsible for the premature publication of the alleged deal.

The News’ investigation began when a newspaper clipping sent here by a Negro of Canton, Ohio, who asked for information relative to reported plans for the employment of colored labor by the Ford Motor Company.

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[Compiled and Transcribed by William John Cummings]

The organization selling the lands is known as Smith, James and Russell. They have offices at 3439 Indiana Avenue, in the heart of Chicago's notorious "black and tan" section. Investigations revealed that Smith is a Negro. James and Russell are whites. The Chicago Association of Commerce advised that the men are not members of the Chicago Real Estate Board and are "unknown to us."

The lands offered for sale are located in Wisconsin, across the Menominee River from the Ford Plant. The location is referred to in the lurid advertisements as "Wisconsin Heights." They are described as stumped cut-over lands, covered with brush.

Andrew Bjorkman, of Iron Mountain, owner of the property involved, was absent from the city today. He will return tonight, it was stated at his home. According to members of Bjorkman's family, Smith, the Negro, was here last Sunday conferring with Bjorkman. It was intimated at the Bjorkman home, however, that the Chicago men might have undertaken sale of the lands without the owner's authority.

"I do not believe that sale of the land has been authorized as yet," declared one of Bjorkman's sons. "The deal had not been completed, to my understanding. There was to be an auction sale at which the land would be sold to the highest bidder; but that has not yet been arranged for."

In their advertisements, given wide dissemination, the agents lead prospective buyers to believe that the Ford Company will employ black labor exclusively in its chemical plants here when they are opened on or about June 1.

R.V. Dudley, manager of the Ford Company, emphatically denied that any such plan was contemplated. He stated that numerous inquiries have been received at the Ford Company office from Negroes seeking similar information. He also stated that a letter was received by him several months ago from an Illinois Negro asking whether colored labor would be employed in the plants here. This man, who indicated he planned to sell lots to colored persons, was informed the Ford Company intended to employ no Negroes.

The advertisement informs its reader that "this great project" does not "appeal altogether to any man who wants to be a servant all his days, but does appeal to the man or woman who wants to be a master."

The promised paradise has a key. That key is a lot, two-acre tract, or a small farm, in Wisconsin Heights. Lots are offered for sale at \$100;

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[Compiled and Transcribed by William John Cummings]

the two-acre tract may be acquired for \$650 and small farms of from 10 acres upward at \$45 an acre.

The value of the property is estimated variously at from \$2.50 an acre upwards to \$35. It was stated today by one Iron Mountain real estate broker that he was offered “any amount of it” at \$35 an acre; and that that was considered an unusually high price. Men owning property in the vicinity place the actual value at from \$2.50 to \$10.

The prospective buyer is told that neither the states of Michigan or Wisconsin, nor the Ford Company wants any of the “floating element.” He is led to believe that no one can obtain employment who has not proved his intention of building a home. Only those who have “started to purchase a home” are wanted, Smith informs his readers.

Smith asserts he was in conference with businessmen here recently and that the meeting was attended by the manager of the Ford Company. Smith then proceeds to say that at this conference, which lasted four days, the businessmen asked him “what class of people would I be able to get up there to help them develop this great new country.” He advised them, he writes, that “we would not send anybody up there unless they had started to purchase a home in that part of the country.”

Mr. Dudley denied ever having attended a conference such as that described by Smith. C.V. Cardosi, secretary of the chamber of commerce, also denied that any conference of businessmen of the nature described by Smith had ever taken place.

The first delegation, described an “ambitious men and women who are willing to be pioneer,” is scheduled to arrive on May 15. The program arranged for this group, which will number 150, is described thus: “Move in on May 15, pitch our tents, do our camp cooking, work eight hours, plant our gardens, raise our vegetables to do us the year around; mornings and evenings drive nails and build our homes and help each other as the foreigner is doing.”

Throughout the advertisement workers now employed by the Ford Company are referred to as “foreigners.”

