

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## 1909

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 25 [Thursday, November 11, 1909], page 8, column 1*

### 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.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 25 [Thursday, November 11, 1909], page 8, column 3*

### PERSONAL MENTION

---

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.

## 1920

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 6 [Thursday, June 24, 1920], page 7, columns 1-2*

### FORD'S LAND DEAL

---

### Now in Possession of Michigan Land and Iron Co. Holdings.

The Michigan Land & Iron company, the possession of which has recently passed to the Henry Ford automobile interests, is 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. Mr. Horatio Seymour, of Utica, N.Y., was appointed agent for the company and came to live in Marquette in the fall of 1881. After 1901 J.M. Longyear bought an interest in the company and became agent.

As stated in Iron Ore of last week, the mineral developments on these lands has been slight, only two mines having been worked, with those now idle, and an option for a lease has been given to the Oliver Iron Mining company on a description in Alpha, Menominee range. The company, so far as we [are] aware, has not attempted to explore any of its mineral tracts, but has left this to those who might care to try on royalty basis. It may be that the Ford interests will inaugurate a plan for the examination of such lands as are located favorably for minerals, being in the market for ores for their furnaces. That some of the locations have a chance for iron ore is certain. The Imperial was worked many

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

years and still has an ore deposit that can be attacked at any time. The ore is limonite, low in iron and high in phosphorus, and was used as a mix for certain brands of iron for which there was a market. Such ores are standard in the south and will have still greater value when the cream of the ores of the country have been skimmed, a process now well along. The Bessie mine, also located on the Marquette range, has an ore somewhat similar to that of the Imperial. There is a chance that somewhere in those locations ores of better grade may be found.

The lands of the company have a large timber value as well as agricultural and can be made still more valuable if certain water powers now obtainable are taken in connection with them. This ought to be done to round out the deal completely. With the extensive water frontage that has been obtained at several points on Lake Superior these lands will afford the basis for enterprises that their timber and soils will permit, these being valuable. The people of the upper peninsula will profit to the maximum if the timber is wrought into commercial shapes near where it is cut.

Naturally, all kinds of rumors have spread concerning the probably *[sic – probable]* treatment of the lands of the company under the Ford management, and it is quite certain that Mr. Ford, in making the purchase<sup>[,]</sup> intended to get fair returns for the considerable capital here invested. Such timber as is now to be found in this peninsula is rare, as here are the very finest tracts of maple and birch to be found on the American continent, a wonderful wealth that we ought to appreciate and protect to the very best of our ability. We ought to take every precaution against the spread of fires through it and preserve to our people these forests that will become more valuable with each succeeding year. We need a much more vigorous inspection of the woods and

a better clearing of the waste that now offers encouragement for conflagrations. The people ought *[sic – ought]* to be taught the importance of greater care in their treatment of the camp fires and in discarding lighted matches and cigarettes. The schools, the Boy Scouts, the vshermen *[sic – fishermen]* and picnickers *[sic – picnickers]* ought to all *[sic – all ought to]* be impressed with the great damage a little carelessness may create.

Henry Ford can do a good work in cleaning many places in his holdings where the lumbermen have left kindling for future fires, which will protect his own lands and those of his neighbors as well, which will be the very best kind of insurance he can secure.

In the list of lands the Ford interests have bought are several very fine locations for summer campers, ideal places along the shores of inland lakes and that are to grow very valuable in the years to come, and that will be wanted by the people appreciating such attractive places when these are located in such a climate as ours. Mr. Ford has bargained well. – Iron Ore.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 147 [Wednesday, July 7, 1920], page 3, column 3

## HENRY FORD MAY BUILD FACTORY IN THIS CITY

---

Henry Ford and son, Edsel, and Mr. Avery, general manager of the Ford Motor Co., of Detroit, were in the city 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Thru *[sic – Through]* an interview with the representative of this paper it was learned that the Ford Motor Co. intend *[sic – 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 Co. 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 Co. is after something.

However, we learned that the obstacles met with may be cleared up in a few, *[sic]* days, and with this end in view the Ford Motor Co. has been asked by Mr. Kingsford to keep Iron Mountain in 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.

Something definite will be available for publication within a week or the next ten days.

It is to be hoped that whoever or whatever is putting any obstacles in the path of this industry which would mean so much to Iron Mountain, if it should come here, will quickly see the folly of it and do business on reasonable terms. If there is any possible way to cinch the building of the factory and big sawmill here, let's keep right after Mr. Ford in hopes of landing the enterprises.

Menominee is willing to give the Ford Motor Co. free sites to get the factory and sawmill there, but the Ford Motor Co. is not looking for anything free, it is looking for a place which will serve the interests of the company best, but the Ford Motor Co., as we have stated, will not stand for any hold up.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 148 [Thursday, July 8, 1920], page 3, column 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 Co. for his land, the consideration being \$45,000. However, we asked Mr. Kingsford for a verification of it but he 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 Co.[,] who are *[sic – is]* considering building a factory here to make bodies for Ford cars, and also a large sawmill.

Mr. Kingsford tells us that there is nothing new to say other than what we published in last night's paper.

However, it is expected that what difficulties have been encountered by the Ford Motor Co. will be ironed out satisfactorily to all concerned.

Every indication points to the fact that Iron Mountain looks good to the Ford Motor Co. 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 does *[sic – do]* anything to block these enterprises coming here[,] we might as well board up the town and say – it's no use.

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

## 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 4200 feet long and 1600 *[feet]* wide.

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, Edsell *[sic – 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 *[sic – 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 saw-mill *[sic – 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.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 149 [Friday, July 9, 1920], page 1, column 1

## COMMUNICATION FROM JOSEPH MONGRAIN

---

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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 [sic – well-known] citizens who are working to secure this good and desirable concern, The [sic – the] Ford Motor Co., 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 \$32,000.00 which I blankly refused, This [sic – this] being ridiculous as any one [sic – anyone] with any brains will admit. The [sic – Then] Mr. Wilbur Thompson asked me if I would consider \$50,000.00 which I also gratefully refused. The same evening Mr. Thompson[,] accompanied by Mr. Fox[,] called on me and offered \$32,000.00 as the limit, and refusing that, I was further offered \$40,000.00 as the limit, which I flatly turned down as any one [sic – anyone] would. That I signed up for \$45,000.00, as stated in the Tribune-Gazette, July 8th is false, just a bit of propaganda 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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 149 [Friday, July 9, 1920], page 2, column 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 Co. 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Mongrain was willing to do the square thing but would do business with Ford's representatives direct and no one else. The members of the party 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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 149 [Friday, July 9, 1920], page 3, column 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 Co. 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 Co. 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 Co.[,] who are [sic – 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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 150 [Monday, July 12, 1920], page 1, column 1

## \$8,000 COLLECTED UP TO THIS NOON

Despite the report that the Ford Motor Co. 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, are [sic – is] going ahead in efforts to raise the necessary sum. Up to this noon about 8 thousand dollars had been subscribed by local people. The committee started out this morning to solicit and intend [sic – 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 advised at this writing that the Ford Motor co. 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

It was reported here this morning that the Ford Motor Co. 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 Co. a free site and a bonus of 20 thousand dollars.

*The Daily Tribune-Gazette, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 150 [Monday, July 12, 1920], page 1, column 2*

## REPORT FORD PLANT FOR REPUBLIC

---

The following article appeared in newspapers this morning:

Detroit, July 12. – (By the Associated Press.) – The Ford Motor Company has announced the purchase of 4,000 acres of forest and mineral land in the northern peninsula of Michigan where a saw-mill [*sic – sawmill*] and an automobile body plant, employing nearly 2,500 men, will be maintained.

According to the announcement, all wooden parts used by the company will be manufactured at the northern Michigan plant and shipped to Detroit **[need to finish copying this article]**

*The Daily Tribune-Gazette, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 151 [Tuesday, July 13, 1920], page 1, column 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 thru [*sic – 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 Co. 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 are [*sic – 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 thruout [*sic – throughout*] the upper peninsula.

It has been known for some time that the Ford Motor Co. 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 Co. 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.

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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

of land comprising a large number of acres and extending from near Crystal lake south and west to the Menominee river.

The following article from the Marquette Mining Journal will be of interest:

The reason for the Ford company's decision to build a plant in the upper peninsula is to manufacture the wooden parts of Ford cars near the source of raw material, ship them direct to large branch assembling plants throughout the country and relieve transportation and manufacturing congestion at Detroit.

The Ford company uses approximately 98,000,000 feet of lumber every year, on the basis of its manufacturing capacity. Under the present system this lumber is all shipped to Detroit, made into car parts and re-shipped to branch assembling plants. It is causing serious congestion of material in Detroit. An upper peninsula sawmill and manufacturing plant, with the raw timber close at hand, would eliminate shipping in and out of Detroit.

A large percentage of material shipped from Detroit is sent west to the branch Ford assembling plants. The amount shipped west of Detroit is greater than the amount shipped east. If the wooden parts were made in the upper peninsula they would be transported direct to the branches.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 151 [Tuesday, July 13, 1920], page 1, column 2

## 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.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 152 [Wednesday, July 14, 1920], page 1, column 1; page 2, column 3

## FORD FACTORY HINGES ON MONGRAIN LAND DEAL FOR \$40,000

---

A telegram was received here today from the Ford Motor Co. 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 Co. for \$40,000 for his land this city will lose the Ford factory and sawmill. The telegram also stated that the Ford Motor Co. 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 Co. 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 Co. 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.

(Continued on Second page.)

## FORD FACTORY HINGES ON MONGRAIN LAND DEAL FOR \$40,000

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 Tribune-Gazette was handed an article printed in the Detroit Free Press which states that the Ford Motor co. has acquired 400,000 acres of virgin forest and mineral land surrounding Lake Michigamme, in the upper peninsula, where the company will maintain a permanent timber preserve and erect a saw mill [*sic – sawmill*] and closed body plant employing 2,000 to 2,500 men. This announcement was made at Detroit by the company last Saturday.

The company also announced that it had completed terms for the purchase of the Detroit, Toledo and Ironton railroad.

The 400,000 acres in the upper peninsula was purchased from the Michigan Land and Iron Co. and comprises 165,000 acres of hardwood timber and 100,000 acres of second growth timber, besides showing pronounced indications of mineral deposits.

Ford officials stated that if it was shown that iron on the property could be mined and marketed profitably steps would be taken to develop the tracts.

The purchase of the Detroit, Toledo and Ironton railroad, the company claims, assures Detroit an uninterrupted coal supply as soon as the road can be put in condition. The road is a coal carrier from southern Ohio, West Virginia and Kentucky mines and is said to be capable of supplying Detroit and Michigan with all their industrial and domestic fuel.

Besides fuel service the railroad offers a large number of freight connections which are independent of congested terminals.

Included in the purchase are 454 miles of main track on the right of way, with 155 miles of side tracks, 85 locomotives, 3,200 freight cars, 27 passenger cars and four roundhouses in Ohio. The number of

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

employes *[sic – employees]* runs from 1,800 to 2,000

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 153 [Thursday, July 15, 1920], page 1, column 1

## ANXIOUSLY WAITING 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 *[sic – anxiously]* waiting for two words – Yes or No.

It is reported at Marinette that the Ford Motor Co. 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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 154 [Friday, July 16, 1920], page 1, columns 1-2

## IRON MOUNTAIN LANDS FORD FACTORY AND SAW MILL

---

### GREAT JOY HERE OVER COMING OF FORD FACTORY

---

*[This issue of The Daily Tribune-Gazette is missing from the bound volume. It was reproduced in The Iron Mountain News as a photo and apparently wasn't returned to the volume. The headline is easily read, but the columns are not.]*

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 155 [Saturday, July 17, 1920], page 1, column 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 Co. on which will be erected a body plant and saw mill *[sic – 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 Co. decided to locate the body plant and saw mill *[sic – sawmill]* here has caused a

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

big stir in real estate transactions. Since yesterday a number of lots and some property has *[sic – 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 *[sic – 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, *[sic]* wired to this paper to send them some news by wire at once in regard to the Ford body plant and saw mill *[sic – sawmill]*.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 157 [Monday, July 19, 1920], page 1, columns 1-2

## FACTS ABOUT THE FORD PLANT FOR IRON MOUNTAIN

---

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 saw mill *[sic – sawmill]*. Some outside papers carrying news of the big enterprises have stretched *[sic – 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 thru *[sic – through]* the Ford property. However, the construction of it will be let by contract and if the Ford Motor co. 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 Co. 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 *[sic]* grounds. It was rumored today that the Ford Motor Co. had 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 Co. 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

how it fits in, and that word is being awaited from the Ford Motor Co. whether or not a change will be made.

The first shipment of material for the construction of the power house and the saw mill [*sic – 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 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 employes [*sic – employees*].

The saw mill [*sic – 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 Co. now have [*sic – 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.

(Continued on Second page.)

## FACTS ABOUT FORD FACTORY

(Continued from First page.)

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 for [*sic – 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.

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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 158 [Tuesday, July 20, 1920], page 1, column 1

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## FORD FACTORY NEWS

---

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, altho [*sic* – *although*] no definite decision has yet been reached.

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.

---

## CONGRATULATES THIS CITY ON FORD FACTORY

---

The Herald-Leader extends its heartiest congratulations to Iron Mountain for landing the Ford sawmill and another plant for the manufacture of wooden parts for Ford automobile bodies. The whole upper peninsula is to be congratulated. But Iron Mountain has occasion to put on the biggest celebration in its history. The coming of the Ford enterprises will, without question, make Iron Mountain the metropolis of the upper peninsula. The Ford plants alone will employ 2,000 or more

men, and if history repeats itself other factories will follow Ford's wake to the Dickinson county city.

With 400,000 acres of timber land recently acquired in the upper peninsula by the Ford interests, the location of the big sawmill and body plant at Iron Mountain assures the future of that city, which is destined to become a city of possibly 30,000 people in the course of a very few years. Again the Herald-Leader congratulates Iron Mountain. – (Menominee Herald-Leader.)

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 159 [Wednesday, July 21, 1920], page 1, column 1

## FORD FACTORY NEWS

---

The switch, frogs and rails for the C. M. & 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 C. M. & St[.] Paul will be put to work. It will only take a day or two to do the work.

The Ford Motor Co. 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 Co. have [*sic* – *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.

Perhaps it will be of interest at this particular time to know in what cities the Ford Motor Co. have [*sic* – *has*] assembly

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 160 [Thursday, July 22, 1920], page 1, column 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 saw mill [*sic – 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 saw mill [*sic – sawmill*] and power house will be started just as soon as the first shipment of cement and steel, etc. arrives, 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 Co. 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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 162 [Saturday, July 24, 1920], page 1, column 1

## CONCRETE MIXER FOR FORD PLANT ARRIVES HERE

---

A carload of machinery for mixing concrete arrived here this morning over the C.M. & St. Paul railroad to be used by the Ford Motor company in the construction of their saw mill [*sic – sawmill*] and power house. A shipment of cement, and portable houses for the use of the employes [*sic – 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 Co., 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.

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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 163 [Monday, July 26, 1920], page 1, column 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 saw mill [*sic – 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 C. M. & 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 C. M. & St. Paul railroad which was shipped by John Marsch, who has the contract to build three miles of track for the Ford Motor Co.

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 C. M. & St. Paul Railroad Co., 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 Co. 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 Co. to positions of trust and now holds a lucrative and responsible position.

Mr. Remington will have charge of the saw mill [*sic – sawmill*] and Mr. Lovejoy will be the head of the commercial department.

A number of men arrived here this morning from Calumet and Houghton seeking employment with the Ford Motor Co. 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 to [*sic*] 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 166 [Thursday, July 29, 1920], page 1, column 1

## WORK AT FORD PROPERTY GOING ALONG VERY GOOD

---

Eight carloads of rails and twelve carloads of railroad ties arrived here this morning over the C. M. & 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 good [*sic – 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 saw mill [*sic – sawmill*] and power house is being hauled to the property.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 11 [Thursday, July 29, 1920], page 1, columns 1-2

## FORD INDUSTRIES

---

### Will Be Located South of City on the 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 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 carload [*sic – 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,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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 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 undertakes [*sic – undertakings*], almost single-handed, where complete failure was predicted by many.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 11 [Thursday, July 29, 1920], page 1, column 2

## **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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 values [*sic – value*]. Inflated values are a bad thing for a city on the verge of industrial progress.

*The Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 11 [Thursday, July 29, 1920], page 3, columns 1-2*

## FORD LAND DEAL

---

### History of 400,000 Acre Tract Ford Purchased Is Interesting

---

The entire deal by which Henry Ford became the owner of 400,000 acres of iron and timber lands in the counties of Marquette, Dickinson, Iron, Houghton, Menominee, Baraga and Alger recently, and by which a factory employing 2,500 men is soon to be established in Iron Mountain was made by well-known citizens of Sault Ste. Marie. Among those names

figuring prominently in the big deal are Fred S. Case, Judge Roberts P. Hudson and George A. Osborn.

Not only is this true, but the Michigan Iron & Land Co., Limited, is owned by Sault men and women. There are wild and exaggerated rumors afloat that these profits ran into millions, but no announcement of the purchase price by the Sault people or the sale price to Ford is made. While the sum paid by Mr. Ford is great, he secured the properties at a tenth of their real value, it is declared, giving evidence of his ability to figure and buy closely.

Ford purchased the 400,000 acres from the Michigan Iron & Land company, which has removed its offices to the Adams building in [*the*] Soo from Marquette, and of which Roberts P. Hudson is chairman, George A. Osborn, treasurer; Walter C. Wylie, secretary, and Mary F. Hadrick and Frank Burns, the other members of the board of managers.

The deal involved a vast amount of intricate legal work, which was successfully carried out by Judge Hudson of the law firm of Davidson & Hudson, the stock owned by citizens and estates of three European countries, England, France and Germany, as well as India and many states of this country were involved. It is rumored that Mr. Ford has extensive plans for the development of his newly acquired domain in the upper peninsula, his auto body factory being merely the start of his plans.

The property has a number of producing iron mines and leases are held in reserve by the United States Steel corporation and others. By this coup Mr. Ford actually receives royalties from the United States Steel corporation and other big iron companies instead of having to pay them. In point of actual area on well defined [*sic – well-defined*] iron ranges he has larger possible future mining reserves than the United States Steel or any other company

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

in the world. It is wholly reasonable to predict that many mines will be developed on the property. The hardwood alone is worth millions.

Information relative to the details of the purchase of the Michigan Iron & Land company, many of the plans for which were formulated in the office of Fred S. Case at the First National bank, at the Soo, was given to the press for the first time last week.

The details of the transaction read like a romance of two countries. The late earl, Thomas A. Brassey, of London, England, who was for many years prominent in mineral and timber circles of Great Britain, and whose famous cruise around the world many years ago was the subject of an interesting book by Lady Brassey under the title of "The Voyage of the Sunbeam," which at that time attracted wide attention and interest, because the owner nearly fifty years ago of the majority of the stock of what was then known as the Michigan Land & Iron company.

John M. Longyear, of Marquette, had interested the English capitalist in the purchase of the vast iron and timber lands in the western part of the upper peninsula and this property had remained in the ownership of Earl Brassey, his English associates, and a number of Boston capitalists for upwards of thirty-five years.

Because of the death of a junior branch of the English family, many of whom were the first to volunteer in the late war and were killed in battle, and the late accidental death of Earl Brassey, the trustees of the estate determined to part with their title to the upper peninsula holdings.

Charles W. Wright, well-known mining engineer, came to the United States in October, 1919, to offer the properties for sale. He offered the interest of the late Earl Brassey to George A. Osborn and his associates who were familiar with the

territory and who recognized the enormous value of the holdings, and negotiations were undertaken which resulted in the purchase of the stock of the Michigan Iron & Land company by the present officers and associates.

It was for some time the hope of the syndicate purchasers of the lands that Chippewa county might be the beneficiary of the operations and development, but because the lands are a long distance from Chippewa county it was found by the purchasers to be inadvisable to attempt to locate any considerable distance from the center of the territory in which the lands lay.

The Michigan Iron & Land company, Limited, which has existed nearly thirty years as a co-partnership limited, has been re-organized under the laws of Michigan and it is understood will continue its organization at Sault Ste. Marie, and with the officers indicated in this article.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 169 [Monday, August 2, 1920], page 1, column 2

## 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

A steam shovel has arrived here for John Marsch, who is building the three miles of railroad on the Ford property. Today the C. M. & 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.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 12 [Thursday, August 5, 1920], page 1, columns 5-6*

## 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 saw-mill [*sic – sawmill*] and equally mammoth power house. 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 saw-mill [*sic – sawmill*] will be unique in saw-mill [*sic – sawmill*] construction as now view [*sic – 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 power-house [*sic – powerhouse*]. This building is 250 feet long and 40 feet wide and it will house one of the geatest [*sic – 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 Robbins fam [*sic – 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 enroute [*sic – 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 employes [*sic – 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 employes [*sic – employees*] will also be erected in the vicinity of the lake.

Plans are also being made for extensive [*sic – extensive*] logging

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 – Edsell *[sic – 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 a *[sic]* \$1,000,000 – incorporated in the limits of the City of Iron Mountain, *[sic]* 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 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 prove *[sic – 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.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 178 [Thursday, August 12, 1920], page 1, columns 1-2; page 2, column 3

## THE NEW FORD CITY

**(Special to the Tribune-Gazette)**

(By L.D. Tucker, U.P. Development Bureau, Marquette, Michigan.)