Smith tells his readers that Henry Ford has indicated he would prefer to employ black labor in his plants. In discussing this phase he says:

“It was whispered to me while in Iron Mountain last week that Mr. Ford would like to run his entire chemical plant with our people; that would be just fine if we could get about 1,500 there by June 1.”

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[Compiled and Transcribed by William John Cummings]

On June 1, the advertisement says, the chemical plant will have been completed and “I want to say to you that they are going to put on about 7,000 men in various plants throughout that section June 1.”

In a small circular, issued by Smith, James and Russell, a copy of which was received from a Negro in New York State, and which refers to Iron Mountain and Wisconsin Heights as the “Twin Cities”, it is stated that the Ford Company will “require the services of 75,000 or more men.” A panoramic view of the Ford Company plant is reproduced on the circular cover.

10 May 1924

Saturday, page 1 – FORD COMPANY CHIEF DENIES CLAIMS IN ADS: Kingsford Issues Formal Statement on Colony Scheme: No Black Here: Will Not Hire Negroes in Iron Mountain Plant, He Says

In a formal and official statement given The News today, E.G. Kingsford, general manager of the Ford Motor Company in the Upper Peninsula, made a categorical denial of all statements contained in the lurid advertisements of Smith, James and Russell, Chicago realtors, to the effect that the Ford Motor Company had in any way been a party to a colonization scheme in which the Chicago firm was acting as selling agents for owners of lands located across the Menominee River from the Ford Plant here.

The statement was made after The News had brought to the attention of the Ford Company the advertisements written by Smith of the Chicago firm, and which were believed to have been used as a bait to lure Negroes to “Wisconsin Heights” on the strength of assurances by Smith, James and Russell that they would be given employment at the Ford Plant. The News has published in these columns both the advertisement written by Smith, which is believed to have been published widely, and a circular prepared by the Chicagoans in which it was said the Ford Company alone would employ 75,000 persons here.

The statement by Mr. Kingsford follows:

“It has been brought to our attention that certain parties by means of advertising and propaganda are advertising the possibility of our employing Negro help in the chemical plant now under construction at our Iron Mountain plant.

“These statements are entirely unfounded and untrue.

“On behalf of the Ford Motor Company, I wish to say that we do not contemplate the hiring of any Negro help at our Iron Mountain plant.

“Furthermore, we have nothing to do with any colonization scheme for the bringing of Negroes into this section.

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[Compiled and Transcribed by William John Cummings]

“E.G. KINGSFORD,
“General Manager
“Ford Motor Company,
“Iron Mountain Plant.”

A comparatively short time ago, it is declared, Andrew Bjorkman, owner of the property involved, took Smith, a Negro, to see Mr. Kingsford. The meeting was not in the nature of a conference, it was said, Smith merely inquiring whether the Ford Company would employ black labor if it was brought here. The colony scheme, it is claimed, was also mentioned. Mr. Kingsford, in a statement late yesterday afternoon, asserted that he had informed Smith no colored labor would be taken on at the Ford Plant here. The only place, he added, where colored labor was employed to any extent by the Ford Company was its River Rouge blast furnaces.

Nothing was said to Smith by Ford officials, it is claimed, that might lead him to believe the company would hire the Negroes although one of the advertisements signed “By Smith” averred that it has been “whispered” to him while in Iron Mountain that Mr. Ford would like to employ only “our people” in his chemical plant. This would be fine, Smith continued, if 1,500 could be brought here by June 1.

Bjorkman brought his plan for a bridge across the Menominee River before the board of directors of the chamber of commerce several weeks ago. He did not mention at that time the colony plan, confining his remarks to an explanation that the bridge would “open up” this land and give farmers and other residents of that side of the river more direct access to the city. The road from this bridge would have led past the Ludington shaft of the Chapin Mine.