Just twenty years ago Henry Ford, of Detroit, hobbled into Iron Mountain, Michigan, with the first Ford car ever built. It was a long, hard trip in a small, bumpy car – but he made it.

Some few attribute the fact to sent future *[difficult to read this word]* – others, more wise perhaps, to the fact that the automobile king has for years sought an opportunity to locate – but the fact remains that ground has already been broken, just one mile south and west of the city of Iron Mountain, Michigan, for a mammoth plant which will manufacture every wooden part used in the Ford machine.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

It is the outgrowth of a maze of legal procedure, involving 400,000 acres of timber and mineral lands, originally the property of Earl Thomas A. Brassey, of London, and, until Ford's invasion of upper Michigan, the possession of the Michigan Land and Iron Company, have passed into the hands of the Detroit Auto [sic – auto] magnate. The vast estate lies in seven upper Michigan counties – Marquette, Dickinson, Iron, Houghton, Menominee, Baraga and Alger. Prominent citizens of Sault Ste. Marie, Michigan, are credited with having engineered the deal to its consummation a short time ago.

## **The True Significance.**

Iron Mountain, hitherto a peaceful little mining and lumbering village in the heart of upper Michigan's great iron range, boasts a population of approximately 10,000 persons. It is a town which has had its distinct limits, as far as industrial progress is concerned.

Like many other Cloverland communities, it has maintained its commercial club, which has faithfully strived to bring in new interests, and to boost the village in every possible way, but with mediocre success. Populated by a class of hardy, easy-going miners, lumbermen and small-town merchants, it has moved long, taking what came to it, and willingly having the rest for whosoever came along to claim it. A visit to Iron Mountain in the pre-Ford days would real nothing startling, in an industrial way, and the casual visitor would leave the city with no definite impression as to its policies or capabilities, other than that it has filled its place in upper Michigan's history of mining operations.

I have seen Iron Mountain "before and after." The change is so remarkably striking, that it is difficult \_\_\_\_\_ [illegible] to adequately describe it. It is a thing one has to "feel", and see.

## **The Plant.**

An inspection of the stie whicxh Henry Ford has choosen [sic – chosen] for his body plant wholly justifies his reputation for shrewdness and keen-sightedness in business matters. Located just one mile south and west from the heart of the town, the site occupies a tract of approximately 2,000 acres of almost level land. It is land which has been richly productive in an agricultural way. Most of it has been farmed, and, in securing the tract, it was necessary for Ford to offer fancy prices to some eighteen or twenty small farmers who were working the land. In fact the owner of one 160 acre tract counting an opportunity to "clean up", held off for \$75,000 until practically forced by the villagers to give in. He finally agreed to a settlement for \$40,000.

And her is an example of extremes in community spirit. Here is a man who, blinded by his lust for money, temporarily held up negotiations for the greatest project which has ever come into the upper peninsula of Michigan. His neighbor, a lumberman, turned over eighty acres of excellent farming land for just \$500 more than he paid for it four years ago, not considering taxes and other expenses which have accrued since the original purchase. Just an example of the right and wrong spirit – and very community in the country claims examples of it. It is inevitable.

The plant when completed will employ form 2,000 to 2,500 men at the outset. That fact has been definitely announced by Ford officials. I have said that ground has already been broken. I have seen the first evidence of this great industry. It is a small, newly-built frame structure for the protection of cement and other materials, recently, [sic] received, which will go into the first of the factory buildings – a saw-mill [sic – sawmill].

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Two crews are at work at present, each numbering about 100 men. One crew is engaged in erecting portable houses for the protection of building materials, and another in laying three miles of railroad track for the transportation of supplies over the main line of the Chicago, Milwaukee and St. Paul, to the plant site.

It is possible that from fifty to 100 more men will be added to the crew before the completion of the saw-mill [sic – sawmill], which, it is estimated, will be about January 1, of 1921, although nothing definite has been announced as yet. Neither has any authentic report been made of the possible official organization, although an announcement as to this is expected within thirty days. For the present, all work is being conducted under the supervision of Ford engineers and executives, sent in from Detroit.

## The New Iron Mountain.

I have touched, briefly, on the vast change in the “atmosphere” of Iron Mountain. It is worth a long journey to witness the sight. From a quiet, unassuming little mining village to one of the busiest communities in the entire peninsula of Michigan, Iron Mountain has been practically “made in a day”.

There is activity in every square inch of breathing space. The hotels are crowded with speculators – some small, some big. They are all there for one purpose – to buy up and locate. They represent all classes and conditions, from the peanut vender to the big real estate investors from the metropolis. They are talking just two things – Iron Mountain and Ford.

And, naturally, the situation is reflected in local real estate circles. Owners have boosted – boosted tremendously in some cases, determined either to hold on for the “big meat” later on or to sell now at a profit which will practically assure a comfortable living for the rest of their natural lives, and,

at that a profit sufficient to cover possible increases in values for the next ten or twelve years.

Shop keepers [sic – Shopkeepers] stand in their doorways, wreathed in smiles and wallowing in the anticipation of “that great day” when the first train-load of Ford mechanics and clerks pulls into the station. The garage man looks at you inquiringly as he fills up your tank, as if to say; “Mebbe here’s one now”, and the driver of the world-famed “fliv” [flivver] proudly points to his mount, and calls it “the Iron Mountain car.”

## In Actual Figures.

The road to the site is a mass of vehicles during the day and evening. Throngs of excited visitors watch the workmen, speculate as to the bigness of the thing, the possible date of active operation, the likelihood of a job and the significance of the whole procedure in the life and history of Iron Mountain.

“What will it mean to this town?” they ask. And here is the answer, as far as it can be estimated today, Iron Mountain, as I have said, now has a population of some 10,000 per-

(Continued on Second page.)

## THE NEW FORD CITY

sons. Ford will bring in from 2,000 to 2,500 workmen at the start. Many of them – in fact it is assumed that most of them – will be married. Estimating the average family at five, and assuming that eighty per cent of the Ford employes [sic – employees] at Iron Mountain will be married, the town’s population, two years from today, should be increased by approximately 10,000 persons – representing the families of Ford employes [sic – employees] alone,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

regardless of the increase to be represented by other industrial activities which will certainly locate there.

## **A Big Project.**

It is a big project – the biggest of its kind which has ever come into the upper peninsula of Michigan, and a great deal bigger in more ways than its economic effect upon Iron Mountain alone.

Ford has secured rights to over 400,000 acres of timber and mineral land, of which approximately 350,000 is solid, hardwood timber. And Ford has anticipated this vast project with his usual foresight. With the completion of the saw-mills [*sic – sawmills*] and the operation of the plant proper, rapid inroads will be made upon this great timber tract, yet it is estimated that even at a greatly increased rate of Ford production, the supply is indefinite. But, it is not the Ford policy to devastate and destroy, without consideration for the possible effect.

Consequently the Ford interests now at Iron Mountain, [*sic*] have announced a definite conservation policy, whereby, rather than following out a practice of willful waste of young timber, – thus jeopardizing the supply for future years, careful steps will be taken to create as little waste as possible in the cutting out of the heavy timber.

This vast tract of 450,000 acres of timber land [*sic – timberland*] will be carefully surveyed, and the big timber marked for cutting. Every possible means will be employed to protect the young trees in the felling of the old, and as little waste as possible created in the utilization of the cut timber. Slashings, brush and other waste materials conducive to forest fire will be cleared out and either put to some use in the plant itself or disposed of in some other way.

Thus, in the years from now – with the present Ford policy maintaining – another great tract of timber, as valuable, if not

more so than [*the*] present supply, will be ready for cutting, and, with a “third generation” waiting for the sunlight to give it growth.

It is a project so vast in its possibilities to the entire upper peninsula of Michigan that it is a difficult task, right now, to even estimate the possible effects. It is the first indication of the actual “slopping over” of the big Lower Michigan interests in the region north of the Straits of Macinac [*sic – Mackinac*]. It is the first time that so great a single deal has been transacted in the northern Michigan country. It is reasonable to assume that is it [*sic – it is*] the opening shot of industrial advancement in upper Michigan never equalled [*sic – equaled*] during any period in its history, for already there are marked evidences of an awakening in industrial activity throughout every community.

And, finally, it has opened the eyes of the upper Michigan interests to the actual possibilities of the region for advancement in industry and economic scope. Iron Mountain is sure to rank among the leading communities of upper Michigan. That fact seems assured. Other communities are asking the question: “Why not us?”

The establishment of the Ford interests at Iron Mountain is, without a doubt, the most valuable economic transaction ever carried through to a successful conclusion in upper Michigan.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 14 [Thursday, August 19, 1920], page 1, column 5

## **BUILD FIFTY HOMES**

**Near Crystal Lake At Once By  
Michigan Iron, Land & Lumber Co.**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

The Michigan Iron, Land & Lumber company has been organized by the Ford Motor company interests for the purpose of conducting the Iron Mountain saw-mill [*sic – 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 – Edsell [*sic – 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 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 saw-mill [*sic – 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 saw-mill [*sic – 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.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 190 [Thursday, August 26, 1920], page 1, column 2

**MANY CARLOADS  
OF STRUCTURAL  
IRON FOR THE  
FORD PLANT HERE**

---

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 C. M. & 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 *[sic – future]* the material for 50 or more houses which the company will build for its employes *[sic – employees]* will arrive here.

Work in building the railroad thru *[sic – 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 C. M. & St. Paul tracks.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 16 [Thursday, September 2, 1920], page 1, column 6

## **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 saw-mill

*[sic – 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.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 199 [Thursday, September 9, 1920], page 1, column 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 22 [Thursday, October 14, 1920], page 1, column 6

## Fords Are Hunting.

Henry Ford and his son, Edsell [*sic – 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, 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.

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 220 [Monday, October 18, 1920], page 1, column 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 hard wood [*sic – 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 & Lumber company [*sic – the Michigan Iron and 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.

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 rail ways [*sic – 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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 work men [sic – workmen].

*The Daily Tribune-Gazette*, Iron Mountain, Dickinson County, Michigan, Forty-Ninth Year, No. 220 [Monday, October 18, 1920], page 1, column 2

## 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 saw mill [sic – 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.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 23 [Thursday, October 21, 1920], page 1, column 4

## Will Mine Ore.

While in Iron Mountain last week, Henry Ford and his son, Edsell [sic – 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*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 24 [Thursday, October 28, 1920], page 1, column 4

E.G. Kingsford, vice-president of the Michigan Land, Iron and Lumber company, has notified *The Press* that Dr. Joseph A.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Crowell, chief surgeon for the Oliver Iron Mining company, has been appointed to the same position with his corporation.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 24 [Thursday, October 28, 1920], page 1, column 6

## 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 mineral *[sic – minerals]* may be inaugurated. – Iron Ore.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 29 [Thursday, December 2, 1920], page 1, column 2

## 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 saw-mill *[sic – sawmill]* now under construction here. The arrival of the logs was noted with unusual interest by the Ford employes *[sic – employees]* because it was the initial chipment *[sic – 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 saw-mill *[sic – sawmill]* will be completed, a little stucco work

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

remaining to be done and some glass to be put in.

## 1921

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 2 [Wednesday, April 13, 1921], page 1, columns 1-2

## FORD SAWMILL TO OPEN ABOUT JULY 1

---

### Course of Timber Through Machinery Will Mini- mize Waste

---

### All Machines Will Be In- dividually Driven by Plant's Own Current

Machinery and other equipment which will eventually handle 100,000 feet of timber a day is in process of installation at the Ford plant near this city. About twenty per cent of the complete equipment for the saw mill [*sic – sawmill*] is already in place, consisting largely of the live rolls, edgers, band mills and trimmers. Four 300 horse power Wicks boilers are being placed in position in the power house east of the mill. A steam turbine capable of 750 horse power will furnish power for the large mill saws.

### 6,000,000 Feet of Logs.

There are already approximately 6,000,000 feet of logs piled up in the yards adjoining the plant. None of these, however, have come from the Ford holdings, according to R.V. Dudley,

superintendent of construction. It is not likely, Mr. Dudley declares, with the present price of logs maintaining, that camps will be constructed this summer, it being possible to secure the material at a lower price from contract firms than by building and maintaining woods camps. The matter of opening up the camps on Ford's vast area of hardwood timber is, therefore, indefinite, and contingent, for the present, upon the lumber market.

### The Saws in Mill.

The saw mill [*sic – sawmill*] will house five large saws – two band mills, a gang saw and two re-saws. These will reduce the process of the lumber manufacture into three distinct operations. The logs, hauled up to the receiving deck from the log or mill pond, will first be shaped, or squared, by the band mills. Chain conveyors will then carry the timber to the gang saw, where it will be sawed, and, finally the slabs will be run through the re-saws, where the usable timber will be separated from the waste. The latter will be utilized for shingles, box boards and laths, and whatever may remain from the latter process will be salvaged for fuel. It is evident that there will be a minimum of waste.

### All Individual Motors.

A distinct feature of the mill is that every machine within it will be operated by an individual motor, with power furnished by the huge Wick's turbine.

The site for the dry kiln, where much of the timber will eventually be dried and prepared for shipment, has been staked out, and it is likely that construction will begin within a short time. The first section of the kiln will measure 20 by 200 feet with additional space as the needs require.

### No Body Plant This Year.

There is no immediate prospect for the body plant, according to Mr. Dudley. It is not likely, he declares, that work will be begun this year. Orders to that effect are

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

not anticipated until late in the season, at the earliest. That another year will see this work begun, however, is a certainty, officials declare. There will be, eventually, two body plants located at the company's site near this city. Each will measure 120 by 740 feet, and they will utilize the bulk of the material turned out at the mill.

A small veneer plant, in connection with the mill, is another likelihood, although arrangements for this feature are but tentative. Construction of a transfer or sorter building, directly south of the mill, will be begun shortly. The latter department will separate the timber, as it is carried from the mill, for piling in the yard at the rear of the plant. The space between the tracks which encircle the plant site to the west will be utilized as a lumber yard.

## **No Transport Monopoly [*sic* – Monopoly].**

There has not been, and likely will not be, any definite arrangement with any railway concern for the handling of the timber enroute [*sic* – *en route*] to Detroit from Iron Mountain. Similar to the Ford policy employed in shipping the goods from the Detroit factories, this feature will depend entirely upon freight rates. It is expected, according to Mr. Dudley, that when the mill begins to operate at capacity, Ford-owned carriers will be employed to carry the stock from the mill to the main line of the St. Paul, the laying of this stretch of track being already completed. There will eventually be about six miles of track constructed at the plant.

## **Will Conserve Timber.**

A distinct feature of the Ford activities in upper Michigan will be the strict timber conservation policy to be carried out in the woods operations. The heavy, usable timber will be marked for cutting, and this only will be utilized at the start. Every possible means will be employed to preserve the young tree in the felling of the old, and to clean up brush, slashings and

other refuse as the work progresses. In that way, another ten years will permit the re-logging of the same territory on which operations will be opened up.

## **Farm Development.**

Another interesting phase of the plant operation in Iron Mountain is the rather extensive farm development plan which, according to Mr. Dudley, will be begun this summer. There are approximately 3,500 acres of productive farm land immediately adjoining the plant site. A considerable area of this has already been plowed, and will this summer be sowed to grasses and grains. Later this year, if conditions permit, this work will be expanded to include root crops, with the likelihood of eventually working out a dairy or central farm marketing plan for the employes [*sic* – *employees*] of the plant. More than that, if, eventually, the farm plan is carried out still further, a portion of the product will be distributed throughout the immediate vicinity. All of this, however, is dependent entirely upon orders which may be received from Detroit, although it seems practically certain the farm plan will be given considerable attention.

## **To Build More Houses[.]**

Thus far, only ten company houses have been constructed, these being occupied by the foremen, and other officials. It is expected that more will follow as the work at the plant progresses.

The outstanding feature of it all seems to be that, contrary to somewhat persistent rumor, work at the plant is going ahead rapidly and that on or about July 1 the residents of Iron Mountain will be awakened from their early morning slumbers by a siren whistle, announcing the first turn of the huge power turbine.

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Volume 1, Number 65 [Saturday, June 25, 1921], page 1, column 6

## **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 shut-down [*sic – shutdown*] of the Chapin mine here. Between twenty-five [*sic – 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.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 78 [Tuesday, July 12, 1921], page 1, columns 7-8

## **FORD SAWMILL FORMALLY OPENED THIS AFTERNOON**

---

### **Ford Officials And Businessmen Watch First Lumber Sawed**

---

#### **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 [*sic – hot pond*]. At the far end of the mill freshly-sawed 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.

In the presence of C.W. Avery, general manager of the For [*sic – Ford*] Motor company [*sic*], E.G. Kingsford, vice president of the Michigan Iron, Land & Lumber Company, and about 100 members

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

of the Commercial and Rotary clubs, the first logs were put through the new Ford sawmill this afternoon.

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."

## **First Slab Cut Off.**

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.

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.

## **Peninsular Power.**

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.

There were a few minor delays, but on the whole the movement of lumber through

the plant was as smooth as could well be expected. There was momentary excitement when a large maple log started on a rampage and headed straight for a group of Rotarians. Slight trouble also developed with the edger, but was repaired in a few moments. Matthew Cunningham, superintendent of the Mill [*sic – mill*], R.V. Dudley, in charge of construction, and Messrs. Avery and Kingsford received congratulations on every hand.

## **Will Not Slacken.**

There will be no slackening in the building operations of the company, Mr. Avery declared. As soon as one unit is completed, the force will move on to the next. There will be no spectacular increase, but a steady growth toward the completion of the sawmill and construction of the body plant, he said.

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 78 [Tuesday, July 12, 1921], page 6, column 1

## **OPENING OF MILL MARKS CLOVERLAND EPOCH**

---

## **COMPLETION OF MILL TOOK JUST ONE YEAR**

---

## ***First Lumber is Sawed on Anniversary of Engineers' Arrival in Iron Mountain***

---

Just short of a year ago Iron Mountain, a somnolent little mining city, beginning to feel the first inklings of the slump in the iron industry, was electrified overnight by the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

news that the Ford interests had decided to locate their body plant here, furnishing employment when completed, to approximately 2,500 men.

Nothing was ever seen in the upper peninsula like the demonstration which followed the announcement. The city took a day off to celebrate. Real estate values soared within a few hours to unheard of heights. From all over Michigan, Wisconsin, Illinois and Minnesota, strangers poured in, anxious to "get in on the ground floor" of the new Ford city. The name of Iron Mountain, coupled with that of the huge motor concern, was spread broadcast over the country by the press.

## **Work Started July 18.**

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.

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.

## **Details Halt Opening.**

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 [*sic – 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.

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.

*The Iron Mountain Daily News, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 78 [Tuesday, July 12, 1921], page 6, columns 1-2*

## **Will Improve Ford Addition**

---

## **Boulevard Along Shore of Crystal Lake Main Feature**

---

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 employes [*sic – employees*] will be given preference in purchasing the improved lots.

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 78 [Tuesday, July 12, 1921], page 6, columns 2-3

## **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 edifice, two stories in height, of red mat [*sic – 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.

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 219 [Tuesday, December 27, 1921], page 1, column 4

## **FORD "MOVIES" TO BE TAKEN AT MILL HERE**

---

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## Will Be Part of Film Showing Log's Progress Into Car Parts

---

"From Forest to Flivver" or "From Log to Lizzie" may or may not be the title of the film which will be put out in the near future in the Ford weekly news reel. It will trace the progress of lumber from the company's camps near Sidnaw to the finished car, and many of the scenes will be taken at the mill here.

This film, according to E.G. Kingsford, will start with a view of the cuttings on the company's lands near Sidnaw. Scenes of the camp will follow. Next will be shown the felling of the trees, trimming, skidding the logs with Fordson tractors, loading on cars, and the completed train.

Iron Mountain will be "location" for the next set of scenes. The camera will record the unloading of the logs and their dumping into the "hot-pond" [*sic* – "hot pond"]; the trip up the conveyer, and their progress through the band mills. Then, with the camera located in the balcony of the filing room, the progress down the rolls, through the re-saw, edger and trimmer will be filmed, followed by views in the yard, showing the log transfer, and the pilers at work. The Iron Mountain series will close with the process of charging the dry kilns.

Then, in the present body plant at Detroit, the remainder of the film will be taken, showing the removal of the lumber from the kilns, its passage through the shapers, and, finally, its assembly in the body of the finished car.

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 222 [Friday, December 30, 1921], page 1, column 7

## 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 [*sic* – *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.

## 1922

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 256 [Thursday, February 9, 1922], page 2, columns 1-2

## Ford Plant To Have Capacity Of 750,000 Bodies Per Year

---

Estimate Includes 600,000  
Touring Cars and 150,-  
000 Sedans, or 1,660

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

## 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 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.

Kenneth D. Cassidy, a financial editor, in an article printed in the Michigan Manufacturer and Financial Record, gives some interesting data regarding the operations of Henry and Edsel Ford in this country and elsewhere.

Ford plants in the United States in 1921 produced 928,750 cars and trucks; Canadian plants turned out 42,348, and foreign plants 42,860, a total of 1,013,958. Tractor production which was practically restricted to American factories, totaled 36,782, raising the entire output to 1,050,740 cars, trucks and tractors. This

figure has never been equaled in motor production. August, with an output of 118,110 cars and trucks, was the largest month in the Company's history. The largest single day was July 14, when 4,461 cars and trucks were built.

Sales for 1921, including cars, trucks and tractors, totaled 1,093,000 or 42,260 more than production figures. This discrepancy in sales and output is explained by the large supply of cars which dealers had on hand at the beginning of the 1921 year. Domestic sales of 1921 exceeded those of 1920 by 104,000.

Ford interests include eight manufacturing plants, five being in this country and one each in Canada, England and Ireland. In addition there are twenty-seven assembly branches and eight service stations in the United States and ten assembly branches and eight service branches in foreign countries, making a total of 61 plants. A valuation of \$400,000,000 has been placed by Henry Ford on land, plants and inventories of his various enterprises in the United States and abroad.

The assembling branches turn out cars, trucks and tractors from parts shipped from the manufacturing units. The twenty-seven assembly stations in this country have an aggregate capacity for turning out upwards of 5,500 vehicles a day. The Kearney, N.J., plant with a capacity of 500 a day is the largest assembly station. Detroit is second with 350 a day, and Minneapolis third with 315 daily. Remaining domestic assembly plants have capacities ranging from 100 to 250 a day. A major portion of parts used by all assembly stations is manufactured at the Highland Park plant, but only about 350 vehicles are actually assembled there.

The ten foreign assembly branches are located as follows: Four in Canada, one in England, and on *[sic – one]* each in France, Spain, Denmark, Brazil and Cuba. The

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

English plant ranks first with a capacity of 225 assemblies daily, while the aggregate capacity is 465 vehicles a day.

At the present time there are approximately 225,000 Fordson tractors in use, 170,000 being utilized in farming activities. It is rumored that Ford interests are preparing to produce a two-ton truck, equipped with a tractor engine, which will be adapted to farm work and have interchangeable parts with the tractor.

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 1, Number 259 [Monday, February 13, 1922], page 1, column 6

## ***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 bed-rock [*sic – bedrock*] which will determine the exact point at which the dam will be constructed.

Test-pits [*sic – Test pits*] will be used where it is believed that the bed-rock [*sic – bedrock*] is only a short distance below the surface. Where it is deeper, a churn drill, similar to a well drilling outfit, will be employed. This work is only exploratory, it is pointed out, and the results will have to be known before the plans for the dam can be completed.

The character of the bed-rock [*sic – bedrock*] will regulate the height of the dam to some extent through regulating its location. The flooded area will also be affected. How many acres will be flooded has not been ascertained, but it is thought that the bulk of the flooded land will be on the Wisconsin side of the river, where the banks are not so high nor abrupt as on the Michigan side. No estimate as to the number of horsepower to be generated has yet been made public.

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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 110 [Saturday, August 19, 1922], page 1, column 2

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## ***Visit To Ford Plant Gives One Only Faint Idea Of Its Magnitude, Now and Future***

---

### **Completion of Dry Kilns Will Mean Biggest Bat- tery in the World.**

---

A faint idea of the magnitude of the Ford plant, not only in its reality, but in its possibilities, may be gained from an inspection of the work already done and that now under construction.

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.

#### **Biggest in World.**

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. The kilns will be fireproof, of all cement construction – “Ford construction,” F.H. Schmitz, superintendent of the Worden Allen company, termed it, indicating that by that he meant “the best there is.”

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.

#### **Start Steel Work Soon.**

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 enroute [*sic – 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.

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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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.

## **A Lot of Pebbles Here.**

Four thousand five hundred cubic yards of gravel are to be used in the concrete work. To the average persons [*sic – 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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 136 [Thursday, September 21, 1922], page 1, columns 7-8

## **FORD PLANT OPENS TOMORROW**

---

## **SHUTDOWN 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.

"In addition to being unexpected, we are highly elated by the news," Mr. Dudley declared. "The order puts an end to the tension that has existed since the plant was shut down and makes us feel considerably better."

### **400 to Return.**

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 give to the men as they called for their checks. The relief in the faces of the employes [*sic – employees*] was apparent. Those who had not heard the report as it was passed about the city, [*sic*] wore dejected looks as they entered the office to receive what might be their last substantial check for some time. They emerged, however, with smiles that spread

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

from ear to ear and declared themselves eager to get back into the harness.

“This is real good news to the men,” Mr. Dudley explained. “The shutdown left them facing a problem of what they should do. Because it was not known how long it would be, the men were unable to decide whether to seek other jobs or wait until the plant was re-opened.”

The order also injected a new spirit into the office employes [*sic – employees*], who were not affected by the closing. They attacked their work with fresh vigor, prepared to get everything in readiness for the resumption.

## **Mine to Re-Open.**

The Imperial mine at Michigamme, part of the holdings of the Michigan Iron, Land & Lumber company and also closed down by the suspension order, will re-open tomorrow. About 120 men will be put back to work, approximately 160 being employed at the mine and 40 being retained when operations stopped.

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.

The re-opening will automatically cancel plans made by some of the expert wood working employes [*sic – employees*] who were inclined to go to other automobile centers and secure positions which they said were available. It is not believed that the shutdown has been of sufficient length to have materially affected the supply of labor, especially in view of the fact that pay checks were not issued until today.

E.G. Kingsford, vice president of the Millco, left the city the first part of the week for Detroit and no word has been received as to when he will return.

In a dispatch received here this afternoon, executives of the Ford company at Detroit said operations would be resumed at Highland Park, River Rouge and Dearborn, where the three large plants of the concern are located, at midnight tonight. Assembly plants throughout the country that were shut down with the parent plant also will resume as quickly as their men can be recalled.

It is planned to put production immediately on the basis it was at the time of the closing.

The reopening will bring back to work in addition to the Ford employes [*sic – employees*] approximately 120,000 others on the payrolls of accessory companies and machine shops, the bulk of whose products go into the Ford automobiles and tractors.

The majority of this class are [*sic – is*] in the Detroit district. The Ford closing threw between 45 and 50 per cent of the industrial workers in the Detroit district out of employment temporarily.

## **BOX**

DETROIT, Sept. 21. – The plants of the Ford Motor company in the Detroit district, closed last Saturday because of the coal situation, thereby throwing 100,000 Ford workers out of work in different parts of the country, will reopen tomorrow, it was officially announced today.

Orders for reopening of the plant were telegraphed here today by Edsel B. Ford, president of the company, who is in Cincinnati. Mr. Ford said that cancellation of the interstate commerce commission's service order No. 23 had made it possible again to obtain coal.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 2,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Number 177 [Saturday, November 11, 1922], page 1, column 3

**1923**

## 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 employes [sic – employees] of the company.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 275 [Friday, March 9, 1923], page 1, column 7

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

"We are in need of more power and we will either enlarge the present power house or build a new one," he said. "As for the office building, well we need that too and we hope to be able to put it through this summer but that is undecided. The building would be constructed at the plant."

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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.

Asked regarding the possibility of new body plant units being built this year, Mr. Kingsford declared that “whatever development takes place will go forward gradually.” 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.”

Announcement that a chemical plant would be built has led to considerable speculation as to the possibility of a furnace also being constructed. There are no plans for this at present, Mr. Kingsford said, but he added that “if we have a large amount of charcoal for which we have no market we’ll create a market for it.”

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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 110 [Saturday, August 18, 1923], page 1, column 6; page 2, column 1 [photograph on page 1, columns 2-5]

## FORD CAMPING PARTY

## ARRIVES IN IRON MOUNTAIN

---

## PITCHES TENTS IN GROVE NEAR FACTORY SITE

---

## Travelled [sic] 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 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

## **Have First Lunch Here.**

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

**(Continued on page two.)**

## **PITCHES TENTS IN GROVE NEAR FACTORY SITE**

---

## **Travelled *[sic]* to Escanaba In Motor King's Yacht**

---

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.

### **Travel on Palatial Yacht**

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.

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.

### **Hundreds At Dock**

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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.

## Ford Meets Ford

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.

## Pictures of Trip

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.

[PHOTO CAPTION: Need to copy photo caption from page 1.]

*The Iron Mountain Daily News*, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 110 [Saturday, August 18, 1923], page 1, column 4

## Ford Denies Benson's Story On Desire To Be President

ESCANABA, Mich. – (Special Correspondence to The News)

Henry Ford laughed today when he was given a copy of a newspaper containing the Allen Benson story which in plain terms stated Mr. Ford wanted to be president. It was the first copy Mr. Ford had seen. When he was asked if he had mentioned any particular man as the one he would make secretary of the navy, Mr. Ford said, "I do not remember saying any such thing, though I might have done so without attaching any great importance to it."

Continuing, he asked, "Would you like to be the governor?" When the Escanaba correspondent replied that he did not think he would, Mr. Ford said, "You probably wouldn't but that would not keep you from mentioning the name of some man you thought would fill a state position well and saying if you were the governor you would appoint him."

Mr. Ford did not indicate in a 10-minute conversation that he had changed his mind any regarding his candidacy for the presidency. He is not going after it but like any other human being would probably be willing to accept the great honor if it was tendered him.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 3,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Number 110 [Saturday, August 18, 1923], page 5, column 1

## 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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 125 [Thursday, September 6, 1923], page 6, column 2

## Ford Motor Company To Start Building Houses

### Program to Be Continued Indefinitely If Experi- ment 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 employes [*sic* – employees] of the company, Mr. Kingsford said.

#### Merely Experimental

"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."

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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 employes *[sic – 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 employes *[sic – employees]* when the company first located in Iron Mountain and was building the saw mill *[sic – sawmill]*.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 170 [Monday, October 29, 1923], page 2, columns 6-7

## EXTEND AVENUE TO SITE OF DAM

---

### Ford Motor Company Awards Contract to Clifford Bridges

---

Woodward avenue, part of the boundary line between the city city *[sic]* 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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 3, Number 196 [Wednesday, November 28, 1923], page 6, columns 1-2

## 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 employes *[sic – employees]*. Instead of dormitories there will be separate *[sic –*

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

*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 *[sic – employees]* of the company will be accommodated *[sic – accommodated]* here at a nominal cost. Mr. E.G. Kingsford, of the Ford company stated. The buildings will accommodate 200 men.

## **Transferring Machines.**

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 *[sic – 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, *[sic]* 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.

## 1924

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 12 [Thursday, April 24, 1924], page 1, columns 1-2

## **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 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.

## **Detail Work Unfinished.**

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.

## **Consumes All Wastes.**

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 from which the waste is picked up until it emerges from the retorts as charcoal. From the condensers through which the fumes from the 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.

## **Can Increase Capacity.**

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 from 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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 24 [Thursday, May 8, 1924], page 1, column 6; page 2, column 1

## HUGE LAND SALE PLAN HERE IS BARED

---

### NEGRO INFLUX BELIEVED AIM OF PROMOTERS

---

### Ford Plant Used as Lure In Nation-wide Ad- vertising

---

### FIRM IS 'UNKNOWN'

---

### Dudley Denies Confer- ence 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.

#### **Negro at Head.**

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."

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.

## **Denies Labor Claim.**

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; 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.

## **No “Floating Element” Wanted[.]**

The prospective buyer is told that neither the states of Michigan or Wisconsin, nor the Ford

**(Continued on page two.)**

## **NEGRO INFLUX, PROMOTERS’ AIM**

—————  
**(Continued from page one.)**

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 business men [*sic – 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 business men [*sic – 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 business men [*sic – businessmen*] of the nature described by Smith had ever taken place.

## **First Arrivals Due Soon.**

The first delegation, described an “ambitious men and women who are willing to be pioneers[.]” 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.”

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.”

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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 24 [Thursday, May 8, 1924], page 1, column 5 [box headline]

## Exhibit “A” In Big Land Sale Scheme

Below is the advertisement run in various newspapers by the Chicago firm of Smith, James and Russell, who propose to settle the mythical twin city of Wisconsin Heights, Wis., with negroes recruited from all over the country who could be employed at the Ford plant:

### REAL ESTATE FOR SALE

---

### TWIN CITIES

---

### Iron Mountain, Mich., and Wisconsin Heights, Wis.

For a year now we have been telling you about this, we have also been telling you about what Henry Ford and other business men [*sic – businessmen*] were doing in Iron Mountain. In our last ad we made mention about the housing facilities, also what Mr. Ford was going to do to help to remedy this matter.

Now we are going to tell you about what we are going to do and what the foreigners are doing. I want to say to you that they are going to put 7,000 men in various plants throughout that section June 1st. I want to further say to you that the state of Michigan and Wisconsin doesn't care anything about the floating elements. I was in conference with business men [*sic – businessmen*] a few weeks ago for four days. Mr. Ford's manager in that section was present. However, I being president of Smith, James and Russell and a promoter of this great project, they asked me what class of people would I be able to get up there to help them develop this great new country. I told them that we would not send anybody up there unless they had started to purchase a home in that part of the country. We figure from those basis [*sic*] if a man or woman was willing to put in a little money towards bettering his condition was a good class of people. They all admitted that this was very plausible and though it was a good way to determine the matter justly.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Now we have about 150 ambitious men and women, who are willing to be pioneers, have taken a part in this movement. Move in on May 15th, pitch our tents, do our camp cooking, work eight hours, plant our gardens, raise our vegetable [sic – 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.

We are making no venture whatever – the factories of every kind are there waiting and wanting you. This is the greatest opportunity ever presented. We have two-acre tracts we are selling for \$650 on easy payments. Lots \$100 each on easy payments. Farm land \$45 per acre on easy payments, 10 acres up.

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 in there by June 1st.

This project does not appeal altogether to any man who wants to be a servant all his days, bit it does appeal to the man or woman who wants to be a master. There are three (3) railroads running direct to this country. Iron Mountain is a city of about 15,000[.] Wisconsin Heights is a subdivision across the river. We invite you in now to help make the Twin Cities the garden spot of the peninsula.

By Smith.

---

Smith, James and Russell

---

**MAIN OFFICE: 3439 INDIANA AVE.  
CHICAGO, ILL.  
PHONE DOUGLAS 7405**

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4,

Number 26 [Saturday, May 10, 1924], page 1, columns 4-5

## FORD COMPANY CHIEF DENIES CLAIM IN ADS

---

### Kingsford Issues Formal Statement on Colony Scheme

---

### NO BLACKS 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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.

## **Kingsford's Statement.**

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.

"E.G. KINGSFORD,

"General Manager

"Ford Motor Company,

"Iron Mountain Plant."

## **Given No Encouragement**

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.

## **The Bridge Proposal**

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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Number 26 [Saturday, May 10, 1924],  
page 1, columns 5-6

## Letter Reproduced In \_\_\_\_\_

**[need to copy the letter from Andrew  
Bjorkman to Wm. J. Smith]**

*The Iron Mountain News*, Iron Mountain,  
Dickinson County, Michigan, Volume 4,  
Number 27 [Monday, May 12, 1924],  
page 1, columns 5-7

## ***Dream of Fortune Shattered When Grim Realities of Deal Are Bared***

\_\_\_\_\_

**Hopes of Fortune, via \$6  
a Day Route, Sent Sky-  
ward 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.

### **Warned Friend.**

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.

### **Second Man Penniless.**

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.

Both men have families. The Buffalo man was said to have left his family virtually

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 arrived *[sic – 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.

## **Realized Predicament.**

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<sup>[.]</sup> 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.

## **Clears up *[sic – Up]* Land Agreement.**

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.

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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.

## **Failed in Payment.**

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.

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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 27 [Monday, May 12, 1924], page 1, columns 6-7 [boxed label headline]

## **“A Testimonial”**

Mr. Wm. J. Smith,

Dear Sir:

After paying a deposit on one of the two-acre tracts you are selling at Wisconsin Heights, Wisconsin, I decided to pay a visit to the new Twin Cities.

I was much delighted and surprised to find the Ford Plant so far advanced and the other factories in the same locality, all looking for working men.

There was only one fault to be found, the housing facilities were very poor. Two of the prominent bankers of Iron Mountain, however, reassured me that when my property was paid for they would advance me or any one [*sic – anyone*] who so desires, the money to build their home.

I am very much satisfied with this property in Wisconsin Heights, and I found the possibilities so much greater than what you explained them to me.

Respectfully yours,  
MULLE GOUDER,  
9500 and Wentworth

Above is reproduced a testimonial letter carried in advertising literature issued by Smith, James and Russell, the Chicago real estate firm that dealt in Wisconsin Heights property. This letter was written with a typewriter, the “respectfully yours” being on

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

another machine, and the written signature is difficult to read.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 28 [Tuesday, May 13, 1924], page 1, columns 4-7

## ***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.

### **Promises Were But Bait.**

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 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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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 Harrisburgh [*sic* – *Harrisburg*] to build a home in Wisconsin Heights.”

### **Shelton Has Made Payment.**

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 has already been platted, Oliver informed The News. The “fairy city” of Wisconsin Heights, [*sic*] 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 to [*sic*] 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.”

### **Easy To Purchase.**

Smith [*sic* – *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.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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[.]

## **Smith Approached Lacey?**

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, *[sic]* 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, the pot of gold placed at the end of the rainbow by Smith, James and Russell, *[sic]* has been held before the eyes of negroes in virtually every *[sic – every]* state in the union.

## **Bjorkman Again Talks.**

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.

## **Could Bid For Property.**

"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."





# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

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.

## **Finish Present Jobs First**

"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.

## **No New Bunk Houses Planned**

Asked whether the company planned to add to its bunk houses where 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.

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 effect [*sic – 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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 38 [Saturday, May 24, 1924], page 1, column 3

## **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

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

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.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 60 [Monday, June 30, 1924], page 1, columns 6-7; page 2, column 1

## ***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 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.

#### **The Romance of Power.**

There is something romantic and picturesque in man's harnessing of the forces and materials of nature to supply power so that he may accomplish great things. He has graduated slowly up through the scale of power development but as time passes his progress accelerates. The power that he originally furnished with his hands be [*sic – he*] obtained later through the use of oxen. Then he spread sails to the winds and devised the water wheel and as his education and ability to think increased he discovered the capture and employment of steam. Electricity followed and the last word in the economical generation of this mighty force is by chaining rivers and streams. Perhaps the day will come when this method will be replaced by the extraction of power from the air, now a dream of science. But whatever may come, this is the day of hydro-electric power.

Within a few hours the water wheels on three great generators will be revolving at the rate of 120 turns per minute and supplying 11,000 horsepower to the Ford plant. This will mark the culmination of two

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

years of planning and a year of construction work.

## **Largest on River.**

The Ford dam and generating station is the largest power development on the Menominee river. Its output is larger than that of the Peninsular Power company's dam because it not only has the same water that is available at Twin Falls but, in addition, is the beneficiary of the volume supplied by the Pine river, which flows into the Menominee between the two stations. The Ford hydro-electric plant is drawing the attention of engineers all over the country. In it is incorporated the most modern conception of water power development and this is combined with a beauty of architecture and fittings that is perhaps unparalleled.

The dam itself – a gigantic block of concrete more than 30 feet deep and studded with 10 huge iron gates that weigh nine tons each – extends across the river a distance of 240 feet. The power house at the eastern end is 119 feet long while a wing, or core wall, on the Michigan side is 175 feet long and on the Wisconsin side measures 125 feet. Figures often are confusing but in this instance they may aid the imagination in realizing the size of the project when it is known that 18,620 cubic yards of concrete weighing 78,204,000 pounds entered into its construction.

## **Preliminary Test Completed.**

Part of the power plant has been in use for a short time furnishing 1,000 horsepower. And by the end of the week or early next week the whole will be operating. Preliminary tests have been completed. The three huge generators, rated at 3,500 horsepower or 3,000 kilowatts [*sic – kilowatts*] each, were put through a rigorous pace and withstood the strain without faltering. It is expected that the plant will develop as high as 11,000 horsepower, bringing the total power resources of the

Ford plant here, including the two steam units, to approximately 15,000 horsepower.

The contract for building the dam was held by the Stone & Webster company, of Boston. It required a year to do the work by the result has been well worth the effort. In this instance, Henry Ford has not only harnessed the river to do this [*sic – his*] bidding helping to turn the wheels of industry but has added beauty to the task by spending a huge sum in just “polishing” the structure.

Men who understand the operation of hydro-electric plants are credited with saying that in selling this current to the public in competition with a similar station an ordinary concern could not conduct the Ford installation at a profit because of the investment made in beautifying it.

## **The Power House.**

The power house, from river bed to roof, is approximately 70 feet high. In the bottom are located three large chambers through which the water flows to reach the water wheels. The wheels are connected by thick heavy shafts with the generators on the floor above. The generators are mounted on dome like [*sic – dome-like*] structures having a diameter of about 15 feet. They are spaced at equal intervals in a high large room that is airy and light. The walls are painted a soft tan with green trimming while the floor is inlaid with red tile imported from England. Such trappings as wash bowls are of marble and at one side is a white tile and marble room containing shower baths for the employes [*sic – employees*].