At the meeting the proposition was received with favor and steps were taken to bring it before the county board of road commissioners. Later it was learned that a Negro colony was planned and, it is said, the support given the bridge project was quietly withdrawn.

The first delegation of 150 Negroes is due on May 15, according to Smith, James and Russell. Considerable interest is now being manifested as to whether or not they will arrive.

The land involved is declared to be worth no more than \$35 to \$40 an acre, but Smith, James and Russell offer to sell two acres and a business lot for \$650 on the easy payment plan. Single lots are priced at \$100, while farm lands may be had for \$45 per acre when 10 or more acres are purchased.

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[Compiled and Transcribed by William John Cummings]

12 May 1924

Monday, page 1 – DREAM OF FORTUNE SHATTERED WHEN GRIM REALITIES OF DEAL ARE BARED: Hopes of Future, via \$6 a Day Route, Sent Skyward As Dusky Invaders Learn Truth of Scheme

Simultaneously with the arrival here this morning of two Negroes – the vanguard of the “Wisconsin Heights” colonists – came a statement from Andrew Bjorkman, part owner of the lands involved, that he in no way was connected with the fraudulent advertising issued by Smith, James and Russell, Chicago real estate dealers.

Bjorkman’s statement, the first given out by him since startling revelations concerning the proposed Negro invasion were first made by The News last Thursday, explained the land agreement existing between William Smith, a Negro and president of the real estate company, and the Cloverland Sheep & Wool Company; it disclaimed all responsibility for the real estate firm’s contract with its purchasers and brought forth the important fact that at the present time Smith, James and Russell have no authority to dispose of land in Wisconsin Heights.

Shattered illusions awaited the two negroes who came today. Instead of the \$6 a day jobs and sudden prosperity they thought awaited them, they found a situation that was grimly different from that described in Smith, James and Russell’s advertising literature with its glowing accounts of a Ford Plant that would employ 75,000 men and become the hub for the beautiful, bustling twin cities of Iron Mountain and Wisconsin Heights.

They had not, however, purchased land from Smith, James and Russell. One of them, an aged Negro from Hillsburg, Ill., carried in his pocket a letter from a friend at that city who had purchased one of the two-acre tracts, paid for it in cash and is now “raising \$3,000 to come here right away to build a home.”

The Hillsburg man, whose name is Oliver, came here to “look things over.” He is said to have telegraphed his friend not to complete his arrangements to join the colonists. Oliver had not spent his last cent, as had his companion, to come here, and will return home tonight.

The second man is from Buffalo. When he reached Iron Mountain this morning he was penniless. He expected to go to work at the Ford Plant and with the money he earned begin payment on a lot in Wisconsin Heights. He found himself stranded in a strange city, without funds or friends, and without employment. He was given temporary work as dishwasher in a restaurant.

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[Compiled and Transcribed by William John Cummings]

Both men have families. The Buffalo man was said to have left his family virtually without support when he came here. He expected to send for his wife and children as soon as he had earned enough money to make the initial payment on a lot.

There have been nearly a score of Negroes who have made payment on lands in Wisconsin Heights who have visited Iron Mountain this spring, according to "Doc" Lacey, an Iron Mountain Negro. They expect to move here soon and have told of others scattered all over the South, Middle West and East, who are making ready to come. Lacey said he believed that there were at least 150 who expected to arrive within the next few days. This is probably the same group that Smith told about in his advertisements when he declared it had been "whispered" to him Mr. Ford would like to employ only Negroes in his chemical plant here.

Efforts to get in touch with the two blacks were unavailing but persons with whom they talked declared that the pair had become convinced they were the victims of fraud. They wanted to see "the secretary of the Ford Motor Company" and stood in line at the company's offices on East Brown Street, but without results. They called the police and fire departments but were told nothing could be done for them. It was said that they had been ordered to leave town.