In a large room adjacent to the generating room and located on the upside of the river the water pours into the water wheel chambers. There are three conduits and in the event that something goes wrong and repairs are necessary a huge iron gate, carried by a crane, can be slid in front of any of the openings, like the lid on an opened chalk box, and shut off the water.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

An interesting feature of the operation of the plant is the automatic control of the generators so that their speed remains constant. These controls, operated by oil, are connected by plungers with the iron arms that open and shut the circular butterfly valves surrounding the water wheels. The butterfly valves consist of leaves of metal that overlap like the petals on a rose. The intersections are opened to permit the water to reach the wheels. Should the flow of water vary the oil control automatically regulates the aperture in the valves so that the speed of the generators remains constant.

## **Back up [*sic* – Up] Water.**

The task of backing up the water until it reaches a head of about 30 feet has about been finished. This required considerable time and had to be done slowly inasmuch as if it were to be attempted all at once and no water permitted to flow through the dam, power plants below, such as that at the Hydraulic Falls and the Kimberly-Clark mill at Niagara[,] would suffer for lack of water.

Water held in check by the Ford dam will flood land as far up the river as the Peninsular Power dam at Twin Falls. It must not be raised higher, however, than the tail race of the Twin Falls station for then it would reduce the power capacity of the Peninsular station by diminishing the height the water falls there. Hundreds of acres of land have been flooded by the Ford backwater. Miniature Cowboy lake, northeast of the dam and the spot where Henry Ford, Thomas Edison and Harvey Firestone camped a year ago, has become part of a much larger body of water.

In attempting to purchase land that would be flooded the Ford

**(Continued on page two.)**

## **Ford Dam Is Last Word In**

## **River Power**

---

**(Continued from page one.)**

Company met with opposition from some property owners who, it is said, demanded an exceptionally high price because it was the Ford company purchasing. To surmount this obstacle, the hydro-electric project was organized as a public utility corporation and condemnation proceedings are underway against the property.

### **Flumes Control Height.**

So far as is possible a head of 30 feet of water will be maintained at the dam. The height above this point will be regulated by means of two large flumes through which the water races at terrific speed from the top to the bottom of the dam and is emitted amidst a dense cloud of spray on the lower side. The gates to control the flow from this flume are operated electrically from inside the power house. The flumes will be utilized to carry away the excess of water not needed in the power house.

In addition there are the 10 master gates, each individually controlled by its own hoisting device on top of the dam structure. These will permit the water to pass through over the spillways but wil [*sic* – will] be used only occasionally, as in the case of flood water or perhaps ice jams.

### **Less Power During Floods.**

A peculiar point not generally realized is that less power will be secured from the dam during extremely high or flood water than when the river is normal. This is due to the fact that the power extraction depends upon the height the water falls. In flood water there is a large excess passed through the dam that raises the level on the lower side and consequently reduces the fall.

The head of water at the Ford dam is equal to the drop or downward slope of the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

river from the Peninsular Power dam. In this distance the river falls 30 feet so that the surface of the water at the Ford dam will be on a level with the surface at the tail race of the Peninsula *[sic – Peninsular]* dam.

Power from the Ford dam will be transported to the sawmill and body plants through a system of underground conducts *[sic – conduits – ?]*. These wires will carry 2,300 volts of direct current to a substation, now being built at the plant, that will transform the current into alternating and step down the voltage to 220, which is used by the machines.

## **Not Too Much Power.**

And while there may be those who believe that with three power units Henry Ford is supplying his plants here with more than they need, it may be interesting to know that new machines recently added consuming *[sic – consume]* all of the 1,000 horsepower now being obtained from the dam. And the entire plant is not yet equipped while building operations are still going forward. Indeed, the probabilities are that the company will find it necessary in time to instal *[sic – install]* more power supplying equipment.

Finishing touches are now being put to the dam. Painters are completing their work and odds and ends are being cleaned up. It is planned to beautify the site, which is reached over Woodward avenue, by sodding the ground, putting in cement walks and doing other landscape work.

When all is completed, the dam will be a sight well worth seeing. In addition to its commercial purpose it has individual features that place it in a class by itself. It represents an investment of well over a million dollars but an investment that will be returned ten-fold in the development of cheap power to operate hundreds of machines and provide jobs for thousands of men.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 72 [Saturday, July 5, 1924], page 2, columns 1-4

## **Latest Method of Wood Distillation Employed At Ford Chemical Unit**

---

## **Huge Plant Practically Ready But Start Of Operations Is Delayed**

---

When at last the wheels begin to turn in the huge chemical unit of the Ford Motor company plant, now fast nearing completion, Iron Mountain will hold the attention of the industrial and chemical world. Then for the first time science's newest method of carbonization will be used on an extensive scale; and the Ford Motor company will have taken a step that will probably mean its ultimate independence of outside markets so far as chemicals used in the manufacture of automobiles is concerned and may put the Ford company into the field as a competitive seller of fuels and chemicals.

The vast amount of waste wood from the body plants makes possible this step. Every scrap of wood – even sawdust will be utilized. After the wood has passed through the chemical plant and has been reduced to charcoal, this latter product probably will be offered on the market for fuel or used in the manufacture of steel.

Not only will every substance of which wood is composed be extracted and made valuable, but even the gases will not be wasted. Huge pipes, leading from the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

chemical unit back to the boiler room[,] will drain these off and bring them to the power house where they will be used as fuel.

## **Almost A Kin To Perpetual Motion[.]**

The Ford method of carbonization, a highly complicated and yet simple method, is almost akin to perpetual motion. External heat is applied to the wood only as it passes through the huge tubes in which it is dried; when it reaches the retorts in which the carbonization process is completed the heat generated by the wood itself carries on and completes the carbonization.

The scraps of wood are conveyed to the chemical plant in three sets of drying tubes, each with a capacity of 70 cords in 24 hours. Gas is conveyed to these tubes at a temperature ranging from 400 to 450 degrees. It is this gas which is used in drying the wood preparatory to carbonization and which furnishes the heat for the latter process.

The rotary dryers into which the wood is conveyed in this preliminary step consist of three sets of two tubes each. Each tube is 100 feet in length. The green wood from the body plants enters the upper tube of each set and is drawn through. Then it reaches the end of the first tube it is carried back through the lower one and then is conveyed to the retorts to go through the carbonization process.

## **Moisture Is Eliminated.**

The upper tube of each set of dryers has two compartments – the gas chamber and the wood container. In this tube the heated gas does not come into direct contact with the wood. The scraps are whirled forward in the rotating cylindrical inner compartment until they have reached the end of the tube. They are then carried down to the second, and lower tube where the hot gas mingles with the wood. During the four hours required to convey a scrap of wood back through the second tube – the passing of a single scrap through both

tubes requires eight hours – the moisture in the wood is virtually eliminated and the heat which later will carry on the carbonization process is furnished.

Upon release from the rotary dryers the scrap of wood, with the moisture reduced to approximately one and one-half per cent, is conveyed to the retort room. There it first enters what is termed a barrel valve. Each of the three sets of dryers leads to a single retort. This makes it possible to shut off any one set of dryers, or retort, for repair, without affecting the entire system.

The barrel valve consists of a large barrel-shaped container in which is a device not unlike the old-fashioned water wheel. The wood from the dryer enters this whirling, airtight valve and as the latter revolves, is dropped into the retort. By use of the barrel valve, it was explained, none of the heat carried by the wood is lost by contact with air.

Once inside the retort the carbonization process is under way. The heat gathered by the wood in passing through the dryers generates more heat. This heat – heat from the wood itself – reduces the wood to charcoal and removes from the wood every condensable and non-condensable gas. The gases rise and are carried off into condensers, of which each retort is equipped with four, and the charcoal drops to the bottom of the retort.

## **“Bite Off” Charcoal.**

At the base of the retort are grates, similar to huge teeth, or claws. These open and close, “biting” off a layer of charcoal nine inches in thickness at each movement. The charcoal then is carried away for storage preparatory to the manufacture of briquettes, or whatever other use may be made of it.

The gases upon entering the condensers are reduced to liquids. The non-condensable gases are then drawn off

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

and carried to the boiler houses for use as fuel.

Each of the four condensers, with which each retort is equipped, has an approximate capacity of 25 cords of wood every 24 hours.

Conveyed by pipes from the retort room to the refining plant, the liquids first enter the primary stills, of which there are seven. In these the tar and numerous other products are removed and the partly refined alcohol moves on into five lime lee stills. In these a second distillation process removes the crude wood alcohol and leaves the acetone acids. The alcohol then is ready for the refinery, while the acetones move on into a new and different department.

The acetones are conveyed on into huge tub-like containers, of wood, of which there are three, and which are known as neutralizing tubes. There they are mixed with lime. The lime[,] acting as a neutralizer, prepares the product for its final reduction into the form of calcium acetate.

## **Crystalize Product.**

Upon leaving the neutralizing tub the calcium acetate is still in the liquid state. The reducing of this to a crystal – “mud” it is called – is the next step. This is accomplished by means of endless belts. The calcium acetate, conveyed from the tub to the belts, six in number, clings to the belt. It is carried along and is dried by air pressure created by fans. When the product has been carried the length of the fan chamber and return it is ready for removal and storage in large bins.

Calcium acetate in the crystal, or “mud” form, later is mixed with grain alcohol and distilled, producing a chemical used in the manufacture of imitation leather and other upholstering materials.

The crude wood alcohol, meantime, has been going through a series of distillations in the refinery. In the refinery the liquid passes through concentrators which

remove many of the impurities, and thence into the refining stills. Here, at different boiling points, various impurities turn into vapors and are drawn off. When this last distilling process has been completed the wood alcohol has been freed from all impurities and is ready for use.

## **Plant Thoroughly Clean.**

The chemical unit is spic and span from top to bottom. The floors, of concrete, are built with a sufficient pitch to drain off water and are kept clean and shiny and a corps of painters keep the interior walls all “dressed up”.

Although virtually all machinery and equipment is now installed in the chemical unit, and apparently all is practically ready for its opening, none would venture a guess as to the probable date of its going into operation.

“That [*sic* – *That’s*] something we don’t even know in this office,” it was declared. “We have been expecting it to go into operation from time to time, but the date of opening invariably has been postponed. We really do not know.”

Officials were no less “mum” on the question of what effect the opening of the chemical unit would have on the labor situation. No information could be obtained regarding the possibility of the Iron Mountain plant returning to a six-day week, as has been reported.

## 1925

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 248 [Monday, February 2, 1925], page 1, column \_\_\_\_

## **CONTRACT FORD PRACTICE ENDS**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## Company Converts Woodward Ave. House for Use as Hospital

---

Discontinuance by the Ford Motor company of what is known as contract medical practice was announced today. The discontinuance is effective immediately, employees [*sic – employees*] of the company no longer being assessed a certain sum each month for which they received medical attention whenever required for themselves and families.

The discontinuance will not cause the dissolution of the medical firm of Crowell, Belhumeur and Coffin, which has had the Ford contract, although it has meant the release of three physicians for private practice. These are Drs. Dave Eisele and C.P. Drury, who have opened offices in the United States National bank building, and J.W. O'Neill, who has opened an office in the LaBrecque building in Breitung.

Crowell, Belhumeur and Coffin will continue to take care of the contract practice of the Oliver Iron Mining company, which has the same plan as was adopted by the Ford company when it located here. In addition, they hold contracts with the Chicago & NorthWestern and the Chicago, Milwaukee & St. Paul railroads and will take care of private practice.

### **Paid \$1.10 Per Month.**

Employees [*sic – Employees*] of the Ford company, under the contract practice plan, each paid in \$1.10 per month for which they received medical attention whenever necessary for themselves and families but were required to summon one of the physicians under contract with the Ford company. Although in the long run this form of service was cheaper, the customary complaint against contract practice – that it

limits selection of physicians – was expressed.

Although Ford employees [*sic – employees*] will not be required to pay the regular fees for medical service as received, men who become ill or injured while at work will be cared for at company expense in a new Ford hospital which has been equipped here.

This hospital is located in one of the new Ford houses on Woodward avenue, the house being remodelled [*sic – remodeled*] for this purpose. According to company officials, the equipment is of the finest, including one of the best X-ray machines in the upper peninsula. The hospital, it is stated, is a duplicate, in miniature, of the mammoth Henry Ford hospital at Detroit which from the standpoint of equipment, is conceded to be one of the finest if not the best in the country.

### **Ford Doctor In Charge.**

The hospital here is in charge of Dr. W.H. Alexander, who comes directly from the Henry Ford hospital in Detroit. At present it has five beds, in addition to an operating room and other departments. If demand necessitates the facilities will probably be increased.

Converting the house into use as a hospital will not affect plans for the construction of a large Ford hospital here, it was stated officially today. Some time ago it was announced that the Ford company planned building a modern hospital on a site in the vicinity of the filtration plant on Woodward avenue. This building would be of fireproof construction, with all modern equipment, and in addition to caring for employees [*sic – employees*] injured in the plant would, according to the original intention, be open to that part of the public desiring the services of the Ford doctors.

The present hospital, it was stated, is merely a “forerunner” of the one it is proposed to build.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 257 [Thursday, February 12, 1925], page 1, column 3

## **BUILD STORAGE SILOS AT PLANT**

---

### **Will Be Used for Charcoal Manufactured in Chemical Division**

---

Construction work has been started at the Ford plant on a series of seven huge silos which will be used for the storage of the charcoal briquettes manufactured in the chemical plant, according to an official statement late yesterday.

The contract for the foundation has been awarded to the Worden-Allen company, which has begun the work. The contract for the superstructure, however, has not yet been let.

The silos will be located adjacent to the chemical plant buildings. Each one of the huge storage bins will be 22 feet in diameter and 71 feet high. They will be of concrete and steel construction.

One of the silos will contain transport buckets and other apparatus and a second will be used for grading. Charcoal will be stored in the remaining five, each of which will have a capacity of 150 tons.

Underneath the silos a runway for railway cars will be provided, facilitating loading. A stairway to give access to the top of the silos will also be built.

At the present time the charcoal product of the chemical plant is being sold but it is expected that eventually it will be employed in the making of charcoal iron, tests

conducted several months ago at furnaces in Ashland, Wis., having proven successful.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 264 [Friday, February 20, 1925], page 1, column 7

## **FORD SEEKING NEW SAWMILL?**

---

### **Negotiations Include Purchase of Rail Line From Channing**

---

**(Special to The News)**

MARINETTE, Wis. – Purchase of the Wells, Mich., property of the I. Stephenson company trustees and of the Escanaba & Lake Superior railroad is contemplated by the Ford Motor Co. which is seeking to extend its operations in Upper Michigan. That Ford has obtained an option on the property has been made known by reliable authority. A saw and planing [*sic – planing*] mill are included in the Wells holdings.

The railroad was built by the lumber concern when it first started timber operations in that region from Channing to Wells. It has several short spur lines branching out at various points along the main right-of-way.

Ore trains of the Chicago, Milwaukee and St. Paul railroad are now run over this line to the St. Paul dock near Wells. Representatives of the automobile manufacturer have been looking over the property the last few days. Acquisition of it would mean that Ford would have a means of ready transportation by rail and water. The construction of blast furnaces in the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Wells vicinity is also a probability, it is stated.

Several months ago, it is reported, Ford was negotiating for the purchase of the Cleveland-Cliffs Iron company furnace at Kipling, which is only six miles from Wells.

This company also operates a blast furnace at Wells. Residents of Escanaba, Gladstone, Wells, and vicinity have been quite excited during the past few years since Ford entered Iron Mountain as they have anticipated a similar boom in their own district.

Ford officials, [sic] said to be conducting the negotiations include E. G. Kingsford, of Iron Mountain.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 2 [Monday, April 13, 1925], page 1, column 8

## FORD MOTOR COMPANY PLANS AIR TERMINUS HERE

---

## METAL PLANES WILL BE USED ON NEW LINE

---

## Company Plans to Utilize Air in Speeding Up Orders

---

## BUILDING FIVE SHIPS

---

## First Airship Leaves To-

## day on Maiden Trip From Detroit

---

The Ford Motor company today inaugurated what is said to be the first commercial air line in the United States when the "Maiden Dearborn," an all-metal monoplane, hopped off from Detroit for Hegewisch, Ill., near Chicago.

The plane, of the "air" Pullman type, took off from the Ford airport, Dearborn, with a cargo of company mail and express for the Ford plant at Hegewisch, near Chicago.

The plane, piloted by Eddie Hamilton, a former British flier[,] is one of two Duralumin planes to form the nucleus of an air service to link the Ford company here with the plants at Chicago, St. Louis, St. Paul and Iron Mountain. The second plane will receive its first tests within a few days.

### No Details Received Here

The flight to Chicago is expected to require two and one-half hours, but speed is to be sacrificed for safety, a statement given out in Detroit by the Ford company said.

Plans for the institution of a Detroit-Iron Mountain commercial air plane [sic – airplane] line are known here but no definite instructions have yet been received, it was stated at the Ford plant offices this afternoon. No preparations have been made for a landing field nor other arrangements made for the planes.

The flight of the "Maiden Dearborn," [sic] marks the opening of a company operated airplane service which is to be extended gradually until several planes will be leaving Detroit daily on regular flying schedules.

### Not For Public Use

The Ford Motor company, the announcement said "has operated heretofore its own railroads, ocean and lake

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

steamship lines and motor truck lines. Now it utilizes under its own control every type of modern transportation.”

The Ford air line, today’s statement said, will not be available for public use, nor connected in any way with outside interests.

“The line is to be operated exclusively for company business and no outside business enters into the service,” the statement continued.

## **All-Aluminum Body**

The Maiden Dearborn is constructed entirely of aluminum, has a wing spread of 60 feet and its length is 46 feet, two inches. The plane has a maximum speed of 115 miles an hour and a cruising speed of 100 miles an hour.

William B. Tout, designer of the plane, said that following completion of the second plane now under construction, five other [sic – others] will be built for other air transport lines.

They will have a terminus at St. Louis, Mo., another at St. Paul, Minn., where the new hydro-electric plant of the Ford company will be in operation and a third will terminate in Iron Mountain.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 5 [Thursday, April 16, 1925], page 3, columns 1-2

## **WORK AT FORD PARK STARTED**

---

### **Crew of Men Begins Task of Beautifying Land On Woodward**

---

Work on beautifying the park between Woodward and Hamilton avenues has been started by the Ford company in the village of Kingsford, a crew of men starting this morning.

The park was donated by the Ford company and will be one of the beauty spots of the village when work has been completed.

Shade trees are also being planted on Hamilton avenue by the company while many of the residents are also busy with their own property, making necessary changes and planting lawns, shrubs and flowers.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 11 [Thursday, April 23, 1925], page 1, column 3

## **GET FIRST MAIL VIA FORD PLANE**

---

### **Commercial Air Route Makes Fast Service Available Here**

---

The Iron Mountain Ford plant last night received the first mail routed via the new commercial airline instituted a few days ago by the Ford Motor company.

The mail, sent from Detroit, was dispatched by the company’s own airplane, the Maiden Dearborn, to Chicago. It left Detroit on Tuesday. At Chicago the mail was sent through the regular government postal service and arrived here last night.

The new service places the Iron Mountain plant in closer touch with Detroit by one or two days. Important mail from the Iron Mountain plant will be sent to

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Chicago by train where it will be picked up by special messenger, transferred to the company's airplane and rushed to Detroit. When sent by this route a letter mailed here one day will reach Detroit about noon of the next day.

The Ford company is planning to extend its airplane route to Iron Mountain. This service will begin, it is believed, as soon as more of the Stout metal airplanes have been built.

A landing field will be graded at the plant so that planes will have the utmost safety in landing and taking off.

The planes will carry only company business.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 11 [Thursday, April 23, 1925], page 6, columns 1-8

## ***Day of Flying Flivver Near As Ford Enters Aviation***

---

## ***Motor Magnate Devotes Energy and Money to Aid Development***

---

## **Iron mountain Is Terminal on Company's Commercial Route; Dearborn Airport Modern in All Details.**

---

By HOWARD MINGOS.  
(In the New York Times)

HENRY FORD has gone into aviation. The man who revolutionized the automobile industry by popularizing the motor car has assigned to himself the task of popularizing the flying machine. The manufacturer whose production methods created one of the world's greatest industrial organizations expects now to use that same organization for the promotion of aerial transport.

Henry Ford and his son, Edsel, are undertaking the job together, believing that the time has come to realize some of the limitless possibilities of flying. They purpose to produce metal aircraft that can remain out in all kinds of weather to reduce the cost of both planes and dirigibles so that, [*sic*] they may be available for public use. In a sense, they intend to "Flivverize" the air.

"There is not a doubt in the world that commercial aviation can be successful," said Henry Ford at Dearborn the other day. "We are going to see that it is made a success."

"As soon as we get into quantity production the planes will be disposed of through the regular sales units of the Ford Motor Company," said Edsel Ford. He has made a special study of the technical aspects of flying and the scientific requirements of aircraft. He speaks the language of the aeronautical engineer. He is a young man, still in his twenties, and keen to make his own mark.

### **Edsel Ford's Ambition.**

While he is President of the Ford Motor Company and has assumed no small share of the responsibility that his father once shouldered, Edsel Ford is ambitious to enter the new field in a big way and gain the same important position in aviation that his father occupies as a builder of motor cars. And Henry Ford is equally desirous of helping Edsel accomplish that purpose. He has authorized the statement that from now

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

on they will continue to expand their aviation interests in every direction.