In the reaction that followed the first realization that their dream bubble had burst, the blacks wanted to know if Smith could be arrested. They were said to have shown a Smith, James and Russell advertising pamphlet in which Iron Mountain was pictured as a city that would surpass Detroit as an automobile center. They also had circulars and advertising matter, copies of which have been reproduced in The News during the last few days when the results of the investigations made by this paper were being made public. The Negroes also understood, thanks to Smith, James and Russell, that Mr. Ford wanted to employ only Negroes in his chemical plant here. They became sadly crestfallen when they learned that "Mr. Ford wasn't employin' no colored people" in Iron Mountain.

The statement given out by Bjorkman cast much additional light on the idealistic colonization scheme that is assumed to have been the product of Smith's brain. It also showed how the comparatively obscure real estate firm located in the heart of Chicago's famous "black and tan" district had been placed in the position where it could negotiate for the purchase of 4,800 acres of northern Wisconsin cut-over lands located across the Menominee River from Iron Mountain and extending up to Lake Elwood, near Spread Eagle.

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[Compiled and Transcribed by William John Cummings]

Bjorkman produced contracts and a letter to show that his part in the affair had been merely that of a business representative of the Cloverland Sheep Company. This concern, organized several years ago on the basis of a plan for conducting a large sheep raising ranch, purchased the 4,800 acres of land from Bjorkman and E.F. Brown. The price paid was \$15 per acre, \$10 of which was to be in stock in the company and \$5 in cash. According to Bjorkman, who is the majority stockholder, the money was never received.

About a year ago, it is said, Mr. Brown disposed of his property interests, retaining only his stock in the company. When it was realized that the sheep raising project was a failure, efforts were made to clear up the affairs of the company. Accordingly, an agreement was entered into with Joseph C. Ficklin and C.J. Harney, of Chicago, and R.R. Towndrow, of Moline, Ill., appointing them as selling agents, an average price of \$18 per acre being fixed. This was in February, 1923.

Later these three men transferred the contract to T.S. Roberts, a real estate dealer in Evanston, Ill. In August, 1923, Roberts contracted with Smith for the sale of the land, giving him an option which required Smith to pay \$5,000 on the purchase price within 90 days. A month later, in September, Roberts assigned this agreement to Bjorkman, who is vice-president of the sheep company.

Smith failed to make the \$5,000 payment and last March Bjorkman notified him that the option was cancelled. This was the purpose of Smith's visit here a week ago, the colony builder discussing plans for again getting the property. Bjorkman declared he informed Smith that the company had appointed a receiver to conduct a public sale and that Smith could bid in on the property at that time if he cared to. The date of this sale has not yet been fixed.

Bjorkman admitted that Smith had seen him several times and that he was aware the real estate dealer was planning to bring colored people to Wisconsin Heights. He also told of Smith approaching him several weeks ago to take him to the Ford office for an interview with E.G. Kingsford, general manager of the Ford Company in the Upper Peninsula.

Kingsford, Bjorkman said, gave Smith no encouragement, flatly informing him that Negroes would not be employed at the plant here. The interview, which was not in the nature of the conference that Smith advertised as a four-day affair attended by Ford's business manager, was short and to the point and left no doubt as to the Ford Company's attitude in the matter.

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[Compiled and Transcribed by William John Cummings]

Bjorkman declared neither he nor the sheep company was in any way connected with the advertising campaign of Smith, James and Russell and were not aware of its character until the reproductions were seen in The News.

13 May 1924

Tuesday, page 1 – NEGRO VANGUARD TELLS OF OTHERS WHO ARE PREPARING TO LIVE IN WISCONSIN HEIGHTS: Smith Told of 30 Factories Here, They Assert: Pot of Gold at Rainbow’s End Becomes Dross

Iron Mountain, a city bristling with towering stacks belching smoke from the furnaces of 30 huge manufacturing plants, exclusive of the Ford company automobile plants; a city where thousands of men would be needed at once at top wages; where the colored man would find prosperity for the “next 200 years” and to which Utopia the only passport necessary was a two-acre tract, or a lot purchased from Smith, James and Russell, Chicago real estate dealers – this was the fairy city the two Negroes who arrived here yesterday from widely separated points had expected to find.