There is much speculation regarding a “flivver” airplane. It is not in existence, as yet. But several designs for a small flying Ford have been drawn on paper, and at least one of them has been set up as a sort of model “to see how it would look,” according to the engineer who made the pattern.

The flying “flivver” as it is now envisioned will carry loads of two, three and four persons, or the equivalent in cargo; the cost to the purchaser will not be more than \$3,000 at the start with a gradual reduction in price as the design is further simplified and Ford production methods are applied.

But the small Ford plane must await the development of the Ford aircraft engine. Today experiments are being conducted in the laboratories at Dearborn. Henry Ford and his engineers are developing motors large and small, the large motors to take the place of the present military engines that were brought out during the war, such as the Liberty.

## **New Motor To Be Built.**

Mr. Ford recognizes the fact that the military engines, as they exist today, are too heavy and too expensive to run for the work they can do. He expects to bring out lighter engines to do the same work and a smaller motor giving more power for its weight than existing types. This may take the form of a radial, air-cooled engine, or it may be [a] water-cooled engine and in the form of an inverted V. It may be one year and possibly two before the Ford engine sufficiently light and economical for air flivvers will be in the production stage. The small flying Ford depends on the perfection of such an engine.

Both father and son are devoting many hours a day to their new venture. A few days ago they helped load and send off the first plane of a fleet of cargo craft that will

soon link together some of the important plants of the Ford Motor company in other cities. A second plane will be put in service next week, and five others will be added as soon as they can be built.

These planes are not built by the Fords. They are turned out by the Stout Metal Airplane company, and William B. Stout, its president, is the inventor and engineering genius who created the plane which the Ford Motor company will soon be selling to other agencies engaged in aerial transport. However, Henry and Edsel Ford have played important parts in its development.

## **Detroiters Backed Stout**

Stout conceived the idea of a metal plane for commercial use shortly, before the end of the war. He devoted his personal fortune to experiments with preliminary types which were employed on rigid flight tests. A thousand persons were carried safely in the trial machines. Two years ago he expanded his company, more than a hundred business men [*sic – businessmen*] in Detroit and Chicago contributing equal amounts to the venture. Edsel Ford was one of his supporters, and has been serving as a director of the company. He and his father have followed closely the radical methods by which Stout rivets together pieces of metal, invents jigs and special tools, methods that are the result of fifteen years of hard work and an expenditure of a half million dollars, a large part of which he himself had contributed.

One day last summer Henry Ford pointed to a chart showing the 12,000 acres of land he owns at Dearborn, some twelve miles from Detroit.

“What is the best location for a flying field?” he asked one of his engineers.

“The section adjoining the laboratories on the main road to Detroit”

“But that,” put in Ford’s secretary, is already plotted as a subdivision for workmen’s homes.”

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

“That was yesterday,” said Ford. “Today it is a flying field.”

Mr. Ford sent forty tractors out on the plot, and in eleven weeks 240 acres had been rolled and made smooth. He built two runways 300 feet wide and more than half a mile long. He spent hours on the field talking with the workmen and engineers and getting their opinions on details that would help to make the field of permanent value to the Ford aviation program.

In talking to a pilot one afternoon he was informed that the high tension wires would menace aircraft landing and taking off. He spent thousands of dollars transferring them to conduits under the ground.

“What about wet weather?” he asked.

“Well, the rain and snow will make it very muddy around here at certain seasons of the year.”

“We will drain the field,” said Henry Ford. He sent for another gang of men and they sank more than twenty miles of draining tile which empty into two eight-inch mains and keep the field dry in any kind of weather.

At one side of the field, one the main road to Detroit, Mr. Ford put up an airplane factory building in six weeks. He was on the job personally supervising the work each day that he was in Dearborn, or vicinity. Though he had chopped down more than a hundred maple and walnut trees on the field to make safe landings for the planes, he caused the foundations of the factory building to be moved over three feet when he discovered the building line touching a crab-apple [*sic – crabapple*] tree.

## **Kills the Trees He Loves**

“There is no use destroying something which requires so long to grow,” he explained. “Let it live.”

And then a squadron of army planes flew in from Selfridge Field one afternoon. Henry and Edsel were there to greet them, as they usually are when there is any

activity on the field. As they came in some of the pilots staged a little aerial circus, looping about, barrel-rolling and hedge-hopping, until they came down low enough to brush their landing gears against the treetops in a grove of maples that flanked a corner of the field.

As he noticed this, Henry Ford became excited.

“Cut every one of those trees down,” he ordered. “Cut them down immediately. I don’t want to see one of those fine young fellows killed.”

When he assured the pilots that they need no longer fear to land at his airport because the trees would be taken away, none had the heart to tell him that they had been hitting the tops by design in order to give him a thrill.

After the Fords had put up the factory building at the Ford Airport they invited the Stout company to move out from Detroit and make itself at home. In so doing they advanced the position of the company three or four years, for it is estimated that it would have taken that long to get into production had Ford facilities not been supplied. For that reason the Stout machine and the manner in which it is produced are of paramount interest.

## **Believe in All-Metal Plane**

The Fords have placed their faith in the all-metal plane because of what they have observed at the Stout plant. Henry Ford divides his time between the plant and his laboratory. In his laboratory he spends many hours at a blackboard drawing designs and illustrating his ideas with chalk talks before groups of engineers. Then he jumps into his car and goes over to the airplane plant, where he follows intently the manner of building a flying machine.

It is made of duraumin, a copper-aluminum alloy almost as light as paper and as strong as steel. The metal is soaked in a temperature of 75 degrees Fahrenheit,

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

after which it is pliable, and crystallization is eliminated. This also makes the machine weather-proof and it requires no shelter. A single coat of varnish makes it impervious to rust and other deteriorating agencies. One of the experimental planes has been outside for months with no sign of damage.

The Fords have adopted it because it can be produced in unlimited quantities. They will expand the Stout company to provide for mass production. They may possibly take it over in order to have a free hand in determining its policies. Whether or not they do this, the Fords are going to make airplanes and engines, and their methods will be based upon the series of production cycles not unlike those employed in the Ford factories and assembly plants, which now have a capacity production of two and a half million cars a year.

The entire plane is built and assembled on a single floor. The present factory has a capacity of one plane a day. When Henry Ford found that the building would not accommodate the planes after they had been completed, he walked down the side of the field a few hundred yards and marked off a new building, which is nearly completed. It will be used to "service" the machines while they are in operation.

Ford's offices are besieged with hundreds of inquiries as to how it is possible to make an airplane so quickly. Here is the answer. The duralumin sheets come from the heat-treating baths to machines which cut out the patterns and then press them into corrugated form until they have the appearance of oversized washboards. The corrugations contribute to the unusual strength. Thence the metal pieces are moved over to the jigs, which are permanent steel patterns set in the concrete floor so there is not the slightest variation. There the sheets, spars and braces are riveted together by means of

compressed air and electric tools. Women and girls could do nearly all the work.

The metal covering on the wings and body is only as thick as four sheets of paper, but it will stand many times the maximum pressure that can be laid against it anywhere. After the wings have been made they are swung over and set into the body of the plane, the U-shaped spars of duralumin extending clear through the upper part of the body. The engine comes next, and as it is locked into the framework of the nose, the hood is fastened into place by means of four bolts. The pneumatic tires are put on, and as they are inflated they raise the plane enough to jog it off the jigs and free itself automatically.

Engineers have praised the plane highly. Though it is not a small machine, it is the parent type of those that the Fords intend to produce in quantities, matically [*sic*], just as steamships slips [*sic – slip*] from the ways when the key structure is removed. When the engine is started the machine can be run off the factory floor under its own power.

That system appeals to the Fords, who see in it an opportunity to make planes almost as rapidly as they make cars. And they are overlooking no opportunity to familiarize themselves with the art. Their friends say that Henry Ford and his son have a vision of filling the skies with Ford planes.

## **Handling Company Business**

They are now operating machines with the idea of reducing the cost of maintenance. They paid the Stout company \$25,000 each for the two planes already delivered. It is believed that the large types can be produced in quantities for a fourth or perhaps a fifth of the present price. But even with the present cost of production they are making money on their experiment. The new Ford lines will handle only company business at first. Mail, small

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

parts, and emergency packages are carried between the plants in Detroit and Chicago.

The company mail between those branches averages 800 pounds, or 32,000 letters a day each way. More than seven hours are required to transport it by railroad. The planes carry it in two and one-half hours. Each plane saves \$1,250 a day in postage alone.

The same idea applies to the other private lines projected. They will be put in operation as quickly as other planes are available. One will extend to St. Louis. Another will tie up the Twin Cities branches and a third will be an air line [*sic* – *airline*] between Detroit and the Ford sawmills and other plants at Iron Mountain, Mich. By the time the planes are completed, emergency landing fields and service depots will have been established over the last route. No passengers will be carried for some time to come.

## **Will Carry A Ton**

The present Ford plane is built to carry a ton load. Its wing measures 60 feet between tips and the body is nearly 50 feet long. Yet it weights [*sic* – *weighs*] 1,000 pounds less than the average large sedan. It carries a 75-gallon gasoline tank in the wing on each side, at a point where the wing is 32 inches thick. In order to prevent ice forming on the plane and weighing it down, thus reducing its carrying capacity, small leads have been extended from the exhaust pipes throughout the interior of the wings and body. This keeps the machine warm.

The entire nose, including engine, hood and instrument board in front of the pilot, can be removed as a single unit and another installed in its place within twenty minutes. In fact, the machine has been simplified to an extreme both in structure and maintenance. The small flying Fords will be similarly constructed.

Meanwhile the market for the large transport and passenger planes will be developed. More than 9,000 Ford agencies will play an important part in this. District managers will exploit their territory and act as consultants in organizing air routes, and establishing landing fields, marking towns so that they can be seen from the air, establishing radio stations and weather bureaus so that the pilots may have the advantage of advance information before setting out from a field.

## **To Eliminate Fire Hazard**

The fire hazard will be eliminated in these transport and passenger planes. Invented [*sic* – *Inverted*] Liberty engines will be used until the Ford engines are available. By inverting the Liberty any fire in the motor can be immediately drained out underneath the plane without touching it. While they are perfecting engines, the Fords will also develop new methods of handling aircraft on the ground. The Ford Airport at Dearborn is, [*sic*] being made into a model that will astonish people who visit it late in the summer.

A huge permanent steel and brick hangar is being completed. It will shelter the machines and crew while they are “servicing” the planes, for the Ford fleet is to be increased until machines are leaving and arriving on the field every hour of the day and night. The name Ford will lie in the center of the field, in white letters 200 feet wide. It will be illuminated at night, and be visible at an altitude of 10,000 feet. Grilled lights set in the runways will show pilots where to touch their wheels to the ground in landing. Flood lights will mark the boundaries of the field, and aerial beacons, illuminated wind cones, and other auxiliaries for night flying will be installed.

## **Will Also Build a Dirigible.**

The Fords are as interested in airship production as they are concerned with producing economical planes. They are

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

principals in the Airship Development Corporation, which makes its headquarters at the Ford laboratories in Dearborn and will employ the facilities of the Stout factory in producing the world's first all-metal dirigible, which will be comparable in size to the navy Los Angeles. The metal airship is the idea of Ralph Upson, formerly chief engineer of the Goodyear balloon department. Upson and Mayo have been conducting laboratory experiments at Dearborn for more than three years, and today the Fords are preparing to build a metal airship and apply to it the same rigid flight tests that proved the worth of the Stout airplane.

The Fords are not seeking financial support from the public in their aeronautical ventures. They believe that small investors, for the present, at least, would do well to let commercial aviation alone until it has passed the development stage. Nor do they believe in Government subsidies, as so many others in the aircraft industry have demanded. They are convinced that people will use aircraft where they are profitable and reasonably safe. They are basing their program on that theory, at any rate. But they also believe that the Government can help by placing its ground facilities at the disposal of operating companies.

## **Advocate Public Landing Fields.**

The Ford resources are capable of producing all the necessary raw materials for the equipment. The Ford plants now manufacture everything required in the construction of aircraft and auxiliary apparatus. But they cannot make landing fields. They believe that the Federal Government should provide landing fields, weather data, wireless service, aerial beacons wherever possible, just as harbors and lighthouses are provided for surface craft.

Edsel Ford agreed last week to become a principal in a nation-wide air transport

company now being organized with a capitalization of \$5,000,000. He and some of the others have already deposited in a Detroit bank their share of the money as evidence of good faith. The company is being formed to carry mail and express at first with the idea of instilling confidence in the public before it is asked to ride through the air. Among the other principals are Howard Coffin, Vice President of the Hudson Motor Car Company, Detroit, William Wrigley Jr., and Marshall Field of Chicago and C.M. Keys, President of the Curtiss Aeroplane and Motor Corporation of New York.

## **New Mail Routes a Possibility**

This company will organize new air mail routes in view of the success of its first experimental line between New York and Chicago. It has been definitely decided, but there is strong possibility of the first route branching off to Detroit, later on extending to St. Louis and to New Orleans. Under the Kelly act, passed at the last session of congress, the postmaster general is authorized to let out the flying mail contracts to responsible operators who have proved their ability to carry the mails. The law authorizes payment to the operators of four-fifths of the special air mail postage.

The new company expects to operate other routes between Boston and Buffalo, New York and Atlanta, via Washington; Chicago to Salt Lake City and thence to Los Angeles; *[sic - ,]* San Francisco and Seattle. The Fords are interested in this project because it will be the first extensive and organized air line *[sic – airline]*, and they hope to produce the planes with which it will be operated. Later they hope to make airships that will carry passengers on non-stop flights between the Atlantic and Pacific and across the water to Europe.

The plans of Henry Ford and Edsel are not confined to the United States. It is

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

reliably stated that they will enter the South American market, where an increasing demand for aircraft is apparent. In the larger republics of the South and in many European centres *[sic]* they have established assembly plants for their products, and these, it is planned, will eventually be used for the assembly of Ford planes.

Speaking of Europe, the entry of the Fords into aviation is looked upon as one of the biggest events since the armistice. When the Ford Motor Company was reorganized in 1919 its charter provided for aircraft construction, and observers from foreign governments have been trying to ascertain to what extent the company will produce aircraft equipment. They have followed the manner in which the Ford Liberty engines have won a reputation for reliability both in the United States and elsewhere. The British air force and even the Russian Soviet are using Liberty engines built at the Ford plant in Detroit. The Army Air Service and the Navy Bureau of Aeronautics have depended upon Ford Liberties for unusual work over long distances, and today the company is reputed to be in the first class in aircraft motor production.

Those same observers visiting the Ford plants have been amazed at the capacity for production. Many of them are in Detroit today trying to glean enough information to warrant comprehensive reports to their respective governments. For a flying machine is an important military weapon whether it is created for transport or fighting. And all the large powers are now competitors in the world race for aerial supremacy. If the Fords enter the production field on a large scale, America will have facilities for turning out thousands of airplanes in the quickest possible time, far more quickly than any other nation could

produce them, even by devoting all its available resources.

## They're Doing It

Henry Ford and his son, Edsel, the latter president of the Ford Motor company, have given commercial aviation a tremendous aid by the starting of an air line *[sic – airline]* linking the Detroit, Chicago and Iron Mountain factories. Edsel Ford is also one of the backers of a new proposed air line *[sic – airline]* that will engage in outside business. The Fords have taken a big field at Dearborn and turned it into an airport. The factory of the Stout Metal Airplane company, which the Fords are also backing, is located at this field.

*[NOTE: The above account is in a box in columns 5-6, along with bust photos of Henry Ford and Edsel Ford.]*

*The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 12 [Friday, April 24, 1925], page 7, columns 3-4*

## AIRFORDS BEAT DARIUS' TEAM

---

### Filvver King's Air Plan Includes Light Machine

---

*[Need to copy beginning portion of article in column 3.]*

passengers in addition to the seat reserved for the pilot.

It is the intention of the "flivver king of the air" to ultimately produce these

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

machines at the low figure made possible by “quantity” production. The first two or three planes, being in the nature of experimental machines, were quite costly, as is the case in all initial production of any sort of machinery. The speed of these “Airfords” will be 10 miles an hour for pleasure cruising, and a capacity of 40 to 50 miles an hour in addition to that, for war use.

It is Mr. Ford’s intention that the first commercial lines of his activity will be the transportation of letters, express and valuable freight.

The dream of Darius Green and his flying machine fell far short of what the Fords expect to accomplish. In addition to these airplanes, or rather “Airfords,” the Fords are building an all-metal, lighter-than-air machine. The portion containing the gas will be made of duralumin, which is 90 per cent aluminum, 4 per cent copper, and a little cobalt. These gas containers will actually weigh less than the silk bags with their interior “cells” now used in the everyday dirigible. The great advantage of this metal container is that it is non-combustible and practically safe against lightning.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 19 [Saturday, May 2, 1925], page 1, column 2

## OUTSIDERS LOOK OVER FIELD HERE

---

**Interest Is Stimulated By Ford Furnace Announcement**

---

Announcement by the Ford Motor company that it will build a charcoal iron furnace in Iron Mountain has had the effect of stimulating the interest of the outsiders, according to real estate men.

Since the announcement, which has received wide publicity, a number of persons who purchased property in the city or suburban districts but had made no use of it have come here and are now making plans for the erection of buildings.

Others interested by speculative possibilities are looking over the field.

The furnace announcement has relieved to large extent the feeling of anxiety that existed as to the future of the Ford plant here. This anxiety, although having no basis in fact, was fed by rumors until it reached the proportions of a real spectre.

The furnace announcement, however, was given out by Ford officials who stated that the community need have no fear of any serious reduction in the plant working force, which is now about 5,500.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 20 [Monday, May 4, 1925], page 1, columns 6-7

## ***Eight Men Are Injured In Charcoal Dust Blast At Ford Chemical Plant***

---

**None Reported in Serious Condition; Explosion Caused by Pulley Sparks**

---

Eight men were injured, none seriously, in a charcoal explosion at the Ford plant at 8:45 o'clock this morning, the accident occurring in the extreme end of the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

carbonization building of the chemical plant. In an investigation that followed, officials of the plant determined that the explosion was caused by sparks from a magnetic pulley that ignited an accumulation of charcoal dust.

Seven of the eight men, all of whom were burned about the hands and face, suffered first degree burns. The eighth, Willis Keenan, was more seriously injured, his burns being described as of a second degree nature. Six of the men were taken care of at the Ford hospital where their wounds were treated and dressed. The other two, who were not so seriously burned, were treated at the first aid station at the plant.

## **The Injured.**

The men injured were Harold Anderson, Thomas Gleason, Matt Haman, Stanley Brown, A. Johnson, Stanley Staneck, Giacinto Formola [*sic – Formolo -?*] and Willis Keenan. Relatives of all were notified of the accident by Ford officials immediately after it occurred.

One of the men became panic stricken following the explosion, running from the plant with his clothes afire, until fellow workmen stopped him. Old clothes were wrapped about the workman to extinguish the fire and he was then rushed to the Ford hospital.

Although a portion of the side of the building was blown out by the explosion, the damage was not sufficient to stop production and officials stated there will be no interruption in the plant's operation.

Wives of men employed in the chemical plant became alarmed when rumors of the explosion began to spread and they flocked to the plant gates. They were assured, however, that the explosion was not as serious as had been reported and none of the injured was in a serious condition.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 22 [Wednesday, May 6, 1925], page 3, columns 3-4

## **Ford Office Building Offered For \$25,000**

---

## **No Opposition to City's Proposal to Purchase at That Price**

---

The Ford Motor company has offered to sell its abandoned office building on East Brown street to the city for \$25,000, according to a statement to members of the city council.

The city desires to purchase the property because of claims that the present city hall is cramped for office space and additional quarters are needed.

The council committee appointed to investigate the proposition reported that although no plan of payment was proposed, the price had been set. The committee inspected the building and stated that it was in excellent condition and well suited for city offices.

## **Too Small For Company**

The building was erected at the time the Ford Motor company came to Iron Mountain. It housed the company offices until about a year ago when it became too small and quarters were fixed up in the maintenance building at the plant.

The proposition has been referred to the council finance committee for further investigation and it is probable that some definite plan of action will be recommended at the next regular meeting of the council. No opposition has been expressed to the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

committee's recommendation that the city purchase the building.

## **Enlargement of Cemetery**

Two propositions have been presented by the von Platen-Fox company for the purchase by the city of the land owned by the company adjacent to the city cemetery. One strip of land with a 50-foot roadway separating it from the cemetery has been offered for \$30,000, while the other section, consisting of five acres and located north of the Wisconsin Michigan railroad, has been offered for \$40,000. A council committee recommended that the five-acre site be purchased inasmuch as it is believed more suitable for use as a cemetery and is practically cleared.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 23 [Thursday, May 7, 1925], page 9, column 6

## **BLAST VICTIMS ARE RECOVERING**

### **Eyesight of None Impaired by Charcoal Dust Explosion**

Men injured in the charcoal explosion at the Ford plant on Monday are rapidly recovering, according to information given out at the Ford plant today. Of the eight injured two were cared for at the first aid station, being discharged immediately, and six were removed to the Ford hospital. One of the six was discharged this morning and it is expected that all of the men will be released within another week.