Their stories were told The News late last night after reporters scoured the city all day in a futile search for them. The News arranged to have affidavits sworn to by them, which are published in this issue.

The United States district attorney at Chicago was advised by telegraph last night of the discoveries made by The News and informed that these affidavits and a maze of other material indicating the mails had been used in an attempt to carry out a fraudulent land sale scheme would be available upon application. The News has been promised by the two Negroes that a vast amount of additional information which will prove valuable in the event a move is made to prosecute the Chicago men will be forwarded to Iron Mountain.

The two who came yesterday and learned they had been victimized were William Dickson, of Lackawanna, N.Y., and Robert Oliver, of Harrisburg, Ill. Dickson had spent his last penny for rail fare and when he reached Iron Mountain was destitute. He found the promises of work so vividly portrayed by Smith, James and Russell were but bait used to lure men of his race to purchase lots. Friendless, penniless, without employment, he finally obtained work as a dishwasher at the De Lima Restaurant. He plans to stay there until he has earned enough money to return to his home. Oliver, disillusioned, returned home last night.

Dickson stated there are “at least 50 families back in Lackawanna and Buffalo who are packing up to come here.” Many of them plan to arrive

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on Thursday, May 15. Yesterday he wrote a letter to Buffalo friends advising them of what he had found and urging them not to come.

Oliver came to “look things over.” He had not yet made payment on any of the property offered by the Chicagoans. In his pocket he carried a letter written by one Humphrey Shelton, also of Harrisburg, addressed to the agent of Smith, James and Russell here, granting him permission to “pitch a tent or build a shanty” on a two-acre tract purchased by Shelton in Wisconsin Heights.

Oliver also stated he came before making a purchase because he wanted to “pick out one of the best lots” and build a house. He said he had planned to gain for himself the distinction of being the “first colored man from Harrisburg to build a home in Wisconsin Heights.

Shelton, according to Oliver, has paid \$300 on his lot. He is making arrangements at Harrisburg to raise \$3,000 to come here to build a home. His son is expected to arrive May 15 to “go to work for Henry Ford.”

The picture painted of Iron Mountain and Wisconsin Heights, the “dream cities” of the Smith, James and Russell’s fantastic advertising, were marvels of imagination. In addition to the Ford factories, described as the “biggest automobile factories in the world”, there were 30 other immense manufactories *[sic]* here. All of these were calling for labor. Fortune awaited those who came; and there was “prosperity awaiting that would last for 200 years”.

The lurid newspaper advertisements, one of which was published in these columns, appeared in the Chicago Defender, a negro weekly published at 3435 Indiana avenue – just two doors from the offices of Smith, James and Russell. It has a circulation of nearly 160,000 and penetrates every section of the United States where Negro populations are found.

So wonderful was the promise held to prospective buyers of lots, Oliver said, that he, after reading a number of advertisements and letters written by Smith, James and Russell, was almost convinced “the Lord had returned to earth again.” To allay suspicion that might have come into the mind of any who had become interested in the projects, Oliver said, the Chicagoans in at least one advertisement stated that “if this was not exactly as we have told you, you know Henry Ford would not permit us to use his name in connection with it.”

Although Andrew Bjorkman, owner of most of the property involved, asserts that the Chicago realtors lack even authority to sell the land, it

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has already been platted, Oliver informed The News. The “fairy city” of Wisconsin Heights has been laid out in two divisions; the business and residence sections. Plats, showing the location of lots and two-acre tracts of the business and residence sections, have been printed, Oliver said, and are furnished to buyers who have made payments of \$25 on purchases. These plats are furnished to enable the prospective buyer to select the lots he wants. One of them is in the possession of Shelton, it was declared. The lots picked out by Shelton, upon which Oliver planned to move, are one to 10 inclusive, located in “Block 77, Wisconsin Heights Subdivision.”

Smith, James and Russell made it very easy for colored workers to begin purchase of home and garden sites in Wisconsin Heights, both Oliver and Dickson asserted. The “down payment” on of *[sic]* the \$100 lots was sometimes as low as \$2.50; and the initial payment on a \$650 two-acre tract did not necessarily exceed \$5. After the buyer had paid \$25 a plat was furnished him and when he had paid \$200 on one of the garden tracts he was to be given a deed, the company securing itself with a mortgage covering the balance due.

Prior to April 1, Oliver said, the garden tracts sold for \$550. On that date the price was boosted to \$650 “because of the big demand for them”, he said.

Later an announcement was made by Smith, James and Russell, according to the Harrisburg man, that those who completed payment of the principal within a 60-day period would be given a two-acre tract for \$550, a reduction of \$100.

Both Oliver and Dickson asserted that “Doc” Lacey, an Iron Mountain Negro, had informed them he had been approached by Smith in an attempt by the latter to have him act as representative here. Lacey was said to have a number of letters from Smith in which the latter berated him because he held out on Smith. Lacey, they said, had been requested by Smith to “see that fellows who came in to look the thing over were hurried out of town and only those who had begun payments be allowed to stay.”

Negroes in Louisiana, Arkansas, Kentucky, Georgia, Alabama, Tennessee, Texas, – from the whole south and southwest – are looking toward Iron Mountain, these two asserted. In addition to the advertisements broadcast by the members of the Chicago firm, which, the arrivals of yesterday charged, circulars were frequently sent through the mails in special delivery letters, scores of colored persons who have come into possession of the advertisements have in turn mailed them to acquaintances. Thus, according to Oliver and Dickson,

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the pot of gold placed at the end of the rainbow by Smith, James and Russell has been held before the eyes of Negroes in virtually every state in the union.

Supplementing his statement yesterday morning regarding the land agreement between the Cloverland Sheep & Wool Company and Smith, Andrew Bjorkman, who acted as representative for the company, issued another statement late last night. Part of this follows:

“Mr. Smith came up here to see me several times soliciting my assistance in helping them to get some roads into this land and a bridge across the Menominee River so as to make this land more available. I did assist in having a petition filed with the county of Florence to put in a road and also discussed the question of a bridge with Mr. Kingsford and the chamber of commerce. That is as far as I had anything to do with Mr. Smith, except to see to it that he complied with his contract and paid the Cloverland Sheep & Wool Company for the lands. I knew nothing of the people that he was to bring up here and neither did I have anything to do with his advertising.

“On March 13, 1924, the contract which was assigned to Smith, not having been fulfilled with the Cloverland Sheep & Wool Company, I, as vice president of the company, sent them a notice canceling the contract.

“I saw Mr. Smith on May 4, 1924, and he asked me what I could do about renewing the contract. I advised him of the action of the board of directors of the Cloverland Sheep & Wool Company and that the contract was cancelled and that the property would be sold by the trustee to the highest bidder and he and his associates would have the privilege of bidding on this property at the trustee’s sale.”

Bjorkman added that he had done nothing to “advertise the lands or bring this community to bad repute” and that “anyone that knows the conditions will not accuse me of having brought into these communities any undesirable citizens.” “Anything that was done in this matter,” he continued, “was not done by me knowingly to impose or create any undesirable location of persons to the City of Iron Mountain or Florence County, Wis.”

Bjorkman, however, accompanied Smith when the latter saw E.G. Kingsford, manager of the Ford Company in the Upper Peninsula. Smith asked about the possibilities of the Ford Company employing colored labor, which he thought he would bring up here. Kingsford informed Smith the company would hire no Negroes here.