Preventive measures taken in having the injured men's eyes bandaged to prevent

possible blindness from the glare of the explosion proved worthwhile. The bandages of the men whose cases were doubtful were removed yesterday and the sight of none has been impaired. It was also stated today that no scars would result from the burns.

The men were injured when the end of a metal cylinder about 100 feet long and several feet in diameter blew out. The cylinder contained charcoal dust and the explosion was believed to have been caused by a spark from a magnetic pulley.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 28 [Wednesday, May 13, 1925], page 1, column 4

## **VALUE OF FORD PLANT BOOSTED**

### **\$1,913,000 Added to Valuation by State Tax Body**

The valuation of the Ford plant has been increased \$1,913,000, according to figures given out here today by the state tax commission.

The total valuation of the plant and 160 acres upon which it stands is now \$4,000,000 as compared to \$2,596,000 last year. The personal property valuation was increased from \$991,000 to \$1,500,00 [*sic* - \$1,500,000].

These figures, however, do not take in the Ford dam which is assessed at approximately \$350,000, and the acreage which composes the balance of the plant site. Neither does it include the Ford store.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

The increase will give the village of Kingsford a total valuation of between \$6,500,000 and \$7,000,000.

The tax commission went to Crystal Falls this afternoon to hold a mine property hearing and will go to Bessemer tomorrow for the same purpose.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 36 [Friday, May 22, 1925], page 2, column 4

## FORD CLUBHOUSE NEARLY FINISHED

---

### To Be Used as Headquarters for Visiting Officials

---

Interior decoration and furnishing of a few rooms on the second floor is all that remains to be done on the Ford Motor company clubhouse for visiting officials which is located on Woodward avenue in the village of Kingsford [*sic – Kingsford*].

The lounging room is furnished with a number of highly upholstered easy chairs and settees. Equipment for the dining room is expected to arrive here soon. The clubhouse also has an up-to-date kitchen, the walls of which are brilliantly enameled in white.

The second floor will have rooms for Ford officials who are visiting the plant here. It is not definitely known when the clubhouse will be opened but it is thought that it will be in readiness the early part of next month.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5,

Number 38 [Monday, May 25, 1925], page 2, columns 1-2

## L'ANSE RESPONDS TO FORD IMPETUS

---

### Village Has Trebled Its Population Within Three Years

---

What Henry Ford has done for Iron Mountain – what Ford has done for numerous other fortunate communities [*sic – communities*] throughout the country, Ford is now doing for L'Anse, the village, located in Barago [*sic – Baraga*] county, upper Michigan. For L'Anse, which but two and one-half years ago boasted a population of about a thousand, has[,] in that time, tripled its residential growth and established a record for industrial and civic development.

And just around the bay, at Pequaming, where the Hebbard interests formerly operated a saw mill[,] is another branch of the Ford concern, and one none the less active, though, perhaps, smaller in its scope of activity.

L'Anse, today, presents to the visitor a peculiar mingling of circumstances and conditions. Known to the student of history as a point around which centered much of the earliest pioneer settlement throughout that region, and bearing today numerous landmarks of that interesting origin and development, L'Anse has sprung, suddenly, into the limelight of Michigan [*sic – Michigan*] industry.

#### The Form [*sic – Ford*] Influence

Three years ago today, L'Anse, though prosperous and active to the extent of its industrial development, was obscure and little known. A saw-mill, located on the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

shores of Superior, and operated by the Stearns-Culver interests, constituted the only industrial mainstay of the village, employing some 125 men at an average daily wage of \$2.25.

And Henry Ford waved his magic wand. He bought the mill at L'Anse. Today L'Anse is a village of some 3,000 population; there are approximately 1200 workers employed at the L'Anse plant of the Ford interests; their average daily wage is \$6 and, during that period, about 300 new homes have been added to the village proper.

L'Anse is extending its limits. New additions are being established, and are rapidly changing hands. During the last two years, four such additions – the Brennan, Savoy, Cicotte and Kelsey – have been platted and placed upon the market. Most of this has already been disposed of, and, likewise, most of the lots sold have been built upon.

The village, eager to do its part and keep pace with the development, is brushing up to meet its new-found recognition and importance. The village fathers have taken steps to provide the conveniences necessary to adequately [sic – adequately] accommodate the newcomers. Now sewer lines are reaching out to the recently-acquired additions; and with them are going the water maine [sic – mains], the lights and the streets.

There are indications, now, of paved walks, boulevard lights for the business district, street signs and other improvements.

The property owners, both along the business thoroughfares and in the residential [sic – residential] sections, are doing their share to make the village attractive for the prospective new residents. Old buildings are being remodeled; old estates being cleaned up and made ready for the market; new store fronts are being installed, and both substantial and attractive

plans being applied to the new structures now in process of building.

## Those Ford “Rumors”

A story goes that Ford has purchased all the hotels in the city of Detroit, that he might adequately accomodate [sic – accommodate] “rumors.” L'Anse is no exception. Although the present plans [sic – plan] has been expanded and improved to keep up with the standard of production set for that institution, the visitor hears all sorts of reports about further development.

And, as always, there are the three classifications of broadcasters – the fellow who knows that all this is going to happen; the fellow who just thinks, perhaps, it is, and the more conservative party who, after, after considering sch [sic – such] elements as natural resource; past performance; Ford policy and the possible prospects for the future, says: “It can happen. “[sic] Let's hope it will.”

The latter element, too, will declare that he believes in the future of L'Anse, ase [sic – as] applied to Ford's participation in it. –

First, because, Fred [sic – Ford] has already acquired some 400,000 acres of timberland in the upper peninsula of Michigan;

Second, because L'Anse is situated in the very heart of about two-thirds of that supply;

Third, because little, if any, of that supply has, ase [sic – as] yet, been cut according to the report. Ford having purchased most of his timber thus far from jobbers;

Fourth: [sic] because L'Anse is designated, in governmental marine statistics, as one of the finest natural harbors on the Great Lakes;

Fifth, because L'Anse is located just midway between the famous copper fields of upper Michigan's far-famed “Copper Country”, and the rich iron deposits of the Marquette range, and, finally, because

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

L'Anse *[is]* backed by a solid wall of virgin *[timber; forest]* and with the board *[sic – broad]* expanse of Superior at its door, permits an almost limitless growth and industrial expansioion *[sic – expansion]*.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 42 [Friday, May 29, 1925], page 6, column 1

## LANDSCAPE WORK BEAUTIFIES PLANT

---

### Ford Hydro-Electric Unit Placed In Scenic Setting

---

The premises surrounding the Ford hydro-electric plant, located west of the Ford factory, have been transformed into a beautiful garden.

Although the planting of trees and shrubbery has not yet been completed, the landscape work is practically finished and gives the electrical plant a wonderful setting.

The driveway leading to the main door of the plant is marked off with a concrete curb. The road makes a complete circle, with a heart design in the center. Hedges have been planted on each side of the driveway.

Balsam, spruce and cedar shrubbery has also been planted in various designs around the plant and trees have been placed along the river banks, both on the Michigan and Wisconsin sides. Numerous flower beds have also been planted and it is expected that they will soon be in bloom.

The plans for the work were drawn up by E.G. Kingsford, official of the Ford Motor

company, and Wesley S. Lutey, landscape expert from Ishpeming, who is now in the employ of the company.

Mr. Lutey is also supervising the beautifying of the lawn at the Ford clubhouse on Woodward avenue and also has charge of landscape work on the grounds of Ford homes, occupied by employes *[sic – employees]*.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 49 [Monday, June 8, 1925], page 1, column 4

## EXTRA

---

### Fire Attacks Ford Log Pile

---

## BULLETIN

---

The Ford log pile fire had gained such headway at 4 o'clock this afternoon that a call for help was sent to Escanaba which is *[sic – has]* sent its pumper fire engine.

Two firemen were overcome by smoke and rushed to the Ford emergency hospital. Two others fell off the log pile.

The fire was steadily gaining headway.

The Marinette fire fighting appadatus *[sic – apparatus]* was also on its way to aid in fighting the flames.

---

All Ford fire apparatus, in addition to the No. 1 truck and the steam pumper belonging to the city was called into use this afternoon to fight a big fire that gained considerable headway in the Ford company's log supply and kindling wood pile west of the plant.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Logs and wood valued at hundreds of thousands of dollars were endangered by the flames.

All the hose that could be spared by the city without leaving it toally [*sic – totally*] unprepared to fight any other flames that might occur was being used. A number of streams of water were being played on the flames and every effort was being made to check their advance.

The plant buildings were not endangered, the fire being a considerable distance west.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 50 [Tuesday, June 9, 1925], page 1, column 8; page 2, columns 1-2

## FORD WOOD YARD BLAZE BROUGHT UNDER CONTROL

## LARGE FORCE FIGHTS WIND FANNED FIRE

**Gets Assistance From  
Other Towns to Check  
Rapid Advance**

## WORK ALL NIGHT

**Plant in No Danger;  
Pouring Water on  
Smouldering [*sic*] Wood**

Battling a 40-mile gale which fanned the flames and carried burning embers through the air, firemen from four different cities, cooperating with the Ford fire fighters, fought valiantly in the Ford Motor company's storage yards against almost overwhelming odds yesterday afternoon and last evening and succeeded in saving the greater part of kiln dried chemical wood and a large supply of high grade sawmill timber and coal which for a time was threatened with destruction. No estimate of the loss could be obtained this afternoon, the check up of the Ford officials not being completed.

The lumber storage yard is located about a half mile directly west of the Ford plant, which at no time was in any danger. Measures were taken, however, to prevent a spread of the fire in that direction.

A rough estimate today revealed that a pile of kiln dried chemical wood, approximately 500 feet long, 25 feet high and 25 feet wide, and six piles of chemical plant logs, each pile about 400 feet long, was destroyed.

Starting at 8 o'clock, the fire which started in the chemical log piles of the company and was fanned by a stiff breeze, soon gained considerable headway and was beyond control by 3:30 o'clock. Fire departments from Iron Mountain, Crystal Falls, Escanaba and Marinette were called to send pumpers, the local department being the first on [*sic – of*] the groups with the steam pumper which was immediately put into operation.

### Crystal Falls First

Crystal Falls was the first outside company to arrive, making the run here in a little better than an hour and hooking up with the main almost in the center of the blaze. Two lines were run from this truck from 4:30 yesterday afternoon until almost

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

5 o'clock this morning. The Escanaba department was the second on the grounds, connecting up at the south end of the lumber yard about 6 o'clock and working through until 6:30 o'clock this morning. The Marinette department arrived at 7 o'clock, remaining on the grounds all last evening and today. This truck with the pumper from the city was furnishing sufficient pressure today to penetrate the debris which was still smouldering [*sic – smoldering*] this noon.

Five hundred employes [*sic – employees*] were rushed from the Ford plant during the early hours of the fire. The men aided in removing a large amount of kiln dried wood, cutting a hole through the large pile to enable the fire fighters [*sic – firefighters*] to check the blaze which was advancing rapidly.

## Pressure Not High Enough

Shortly after 2 o'clock several lines of hose had been run to the heart of the fire, but pressure from the hydrants was not sufficient to cope with the blaze and it was not until 3 o'clock that the steam pumper from Iron Mountain was put into operation and efforts were concentrated on saving the large amount of kiln dried wood which extends from the north road of the plant to Woodward avenue, a distance of almost a half mile.

With the arrival of more men from the 3:30 and 4 o'clock shifts from the plant, a number of lines of hose were run and everything put in readiness to hook up the Crystal Falls pumper immediately after its arrival. More hose lines were run to the spots where the fire was most intense and the Escanaba and Marinette pumpers were also

(Continued on Page 2 Column 1)

## FORD WOOD FIRE UNDER CONTROL

---

(Continued from Page 1)

put into operation with a minimum loss of time.

## Battle Turns

Up until 7 o'clock the firemen had been fighting a losing battle but with the arrival of the Marinette company nine streams were being concentrated on the fire with a fair pressure of water and the fire fighters began getting the fire under control. With an equalization in the pressure shortly after 7 o'clock and the installation of a large electrical pumper, the fighters succeeded in holding their own until 10 o'clock when little by little they continued to gain until early this morning when the Crystal Falls and Escanaba departments were released.

The Marinette department and the steam pumper from the city were being kept in operation today and 100 employes [*sic – employees*], with the aid of two steam shovels and two locomotives, were cleaning up the debris and extinguishing the smouldering [*sic – smoldering*] piles. Every precaution was being exercised by Ford officials to provide against a renewal of the blaze.

## Provide For iremen [*sic – Firemen*]

Every possible care was taken of the fire fighters [*sic – firefighters*] by the Ford officials, refreshments being furnished the tired workers and warm clothing and raincoats provided. A complete first aid station was also located at the fire and took care of all minor injuries, a number of men being treated for slight tar burns, skin abrasions and eye trouble induced by heat and smoke. An ambulance was also in readiness throughout the fire but was used only once in the afternoon when two of the fire fighters [*sic – firefighters*] were overcome by the intense heat.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Sandwiches, milk, coffee, pasties, ice cream, apples and oranges were served the men on portable tables hauled by tractors, and truck load *[sic – truckload]* after truck load *[sic – truckload]* of food was brought up from the building of A. LaBrecque, who has the plant lunch concession.

The first aid station was in charge of Dr. Alexander, Ford physician, with Percy Olds, T.H. Harvey and Leo Foote as assistants. One car was furnished with bandages and materials for dressing wounds while the ambulance was kept in readiness for emergency and was also as a place in which to dress slight wounds.

## **Force Watches All Night**

Two hundred and fifty men were kept on the grounds during the night to cope with any possible emergency and this number was reduced this morning to 100, these men being set to work immediately in cleaning up the grounds.

The exact origin of the fire has not been determined and might be attributed to one of four causes. There were a locomotive crane, engines and portable saw mill *[sic – sawmill]* in operation in the immediate vicinity of where the blaze started and there is also a possibility that the fire was caused by a lighted cigaret *[sic – cigarette]* butt.

Body plant production was not hampered, the shipments yesterday equaling the daily average, it was stated, although operation in the sawmill was suspended yesterday afternoon and not resumed until this morning. Operations in the chemical plant were also suspended yesterday afternoon but were resumed at 8 o'clock last evening when equalization in the water pressure was effected.

According to the officials of the company, the chemical logs, a large amount of which burned, are of little or no value to the company. An effort had been made to dispose of the supply for firewood.

The cost of these logs was stated to be about \$10 a cord but no estimate of the total loss suffered had been made.

Satisfaction was expressed in the Ford office with the manner *[in]* which the fire was handled and the highest praise was given the Iron Mountain, Crystal Falls, Marinette and Escanaba departments and their chiefs for the assistance rendered, the four pumpers being directly responsible for extinguishing the blaze. Had the company not received any assistance from the surrounding cities the entire supply of kiln wood which is of great value might have been destroyed, hampering production at the plant.

## **Thousands Visit Scene**

Thousands of spectators visited the fire, which was visible for miles, a steady stream of cars proceeding down Woodward avenue from an early hour in the afternoon until nearly midnight. Many residents of Crystal Falls, Escanaba and Marinette made the trip here, having heard reports that the plant was being destroyed.

The fire was visible for miles and last night the sky was painted a dull red. Special precautions were taken to keep the spectators out of the bounds of danger, a rope being strung around the fire district. A number of special police were put on duty to keep the crowd back and prevent it from interfering with the fire fighters *[sic – firefighters]*.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 63 [Wednesday, June 24, 1925], page 2, column 1

## **FORD ORCHESTRA TO GIVE CONCERT**

**New Musical Organiza-**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## tion Will Make Bow Friday Evening

---

The Ford Motor company orchestra, which has spent six months in the process of organizing and practice, will make its first public bow at a concert and dance to be held at the Kingsford high school building on the evening of Friday, June 26.

The orchestra has a membership of about 25, all of whom have had previous training and experience. With almost 6,000 employes [*sic – employees*] to select from it would appear natural that an excellent musical organization could be built up and that is what the sponsors of the orchestra promise.

Maurice Nylander, director of the chamber of commerce band, is also leader of the orchestra. O.C. Abel is assistant director, A. Van Beckum is business manager and N.A. Nelson is concert master and president of the orchestral association.

### Program and Concert

The program for the initial concert will include standard selections, violin solos by John Rawley, saxophone solos by M. Nylander, piano duets by Miss Myrtle Larson and Miss Truscott, vocal solos by A. Van Beckum, violin solos by N.A. Nelson and an instrumental trio consisting of N.A. Nelson, violin, Mrs. N.A. Nelson, piano, and C.J. Lindem, cello.

After the program, which will be held in the auditorium, the floor will be cleared of seats and a picked dance orchestra will furnish the music for a regular old time ball. The affair is being regarded as a house warming for the new school building and a capacity attendance is anticipated.

In preparation for its first appearance the orchestra has held practice regularly once a week for the last six months.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 65 [Friday, June 26, 1925], page 6, column 2

## FORD ORCHESTRA PLAYS TONIGHT

---

### Much Interest Shown in Initial Appearance of Orchestra

---

Considerable interest has been manifested by the public in the initial appearance this evening of the Ford Motor company orchestra, which will present a concert and dance at the Kingsford Junior high school.

One of the outstanding features of the program, which will begin at 8 o'clock, will be violin solos by two members of the orchestra, John Rowley and N.A. Nelson. Rowley studied for several years under one of the most eminent violinists of Minneapolis and has appeared on the concert platform in many cities of the highest degree of technical skill and musicianship. These numbers will be "Gypsy Airs" by Saresate, and "Liebesfreud" by Fritz Kreisler. Rowley will be accompanied by Miss Edith Olson, well known piano instructor.

Mr. Nelson will also play well known numbers that have enjoyed long popularity. They will include "Traumeri" by Schumann and "Serenade," the master piece [*sic – masterpiece*] of Ole Olson, famous Scandinavian violinist and composer.

Lawrence Nylander, saxophone soloist, is also on the program.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Following the concert a dance will be held, the gymnasium of the school having been decorated for the occasion.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 66 [Saturday, June 27, 1925], page 1, columns 2-3

## **Reports Ford Plant Will Go on Five-Day Schedule Denied by Official Here**

---

### **Suspension for Day in Body Units Climax to Bearish Rumors.**

---

Reports today that the Iron Mountain Ford plant was going on a five-day-a-week operating schedule for an indefinite period were flatly denied by an official of the company.

Rumors current for several weeks that a reduction in force was contemplated were capped last evening by the five-day-week disturber when body plant workers were told to take today off.

There is nothing unusual in the partial shutdown today, the official stated. Such occurrences are common in big industries, he said, and result from variations in production.

With the exception of the body plants, all other departments were operating full force today. Neither was there any curtailment in Ford operations in other parts of the upper peninsula.

#### **Not Unusual Occurrence.**

There is nothing to indicate that the plant will go on a five-day-week basis, it was stated. Such a lay-off as was in effect today might occur at any time not through

business depression but because departments exceed each other in comparative output and partial curtailment is necessary in order to again secure a balanced production. This is often found necessary in every industry.

With respect to rumors that a number of men have been laid off, the payroll shows that there are more than 6,000 employed at the plant, an increase of 300 over the latest previously published figures.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 67 [Monday, June 29, 1925], page 3, column 2

### **Ford Orchestra Is Well Received**

---

A good sized crowd attended the concert given by the Ford Motor company orchestra at the Kingsford Junior high school Friday evening.

It was the orchestra's first appearance and the program was thoroughly enjoyed. Solo work was especially good and was well received by the audience.

The orchestra was organized six months ago but did not make its premiere until then. Its reception indicated that future appearances will be eagerly anticipated.

Following the concert a dance was held.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 68 [Tuesday, June 30, 1925], page 2, column 5

### **SHORT LAY-OFF FOR PLANT MEN**

---

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

## Body Division Workers In Two Units Get 5-day Vacation

---

Several hundred employes [*sic* – employees] of the Ford plant, principally body plant workers, were given a 5-day lay off at noon today. They were told to return to work Monday mrrning [*sic* – morning].

Men employed in body plants No. 2 and No. 3 were most affected by the temporary suspension in operations. Work in the first body unit continued on full schedule. Other departments dependent on the body plants also made a reduction in working forces, it was said.

The temporary suspension, it was stated, was due to some departments in the plant exceeding others in production and the lay-off was necessary in order to restore balanced output. Such lay-offs occur commonly [*in*] industrial units and are a problem of production instead of a result of abnormal business conditions.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 69 [Wednesday, July 1, 1925], page 1, column 5

## HUGHES LEAVES FORD COMPANY

---

### Becomes Associated With Manistique Lime and Stone Plant

---

Gordon Hughes, for the past two years connected with the chemical plant of the Ford Motor company, left last evening for

Manistique where he will be associated with the Manistique Lime and Stone company.

Mr. Hughes came to the Ford Motor company from the Eastman Kodak company. He was formerly with the Cleveland Cliffs Iron company at Marquette, and ahs a wide business and social acquaintance throughout the upper peninsula.

Mr. Hughes came here when the chemical plant was built. He was in charge of this unit and supervised its development. The Ford chemical plant has only one duplicate in the country in the process used, employing a radical departure from the customary methods of wood carbonization and distillation.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 153 [Friday, October 9, 1925], page 1, columns 4-5

## More Than 7,000 Now On Ford Plant Payroll

---

### New High Mark Reached; Company is Far Behind In Deliveries

---

The public's response to the new model Ford cars is reflected here in the employment of more than 7,000 men in the Ford plant.