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16 May 1924

Friday, page 1 – FORD COMPANY TO START 100 HOUSES: Construction Will Begin At Once, Declares U.P. Manager

The Ford Motor Company will start at once the construction of 100 houses in the Village of Kingsford, according to a statement made late yesterday afternoon by E.G. Kingsford, general manager of the company in the Upper Peninsula. Whether or not any more houses than this will be built by the company depends upon the success of the present program and the demand for houses, Mr. Kingsford said.

The houses will be located near those built last year by the company. The district is being improved, sidewalks being laid and streets graded. Water and electricity are also available and gas service will be if the village approves granting the Citizens' Gas Company a franchise at the election tomorrow.

Regarding the company's plant construction program for this year, Mr. Kingsford had little to say. Several months ago it was announced the company would build three body plant units this year but contracts for the work have not yet been awarded. While it is probable that the work will go forward later, the program is being held up at the present time.

"We want to finish what we have under way now before we start anything else," said Mr. Kingsford. "The three body plant units we have are not yet fully equipped while construction of the chemical plant is not completed.

"If our new process of cutting green lumber proves successful we will not need as much body plant space as originally planned although the same number of men will be required to operate the plant. Our future plans depend to large extent on this."

The payroll now contains the names of 4,700 men. No additions are being made, practically the only employing being that to replace men who leave. Men will be added as machines are put in operation but this process is slow as many of the machines come from Detroit and the company requires full time production from them. It is necessary to take down these machines at Detroit, ship them here and re-erect them with the least possible delay and no loss in production if it can be accomplished.

Asked whether the company planned to add to its bunk houses were 300 men are now being boarded, Mr. Kingsford said no construction of this kind would be done if it could be avoided. The bunk houses now are complete in every detail, even including a bakery where bread is also made for the Ford Store.

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While in some quarters it is felt that delay in the plant construction program may be due to the recession in the automobile industry, the Ford Company is running at practically full production although other companies have curtailed operations. Inasmuch as the plant here supplies less than half of the requirements of the company for wooden parts, it is pointed out that even if Ford operations were curtailed this would not affect production in Iron Mountain as contracts with outside firms would be cancelled first. There is little danger that production will be curtailed to any great extent if at all.

24 May 1924

Saturday, page 1 – FORD OFFICES TO BE MOVED: Abandon East Brown Street Building For Quarters at Plant

Plans for moving the Ford Motor company's offices from East Brown Street to the plant site have been completed and the work will be started tomorrow, it was announced today.

Some time ago it was declared the East Brown Street building would be abandoned and a large office building erected at the plant site. Construction of the office building, however, has been held up and quarters for offices have been provided in the maintenance building.

Temporarily the land department will retain its quarters in the East Brown Street building until preparations are completed for moving valuable records now kept in a vault.

No plans have been made yet for the future use of the East Brown Street building. It will be either rented or sold, it was stated.

With the continued expansion in the size of the plant and the corresponding increase in business here, the present quarters of the offices proved inadequate, necessitating the removal.

30 June 1924

Monday, pages 1-2 – FORD DAM IS LAST WORD IN THE DEVELOPMENT OF HYDRO-ELECTRIC POWER: Installation at Menominee River Combines Utility With Beauty; Generators Ready to Serve Plant With 11,000 Horsepower

The Menominee River, woodsmen say, is paved with logs – unseen reminders of a day gone by when the hills and valleys re-echoed to the roar of the big drives being piloted to the mills by nimble and daring lumberjacks. But though history has claimed that era and the river is no longer valued as an artery of transportation, the utility of the stream that wends its way past Iron Mountain has not been lost.

The expansion of railroad facilities and the extension of logging operations into deep woods far removed from the river banks spelled the end of the famous drives, but in relinquishing the task of bearing on

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its back the burden of millions of feet of timber the river has been turned to a mightier responsibility – that of furnishing power. And the latest achievement in this respect is the new Ford hydro-electric plant which is now practically completed.