This is an increase of approximately 1,300 men in the last six weeks and establishes a new high mark for the Iron Mountain division.

It is estimated that the Ford payroll in Iron Mountain is now approximately \$1,000,000 a month.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

The flood of orders that came in following *[the]* announcement of the new models has placed the Ford company weeks behind in deliveries. Production has been speeded up all along the line in an effort to make deliveries as soon as possible but orders have been far exceeding the daily production capacity, which is now in the neighborhood of 8,000 cars per day.

Although the new cars have been announced as all-steel, it has resulted in the cancellation of but few operations here. It has also meant the establishment of new operations, as where steel meets steel wood fillers are used to act as a cushion and eliminate squeaking.

In addition, several weeks ago more operations were moved here from the River Rouge plant.

## **Important Part In Wheel.**

The Iron Mountain plant is now an important cog in the gigantic Ford industrial wheel. The parent plant in Detroit is dependent upon the Iron Mountain division for the major share of the wooden parts used in the cars.

The Iron Mountain plant is running well up with the Detroit plant, keeping abreast and even exceeding it in production. The rapid rise in employment figures from 5,700 six weeks ago to 7,027 this morning is indicative of the manner in which production is being pushed for all it is worth.

Hiring of men is still going on and a new high employment peak is in prospect. All employing is done through a card system, interviews with the employment agent being set on cards sent out after applications are received.

Production in the chemical plant is also said to have gained during the last few months. Because it is a new type of plant, handling all wood refuse, it has been a laborious and slow job working it into production. The various problems that

have come up in connection with its operation, however, are being solved and the output increased.

Total employment by the Ford company in the upper peninsula is now 8,700.

**1926**

**1927**

**1928**

**1929**

**1930**

**1931**

**1932**

**1933**

**1934**

**1935**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

**1936**

successful tests at the Ford airport by Col. Frederick R. Dent, Jr., director of the Army glider development program, and Major Bruce B. Price, director of the glider unit at Wright Field, Ohio.

**1937**

At the Upper Peninsula plant hundreds of woodworkers formerly engaged in making Ford station wagons will work on the glider parts.

**1938**

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Saturday, October 31, 1942], page 3, column 1

**1939**

## **Army Glider Approved In Test Flight**

**1940**

Detailed specifications of the Army glider to be made by a Ford Motor company plant “in the Upper Peninsula of Michigan” are contained in an Associated Press account from Detroit. Military censorship prohibits mention of the community in which the gliders are to be made.

**1941**

Following is the account:

**1942**

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Friday, October 30, 1942], page 2, column 2

“DETROIT, Oct. 31 – (AP) – The Ford Motor company announced today it would manufacture transport gliders for the Army at one of its plants in the Upper Peninsula of Michigan.

## **First Glider Passes Army Test At Detroit**

DETROIT, Oct. 30 – (AP) – The Ford Motor company announced today it would manufacture gliders for the Army at one of its plants in the Upper Peninsula of Michigan.

“The first completed glider, designed to carry 15 fully equipped soldiers, recently was put through successful tests at the Ford airport by Col. Frederick R. Dent, Jr., director of the Army glider development program, and Major Bruce B. Price, director of the glider unit at Wright Field, Ohio.

### **15-Minute Trial**

The first completed glider, 52 feet long and designed to carry 15 fully equipped soldiers, recently was put through

“The motorless ship was cut loose from an Army transport plane at 8,500 feet, and floated over the airport for 15 minutes before landing.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

“At the Upper Peninsula plant thousands of woodworkers formerly engaged in making Ford station wagons will work on the glider parts. Fixtures used in assembling the first glider here were shipped to the Upper Peninsula for use there.

“The gliders have a fuselage 52 feet long, a wing-spread of 84 feet and a weight of approximately 3,000 pounds. Built around a framework of tubular steel, the wings are of airplane spruce and mahogany plywood. The outer surface is coated with a cotton fabric.”

## 1943

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 276 [Saturday, March 6, 1943], page 3, columns 1-2

### Conversion Of Ford Plant To Gliders Was Huge Project

**(This is the first of a series of stories prepared by the Ford News Bureau, Dearborn, Mich., on the activity at the Iron Mountain plant of the Ford Motor company.)**

This snow-clad Upper Peninsula town, founded in 1879, a year after the discovery of the old Hughitt iron mine, today paradoxically looks to wood as its contribution to the war effort.

One populated by Cornish, Irish, Finnish and Italian miners, the hill-cradled town now boasts more woodworkers possibly than any American community its size. Employed for years in the building of Ford station wagons, the craftsmen are at work today building broad-winged invasion gliders for the United States Army.

### Start of a Mining Town

Set in a thumb of land prodding into the side of Wisconsin, the town started building its economic foundation two generations ago on the discovery and exploitation of the Hughitt mine, the Chapin vein and the Ludington mine. With the enlargement of these diggings and the opening of others, Iron Mountain boomed. Hundreds of miners moved in, new buildings were added, and the town became a recognized incorporated community.

Through the following decades, despite the coming of the railroad and other businesses, mining remained the town's chief source of livelihood. The residents thought that iron always would be the essential economic factor in the life of the town.

Early in the 1920's, the town began to wonder whether iron still could be depended on. In 1932, the Chapin mine, largest in the area, closed permanently.

In 1921 the Ford Motor company moved into the Upper Peninsula, opened a sawmill and later erected a huge woodworking plant. Business improved as thousands of men took their places at woodworking machines.

From then on the fortunes of Iron Mountain were tied up with the plant. When production fell off, due to re-styling of autos or economic breakdowns throughout the country, the townspeople wondered if wood, too, would peter out, like the iron.

### Work Was Halted

Shortly after Dec. 7, 1941, the huge plant stilled most of its machines. War had disrupted its production of Ford station wagons. Wood apparently had failed also as an economic solution.

Idle months followed idle months. Woodworkers packed up their belongings and shifted to war-booming cities. Others left their families and sought employment elsewhere.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Then late in the summer word of big doings swept through the town.

“The plant’s going to build gliders. The plant’s going to open. We’re going back.”

For a month crews of workmen toiled in the buildings of the Ford plant. From one building all machinery was removed. In another more than two-thirds of the equipment was dismantled. In a third structure space was cleared for manufacture of huge boxes in which to ship glider parts.

Almost daily shipments of glider fixtures arrived from Dearborn. New conveyer systems, air-conditioning units, quantities of spruce and mahogany plywood.

Then men in increasing numbers began trooping back to the plant. Machines began humming again. Streets rang with voices on Saturday evenings. Wood had not failed.

## **Attitude of Town**

Present attitude of the town is best expressed by one of the woodworkers now back at his machine:

“It’s nice to be working with wood again – especially when you know it is being used as a weapon against your enemies.”

“Making gliders is going a lot for this town. First, it’s making a living for a lot of fellows, and second, it’s giving us a lot of pride. We thought we were going to be shut out of the war effort. Oh, of course, our sons and neighbors have gone to war, but those of us who have to stay home – we thought we would have to sit this war out. Now, we are in it. Our gliders will carry troops on raids on the enemy. Maybe they’ll carry our own sons.

“We’ll never read about American gliders without wondering if they were made at Iron Mountain.”

## **Conversion Was Huge Job**

Transport glider production, now well under way here, was preceded by a giant conversion program.

In order to set the stage for more than 4,000 Ford-designed jogs and fixtures, Ford war workers stripped all machinery from two vast buildings and ripped out part of the equipment of another.

Among the units removed for the duration were Lindermans, which build narrow boards into broad ones; double end tenders, for cutting stock; automatic shapers, high speed molders, stickers, scroll saws, mitre saws, boring machines, single edge knife tenders and single end saw tenders.

Building One of the plant, used exclusively in peace-time for the assembling of the Ford station wagon, was emptied of equipment, blower and conveyor systems being removed as well as woodworking machines. Out of 300 units in Building Three, which had been used for making of station wagon and truck body parts, less than 100 remained after the war-inspired renovators were through. Conveyor systems also were dismantled in this structure.

Out of Building Two, the interior of which is a bewildering clutter of woodworking machinery, 60 machines were taken to clear space for the assembling of glider shipping boxes.

Much of the peacetime equipment remaining in Building Two is used for the manufacture of floors and tables for the Ford bomber plant at Willow Run; wood shelving for Ford war plants; wooden parts for jeeps, stake and cargo truck bodies, and wooden stock trays.

## **Many Other Changes**

Later changes in the buildings included the installation of new conveyor systems, enlarged air-conditioning systems, spray paint booths, and a humidifying system, used to maintain government specified moisture content in wooden glider parts.

Completely re-tooled, Building One – in which tower lines of steel fixtures – houses

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

hundreds of workers now building and assembling broad inboard and outboard wings and other glider parts.

Linked by conveyor to Building Three, Building One is used for the final assembly of the fast-growing fleet of gliders. At one end of the latter structure, dry kilns are used for tail assemblies and storage rooms. Center section of the structure is used for the doping process, in which painters coat the glider fabric with weather-resistant preparations. Dominating one room are two large spray booths, in which glider parts are wheeled for painting and camouflaging.

More than half of the building is used for the final assembly of the gliders. Here radio and steering equipment are installed, wheels and landing gear attached, and completed glider sections assembled into finished motorless transport planes.

Final work carried on in this section is the dismantling of planes following inspection and the placing of the parts in cottage-sized boxes for shipment to Dearborn.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22 Year, Number 277 [Monday, March 8, 1943], page 2, column 1

## **Principles Of Mass Assembly At Ford Plant**

**(This is the second of a series of articles prepared by the Ford News Bureau on the construction of gliders at the Iron Mountain plant of the Ford Motor company.)**

The principles of automotive mass assembly have been adapted in the manufacture of troop-carrying gliders.

Unequipped six months ago for the vital war task, the Ford woodworking plant here, in peace-time home of the Ford station wagon bodies, today is a vast war industry, turning out Army gliders.

Faced with a giant conversion program before it could launch its glider-making schedule, the Ford Motor Company late last summer swept two buildings clean and dismantled part of the equipment in another.

Out of one building it lifted Lindermans, which fashion narrow boards into wide ones; automatic shapers, high speed molders, stickers, scroll saws, mitre saws and boring machines. Out of another structure conveyor and painting units were ripped. A third building was cleared for making glider shipping cases.

Where peace-time equipment once stood are thousands of Ford-designed jibs and fixtures. Building One, which had been used for station wagon assembly, was converted into three sections, one for final assembling. In Building Three fixtures were erected for the assembling of wings, tail sections and other major glider parts.

### **Several Departments**

Today the glider assembly system spreads through the buildings like fingers of an open hand. The thumb is Building One, where the steel fuselage skeleton structure is equipped with fairings; where fabric is doped and painted, and gliders are finally assembled. Three fingers represent Building Three, where inboard wings, floors, fairings, dorsal fins, ailerons, skins, rudders and fins, doors, door frames, elevator and stabilizers are made and assembled. The smallest finger hooks into Building Two where the huge shipping crates are made.

*[The]* Bulk of the glider fabrication is done in Building Three. Hundreds of skilled woodworkers daily handle hundreds of thousands of parts which give form to glider sections.

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Speeding the gluing of the thousands of wooden glider parts in this building are Ford-designed fixtures, using a radically new method to cut drying time from six to eight hours to less than 10 minutes.

Set into the fixtures are networks of rubber tubing, which contact glue joints of the parts being assembled. Linked to the building's heating system, the rubber veins swell and dry the glue through the application of heat and pressure.

Although the quick-dry method is used mainly in the fitting of plywood skin to the wings of the glider, it also is successfully employed in gluing ribs, stringers, bulkheads, stiffeners and other structural parts.

In another drying process, it is combined with electric jigs to quick-dry glider parts in the fixtures. The shoe-like electric clamps grip glue joints at the exact spots to be dried, while the rubber tubing contacts those areas where plywood skin has been added.

## **Independent Units**

To telescope the time of manufacture, the various phases of assembling have been assigned to groups of independent units. The completed products of most of these crews move systematically to the main wing assembly line, where sub-assemblies are joined and plywood skin applied. Other sub-assemblies roll on monorails to the fairing and dope rooms, where they are prepared for final assembly.

To the fairing rooms, which once served as drying kilns, first come the prefabricated steel skeletons of the fuselages. As they arrive in these long corridors, the steel tubing is inspected and then the fairing job is started. Floors, spruce and mahogany plywood crossmembers, skids, door frames, hardware fittings and other parts are attached and the fuselage sections move on into the adjoining dope room.

Adjoining the final assembly section, the dope room in which glider fabric is treated and camouflaged, receives everything manufactured in other departments. Dominating the room are two broad spray booths, in which masked, hooded war workers spray protective coats on virtually every part of the glider. Last job performed in this room, before the glider moves ahead is the spraying on the white star of the United States Army Air Corps.

In the final assembly room, the 20 major glider parts are merged into a broad-winged troop carrier. Joined together are the three sections of the fuselage, seven epennage parts; four wing sections, two ailerons; two V-struts, and two landing gears, one for training, the other for combat. During the assembling of the glider, pilot equipment also is installed in the cockpit and plexiglas is fitted into the nose.

Once completed, the glider is inspected by the Government and the Ford Motor Company.

Immediately following approval, the glider is dismantled, fitted into huge crates, and then listed by crane into long trucks, the same carriers as are used to transport B-24 assemblies from the Ford bomber plant at Willow Run.

At the Ford Dearborn airframe building the glider is reassembled, manned by Army pilots and towed by plane to Army airfields.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 278 [Tuesday, March 9, 1943], page 3, column 1

## **Steam Speeds Production Of Gliders**

**(By Ford News Bureau)**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

Waste steam, piped through an ingenious network of flat rubber veins, speeds the production of invasion gliders at the Ford station wagon plant here.

Utilized by Ford engineers to produce heat and pressure, the steam is channeled through rubber tubing to hasten the almost countless gluing operations essential to the fabrication of the broad-winged, 15-place transport gliders.

Through its application, gluing processes which once took six to eight hours, now are finished in less than 10 minutes.

Although steam is used mainly in the process which cements the mahogany plywood skin to the various sections of the glider, it is also combined with electricity to glue in ribs, stringers, stiffeners and other major and minor structural parts. Electrical heat is applied through a variety of jigs, which firmly clamp the glue joints and heat them into a virtually unbreakable union.

## **An Innovation**

An innovation in the assembling of gliders, the rubber-tubing system of glue-drying is designed primarily to speed the job of fabrication wing sections, dorsal fins, rudders and tails of the aerial troop carriers. It is used in fixtures conceived by Ford engineers.

Experiments which resulted in devising the novel glue-drying method were first carried on at the Ford airframe building at Dearborn. It was there that Ford engineers assembled the first Ford-made glider.

To launch the Ford glider-making program, automotive engineers invaded unfamiliar territory to design more than 4,000 jigs and fixtures for the mass assembly of winged carriers.

Produced by Ford shops and many outside firms, the fixtures were tested in the summer of 1941, during the creation of the first Ford glider at Dearborn. Once found satisfactory, they were dismantled, packed

and shipped to Iron Mountain. Even before the initial glider was flight-tested at Dearborn Airport, many of the fixtures were in place at the Ford Upper Peninsula plant.

Today, the fixtures, many of them giant steel structures, stand in orderly rows in the methodic maze of machines spreading over the auditorium-like interior of Building Three of the vast Ford plant here. To them move with heartening regularity sub-assemblies fabricated in other parts of the high-ceilinged workshop.

## **Electric Clamps**

Almost as time-diminishing as the rubber tubing are the electric clamps used to dry glue joints. Roughly shoelike [*sic – shoe-like*] in shape, these hot plates also cut hours from gluing processes. In one operation – in which wing sections are joined – drying time is reduced from five hours to 30 minutes. IN this gluing job steam also is used.

According to Ford engineers, rubber tubing, which now is used in about 30 per cent of the fixtures, is ideal for glider assembling. Not only does the tubing dry glue rapidly, but, by applying a constant pressure of 10 pounds per square inch on the glue-joint areas, smooths out any irregularities of surface marring the plywood skin.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 279 [Wednesday, March 10, 1943], page 3, column 3

## **Inventive Brothers At Ford Plant**

(By Ford News Bureau)

Adolph and Morton Grimord, inventive brothers of Iron Mountain, are fighting the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

war by making industrial machines safe for the war worker. They are doing it at the Ford glider plant here.

Ace trouble-shooters – Adolph, 64, in peace-time was foreman of the electrical crew; Morton, 61, foreman of millwrights – the pair have dedicated almost half of their lives to the designing and making of industrial safety devices.

Now, with Ford woodworkers busily engaged in doing precision work for invasion gliders, the brothers spend most of their work hours installing safety guards of their own devising. Their principal device is attached to a shaper. Working electrically, it protects machine operators from injury.

## **Safety Device**

“We’ve fooled around with inventions most of our lives,” Adolph said, “but it was not until 1925 we really hit on a fool-proof safety device, an electric one. Previously we had made a mechanical one, which worked good but could be improved.

“In 1925 we started installing our electric safety guard. When the operator takes stock off the machine the guard closes. The machine goes into operation again when the stock moves a jig that passes over the button which brings up the guard again. We figure we saved many a finger with that machine.”

Morton said he did not know of another job that would give him greater pleasure.

“We feel like we are helping in the fight,” he said, “by keeping the worker on the job – with two good hands.”

A good deal of their experimentation is carried on in a small shop in the rear of Adolph’s home. Adolph has been with the Ford Motor company since 1920. Morton joined the organization two years later.

Adolph, who has three boys in the Army, said that Adolph isn’t such a bad name.

“It’s just a case of the wrong man wearing it,” he said. “One of these days we’re going to change that other guy’s

name to mud. Then Morton and I can get back to a pip of an invention we have.”

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 280 [Thursday, March 11, 1943], page 3, column 1

## **Aged Workers Do Bit At Glider Plant**

(By Ford News Bureau)

“Let them call this a young man’s war. Maybe it is – overseas. But it’s an old man’s war up here.”

Seventy-two-year-old Bill Campbell turned away from his drill and swung his right hand, scythelike [*sic – scythe-like*], to take in the machine shop of the Ford glider plant here.

“Look around. Every man is an old-time machinist with almost every one having 20 or 30 years of work behind him. In this town the middle-aged have gone to war.”

Oldest of the hundreds of gray-haired men in the huge Ford woodworking plant, Bill Campbell today is drilling small metal fittings for the Army’s invasion gliders.

A simple job for a man who has been a master mechanic a good part of his life, it is a task that Campbell is proud to do.

Pushing back the black, shiny-peaked mechanic’s cap from his forehead, Campbell gazes at the crane rolling overhead.

“Got only two boys, adopted. Roland and Robert Straight. A fine pair of boys,” he said. “Roland, a corporal. Bob, who’s in the Navy, has been torpedoed. He’s up north someplace now. They’re doing the young man’s share. An old man’s got to do his. I’m doing my shooting with this drill.”

## **Another Old-Timer**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Another old-timer on the job is 61-year-old Andrew Sundin, who occupies a work bench near Campbell's.

Seventeen years with the Ford Motor company and now engaged in making glider tools and jigs, Sundin has gone all-out on the war effort. He has given up his hobby, gunsmithing, for the duration. The elderly mechanic is rated the finest gunmaker in the Upper Peninsula.

"What's the use of fooling around with guns for hunting when there's more important work to do," Sundin said, looking up from a fixture pattern.

"When the war is over I'll open up my gun shop behind the house and start fixing guns again. The only guns that count now are those in the hands of our boys over there. I'm helping make gliders now."

Sundin, according to Upper Peninsula hunters and guides, can take a gun of any make and condition and machine it into perfect order.

## **Employee [sic – Employee] 27 Years**

A Ford employe [sic – employee] for 27 years, Angelo Wentarmini, lone blacksmith in the glider plant, also has strong views on the role of middle age in war.

"My boy, George, is a naval aviation mechanic," Angelo said, stirring powdered coal into a ruby glow. "He wants to strike his blow for democracy. And so do I. I'm making small parts for glider fixtures and tools. It gives me a warm feeling to think that some of my work is helping fight the war.

"Look around Iron Mountain," Wentarmini added, "and see how many youngsters are around."

"Most of them are gone," he commented. "They're in uniform. The old boys are carrying on in the shop."

It isn't only in the machine shop that old-timers are found. In Building One, where the invasion gliders are assembled, in Building Two, where wood-working

machines turn out wooden parts, and in Building Three, where glider wings are fabricated from thousands of parts, the gray-haired men are at work.

In the three buildings, where hardly more than a year ago ford station wagons took shape, men of 50, 60 and some of 70 years of age, [sic] toil long hours.

Even on the balcony overlooking the final assembly of gliders the oldsters are found. Here, a sprinkling of white-haired men, some of whom served as lumberjacks in their youth, work at sewing machines, cutting and stitching fabric for the troop-carrying gliders.

"While we have made no survey to find the average age of Ford glider plant workers," a Ford official said, "we estimate that the average worker here is well over 40 years of age. Every one is a skilled worker. Almost every one of them has given most of his life to woodworking. But never have I seen them work with the enthusiasm they show now. Insofar as they are concerned, they are in uniform – fighting the war on a home front."

*Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 282 [Saturday, March 13, 1943], page 3, columns 5-6*

## **Ex-Woodsmen Cut Fabrics For Gliders**

**(By Ford News Bureau)**

Ex-lumberjacks man sewing machines at the huge ford woodworking plant here, to speed production of invasion gliders.

The nimble-ingered huskies, a number of whom have spent the greater part of their lives as woodsmen, cut and tailor tough cotton fabric for the wings, rudders, dorsal

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

fins and fuselages of the 15-place troop transports.

The sewing room in which they operate is a well-lighted loft suspended over the final glider assembly line in Building One of the sprawling plant. As they stitch, the one-time woodsmen can gaze down as completed gliders are given the finishing touch.

Two-thirds of the long loft is occupied by tables and sewing machines. The rest of the room is used by cutters who knife out cloth in various shapes and sizes to fit the many outer sections of the broad-winged gliders.

The metamorphosis of lumberjacks into sewing machine operations was necessitated by a pressing demand for finished glider fabric.

“When we switched from making Ford station wagons to troop gliders,” a Ford plant official said, “We found that most of us had to tackle jobs we never had handled before. Woodworkers became fuselage assemblers. Upholsterers became painters. Lumberjacks became tailors.

“Since it was not possible at the time to get trained sewing machine operators, we decided to try some of the boys employed around the plant. The experiment worked.”

## **Work On Other Jobs**

According to the official, the men spend only part of their time at sewing machines.

“When we get enough finished fabric ahead,” he said, “The boys go back for other jobs, painting, assembling, woodworking and fitting the fabric to fuselage and wing sections.”

Women eventually may fill the sewing jobs, the official added.

“We needed operators right away at the time we got the men at the machines. The idea was to get the war job moving. And it is.”

Another ex-woodman in the sewing room is Frank Janowitz. A tall, strapping

specimen, Frank wields a vertical knife most of the time, cutting out glider coverings. Working with him is Walter Larson, who made Ford station wagon seats in peacetime.

Louis Ferzacca, another of the industrial tailors, once worked in the woods handling a long-hauling tractor. Louis Cini, his work companion, was a shoemaker.

“I’m still a shoemaker,” Cini said. “Still got my own shop. But I’d rather do this. After all, the fabric is a mighty important part of the glider.”

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 283 [Monday, March 15, 1943], page 3, column 6

## **Touch Of The Tropics In Ford Building**

**(By Ford News Bureau)**

Although icy blasts race through the snow-clad streets of this Upper Peninsula town, Some of the Ford Motor Company war workers enjoy almost tropical weather, with temperature at 75 and humidity at 55.

The manufactured weather is confined to Building Three of the Ford glider plant. In this structure plywood and spruce wings, rudders, dorsal fins and noses of gliders are fabricated.

Tropical warmth is achieved through the use of humidifiers, large cylindrical devices which atomize steam and whirl it in a fine spray above the heads of hundreds of workers.

Comfort of the war workers is only a secondary reason for summer levels. *[The]* Primary purpose is to maintain government specifications for the moisture content of the finely finished wooden parts and

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

plywood skin going into the troop-carrying gliders.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 22, Number 285 [Wednesday, March 17, 1943], page 1, columns 1-3

## Fifteen-Place Glider Produced At Ford Plant Here

*[Above 3-column photograph with caption below.]*

Towed by an Army plane, the Ford-made glider[,] pictured above, takes off from the Ford Motor company airport at Dearborn, Mich. This is one of the gliders being made at the Ford plant here, shipped to Dearborn, and flown from there to glider depots. The cable from the glider to the towing plane is visible. (Turn to Page 3 for a full page of pictures on the production of the 15-place ship at the plant here, and Page 8 for guide to pictures.)

### Guide for Picture Page

Below are descriptions of the Ford Motor company glider pictures appearing on the opposite page. Pictures are numbered, 1 to 14, as follows:

1. These four men are assembling floor and fairing to the center fuselage of the glider. The workmen are, left to right, Carl Ziebrath, Fred De Molin, Laurence Bishop, George Weaver and Attilio Valenti, expert woodworkers in peacetime.
2. Harold Tippett and Jacob Graffit are shown assembling hardware to the stabilizer of a Ford-made glider.
3. Foreman Bart Rehn is instructing workers on the rudder line of the Ford

glider plant. Rehn, in light shirt, has hand on rudder.

4. Hardware goes into a Ford glider. This picture shows Emmett Lough assembling hardware to the door frame of one of the gliders.
5. Details are important in the manufacture of Army gliders. Harold Bessey, left, and Edward Fetterly assemble the tail fairing of one of the 15-place Army ships.
6. Bill Campbell, 72, oldest employe *[sic – employee]* at the Ford glider plant, is shown at his machine drilling glider fittings. A Ford employe *[sic – employee]* for 21 years, Campbell is proud to be adding his skill to the war effort. Two adopted sons of the master mechanic are in the service, one overseas.
7. Martin, 61, and Adloph Grimord, 64, inventive brothers who have dedicated their lives to making *[the]* wood industry safe for workers. Ford employes *[sic – employees]* for many years, the two now install work safeguards of their own devising on machines at the plant here.
8. Trapper Peter Provost, above, who has spent most of his life trapping in Dickinson, Marquette and Iron counties, is helping to build gliders for the Army. He is shown examining the star insignia on one of the gliders. Pete, who has trapped bears, bobcats and wolves, says he wants to help build gliders to get “Nazi skunks.”
9. These workers are assembling nose ribs to the spar of the outboard wing of the 15-place glider. Workers are, left to right, Zepherance Avery, Charles Dallatore and Henry Tennerman.
10. This is a glider pilot’s view of the plane that tows him to his destination. This photo was made over the Ford airport at Dearborn, Mich., where Iron

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Mountain-built gliders are delivered to the Army.

11. Woodworkers lined up getting glue – not soup – in this picture. Ladling it out is George Goodchild. Glue is used to join plywood skin to glider wings and other sections, and also to unite ribs, stringers and other structural parts of the troop-carrying ship.
12. Morris Gorrell is paint-spraying the Army star on one of the gliders built here. Following this operation, *[the]* fuselage section is moved forward to final assembly.
13. Here are 15-passenger troop-carrying gliders lined up at the Ford airport, Dearborn, Mich., where they are assembled and tested prior to acceptance by the Army. Built at the Iron Mountain plant, the gliders are shipped, “knocked-down,” in huge trucks to Dearborn.
14. Another of the old-timers who believe that graying men should give their best to the war effort is Andrew Sundin, famed gunsmith, shown at work in the machine shop.

## **IRON MOUNTAIN IS GRATEFUL TO THE FORD MOTOR COMPANY FOR NEW LIFE AND AN OPPORTUNITY**

This community is grateful to the Ford Motor company for a war industry which, coming when the industrial future of the area was threatened, brought new life, new spirit and new hope to thousands of anxious families and to the district generally.

We are grateful for the courage and enterprise of a Ford management which, in full confidence of the men behind it, fought

doggedly for this activity, that the community might not be counted out.

We are grateful for the opportunity given the men of our community – workers at the Ford plant – to show what they can do in a new field and in the nation-wide war effort. We believe their record will compare favorably with any industrial unit in the country, of comparable size, and exceed that of most.

This community begged for this chance. It is glad to get it. We believe the men of our town will not fail. They will make gliders – better and faster than they have ever been made. They did it with Ford cars and trucks. They did it with station wagons. They will do it with gliders.

There is a great measure of satisfaction in a good job, well done. The Ford management here and the Ford Motor company may well be satisfied with their part in getting the work here. Similarly, the Ford workers may be satisfied with their response to that effort, for by pitching in, whole-heartedly, to turn out the goods, they, too, are meeting their obligations, and doing it well.

A town is only as good as the people in it. We believe this town has what it takes, and with the Ford spirit behind it, we cannot fail.

Our appreciation to the Ford Motor company for this chance.

**City of Iron Mountain**

**1944**

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Year, Number \_\_\_\_\_ [Wednesday, June 21, 1944], page 1, columns 6-7; page 2, column 1; page 2, columns 2-3 [PHOTOGRAPHS OF SPEAKERS FOR "E" AWARD]

## ***Henry Ford II Here For 'E' Award Presentation***

Favored by fair weather, the C-45 Beechcraft, twin-engine cabin ship, carrying Henry Ford II, executive vice-president of the Ford Motor company, and others of his party, to the Army-Navy "E" award presentation here at 3 this afternoon, arrived at 10 this morning at the county airport, after an uneventful three-hour trip from Dearborn, Mich.

In the plane, besides Mr. Ford, were Lieut.-Col. P.G. Hart, resident representative of the Army Air Forces at the Ford-Rouge plant; John W. Thompson, director [of] public relations, Ford Motor company, and others. Raymond R. Rausch, company director, and James Brady, associated for many years with the company, arrived here this morning, by automobile.

The ship carrying Commander A.M. Cohan, commander of the Naval barracks, situated at the Rouge plant, and Lieut. Raymond E. Coppengen, U.S.N.R., chaplain, Naval Training school, at Dearborn, arrived at 1 p.m.

Walter G. Nelson, superintendent of the glider plant here, headed the delegation which met the ship carrying Mr. Ford and party at the airport.

Mr. Ford and party were taken first to the Ford plant where, after a brief conference with Supt. Nelson, they toured the several departments of the plant, and saw, first –hand, the mass-assembly process of glider-manufacture. The young Ford executive and his associates were

clearly impressed with the swift-moving production picture, and said later it was clearly evident to them, as they followed the process and saw the men at work, why the Iron Mountain glider plant had been cited for the coveted "E" award.

Workers in the plant glanced up from their tasks as the tall, good-looking young grandson of the famous manufacturer passed along the aisles, stopping here and there to watch the process and to chat with the men at the machines. He missed no detail, and listened carefully as Manager Nelson and others briefly outlined each step.

### **Luncheon At Noon**

Shortly after noon the visitors left for the Pine Grove country club where they were guests at an informal, noon luncheon. Frank J. Russell, club president, introduced each of the men, who responded briefly. E.S. Kingsford, son of the late E.G. Kingsford, who was the first Ford dealer in the Upper Peninsula, at Marquette, and later manager for the Ford Motor company in this area, commented on the development of the Ford interests in the region.

Following the noon luncheon the officials returned to the Ford plant and shortly before 3 p.m. took their places on the platform, decorated and flanked by two gliders, in the area near the main gate, within the plant, for the presentation ceremony. Major Harvey Humphrey, public relations officer for the Army's materiel command of the Detroit area, was in charge of the ceremony, which was as follows:

Posting of the colors – Uren-Coop-  
**(Turn to Page 2, Column 1)**

## **Henry Ford II Here For 'E' Presentation**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

er Legion post, Iron Mountain, and Carpenter-Clash post, Kingsford.

Master of Ceremonies – Major R. Harvey Humphrey, public relations officer, central procurement district, materiel [sic – materiel] command, Detroit.

Invocation – Lieut. Raymond E. Coppengen, U.S.N.R., chaplain, Naval Training School, Dearborn, Mich.

Remarks – Concerning the company, the employes [sic – employees] and the significance of the award.

Presentatoin of the Army-Navy “E” Flag – Lieut.-Col. Ernest W. Dichman, chief ot he glider branch of the production engineering materiel [sic – materiel] command, Wright Field.

Acceptance of Flag – Henry Ford II, executive vice-president, Ford Motor company.

Band number – “Army Air Corps” Ford Local band.

Presentation of Army-Navy “E” Award – Commander A.M. Cohan, U.S.N>, commanding officer, Naval Training School, Dearborn, Mich.

Acceptance of Award on Behalf of Employes [sic – Employees] – Alex LeGault, president, Local 952, UAW-CIO.

Employes [sic – Employees] accepting on behalf of all the men at the glider plant – Walter G. Nelson, superintendent; Alex LeGault, union president; Oscar W. Olsen, Ivan Brown, Reginald Quayle and John Colantonio, plant committee.

Raising of “E” Flag – Legion squads.

Assembly singing, “Star Spangled Banner,” led by John Weber.

Details of the program, with comments by the principals, will appear in tomorrow’s issue of The News.

## Dinner Tonight

At 6:30 tonight, the Ford officials and Army personnel will be guests at a dinner to be given in the auditorium of the Kingsford village building. A few tickets are still

available, according to Henry Wagner, village manager, and they may be obtained at the village building or chamber of commerce office.

[CAPTION UNDER PHOTOS: Here today to present and accept the Army-Navy “E” award for excellence in production, won by the men and women of the Iron Mountain Ford glider plant, are: Left to right above – Henry Ford II, executive vice-president, Ford Motor company; Raymond R. Rausch, director, Ford Motor company; A.M. Cohan, commander of the Naval barracks, situated at the Ford-Rouge plant. Left to right, below – Major Harvey Humphrey, public relations officer for the Army’s materiel command in the Detroit area, chairman of the ceremony, and right, Lieut.-Col. P.G. Hart, resident representative of the Army Air Forces at the Ford-Rouge plant.]

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Thursday, June 22, 1944], page 1, columns 7-8; page 2, column 3

## Ford Praises Glider Workers For Winning ‘E’ And Urges Continuance Of Fine Record

Praise for their effort in the achievement of the Army-Navy “M” award; a warning that greater demands lie ahead, and an earnest plea for continuance of the fine record attained at the Iron Mountain glider plant was expressed by Henry Ford II, executive vice-president of the Ford Motor company, in accepting the “E” flag at yesterday’s impressive ceremonies at the plant here.

Mr. Ford’s honest, straightforward appraisal of the critical days ahead brought enthusiastic response from the more than

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

5,000 persons who jammed the area about the brightly-decorated speakers' platform.

Introducing Mr. Ford, Major R. Harvey Humphrey, public relations officer, central procurement district, materiel command, Detroit, said:

"Our next speaker needs no introduction, insofar as you people are concerned. He seems in no way to have been handicapped by inheriting a great name. The grandson of Henry Ford, he is executive vice-president of the Ford Motor company and in this, his first year with executive reins, he is proving himself.

## **His Hobby Is Work**

"Young, serious, with a great heritage, his hobby is work. Great things are expected of him. I met him some weeks ago at an Army-Navy 'E' award ceremony at the Ford General plant, Ypsilanti, where he represented management in accepting the award. I heard his modest, effective acceptance and was instinctively impressed.

"Having studied the record of the employes [*sic – employees*] of this plant, with your 100 per cent devotion to war work, 24 hours a day; your program of no rejections, conservation of critical materials, efficiency in changing over from peace to wartime production, introduction of new methods and low absenteeism record, it is easy to understand how, together, you people; Mr. Rausch, (general manager of the Ford Motor company); Mr. Nelson (superintendent of the glider plant) and Mr. Ford have earned the 'E' which your executive vice-president will now accept for management."

## **Significance of Day**

Mr. Ford, at the outset of his acceptance, emphasized the significance of the day. "Today," he said, "is a big day for you, and I am proud to be here; proud to share in your triumph; proud to accept, for you, the coveted 'E' award which

recognizes the excellence of your work on the home-front.

"I think it is particularly appropriate, too, that your award should come now, at one of the most decisive moments in history. Just two weeks ago, swarms of Allied planes nosed their way out of the fog over the English channel and swooped down over the coast of France. Behind them they towed giant stream-lined gliders. Those gliders carried a precious burden – our fighting men; your friends, brothers and fathers. Upon these men, dropped by glider behind the enemy's lines, rested the success of the entire campaign.

## **A Proud Day**

"Today, it is known, a vast number of those history-making gliders were built by you men and women, right here in Iron Mountain. Yes, D-Day for you must have been a doubly proud day. It was a day that justified your painstaking craftsmanship. It was a day on which your handiwork brought our nation nearer victory and brought your men nearer home. It was the day on which the skill of the men of Iron Mountain brought honor to our company.

"Three years ago you were building station wagons. Your fine workmanship has made an art of it. Your ingenuity had given the Ford station-wagon an enviable reputation across the country. Then the war came. A new task was given to Iron Mountain. You were to build a new air-borne type of station-wagon – the glider.

"Now, after two years in production, you have succeeded in making this the largest glider-producing plant in America. To this new job you have brought all the instinctive knowledge of your old craft. Coupled with this have been a sense of fine workmanship and a pioneer interest which have resulted not only in a better glider, but have produced new and noteworthy developments in fabrication technique.

## **Critical Days Ahead**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

“However, with the enemy in the west and east still unconquered, this third week of the invasion finds your efforts only briefly ful

(Turn to Page 2, Column 3)

## Ford Praises Workers At Glider Plant

Filled. In the days ahead there are still more landings to be made, more beachheads to be established, more fronts to be extended. There will be further demands upon you. More gliders will be needed to carry out Allied strategy. In the light of these past two years I know you are prepared to face these demands.

“And so, today, I am proud to accept, in your name, this Army and Navy production award. I offer you my sincere congratulations, with those of the entire Ford Motor company, on this recognition of your spirit of cooperation, patriotism and skill.”

### Signed Many Autographs

After the program Mr. Ford remained standing in the hot sun for more than an hour, signing autographs for hundreds of persons – young and old – who crowded about him as he leaned against the platform, writing his greetings and signature in a firm, round hand. He chatted informally with several persons, men and women, about their husbands, sons and brothers in the service; about relatives now employed in the great plant at Rouge, and the bomber unit at Ypsilanti.

His easy, friendly manner, and the quick smile as he greeted those who gathered about him, won the crowd which cheered lustily when he was introduced, and when he had concluded his talk.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Thursday, June 22, 1944], page 3, columns 1-2

## 5,000 See Glider-Plant Employees Accept “E” Award

More than 5,000 persons, including Ford workers and their families, jammed the enclosure near the main gate of the Ford glider plant yesterday afternoon to see Henry Ford II – tall, smiling grandson of the man who founded the great industry which bears his name – accept for the Iron Mountain plant the Army-Navy “E”, for excellence in war production.

The weather was ideal, dispelling fears aroused by a partly overcast sky during the morning. Early doubts about the arrival of Mr. Ford were swept aside at about 10 a.m., when the speedy, twin-engine C-45 Beechcraft cabin ship glided in over the plant towards the county airport, bearing the official party from Dearborn. The two-hour trip from the Ford-Rouge plant was uneventful.

After a tour of the plant, and a complimentary luncheon at the Pine Grove Country club, Mr. Ford, Army and Navy officials, glider plant representatives – officials and workers – gathered near the specially-constructed platform shortly before 3 p.m.

The dais was brightly decked with flags and bunting and flanked on either side by a Ford glider, products of the local plant. The program was opened by the band of Ford Local 252, UAW-CIO, led by John Minella, which played several selections during the afternoon.

Photographers roamed about the grounds, snapping the official party in informal poses, and “shooting” the crowd. Motion pictures of the ceremony were also

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

taken by representatives of the Ford News Bureau, at Dearborn.

## **Crowd Gathered Quickly**

The spectators' area filled quickly as crowds streamed through the gates, where programs were given out, and workers of the afternoon shift poured across the yards towards the speakers' stand.

John Weber led the singing of "America, the Beautiful," at the start of the program, and Legionnaires of the Uren-Cooper and Carpenter-Clash posts, Iron Mountain and Kingsford, posted the colors.

Major R. Harvey Humphrey, public relations office, central procurement district, materiel command, of Detroit, as master of ceremonies, introduced Lieut. Raymond E. Coppenger, U.S.N.R., chaplain, Naval Training School, Dearborn, who gave the invocation.

## **Honor Guests**

Major Humphrey presented the honor guests on the platform, including Col. Paul Kemmer, chief of the Aircraft Laboratories, engineering division, headquarters, materiel command, Wright Field; col. M.E. Bradley, chief of airplane projects, headquarters, materiel command, Wright Field; Lieut. V.G. Almert, U.S.N.R., Naval Air Station, Grosse Isle, Mich.; Lieut. Col. Percy Hart, Army Air Forces resident representative at the Rouge-Ford plant; Maj. N.W. Wiedenheimer, engineering division Halson section, Army Air Forces, materiel command; Capt. George Holta, Army Air Forces resident representative at the Ford glider plant here; Ivar Anderson, mayor of Iron Mountain, and in charge of construction at the glider plant; Ludwig Evenson, president of Kingsford village; John Thompson, director of public relations, Ford Motor company, and others.

Special recognition was given Raymond R. Rausch, general superintendent of the Ford Motor Company. An employe [*sic – employee*] of the company since 1921 he

has served, successively, as tool-maker, draftsman, assistant in charge of mechanical design, chief of the salvage division and superintendent of the Rouge plant, before being named general company superintendent.

## **The "E" Award**

Of the "E" award, Major Humphrey said, in part: "I know of no 'E' award that has been granted at a more timely moment. With the invasion of Europe, the newspapers have been filled with the exploits of our glider-borne Infantry. The contribution made by these troops has eased the task of the balance of our armies. Sharing an equally-important role with our aerial forces and paratroopers, these boys have disrupted communications, destroyed bridges, roads, and ammunition dumps, supplies and equipment, have struck the enemy from the rear and prevented his orderly retreat. Yes, truly, the glider has come into its own.

"In the forefront of glider production, this plant takes its place. You people in Iron Mountain have the satisfaction of knowing that the work of your hands is not only on the front lines in Europe, Asia and the South Pacific, but beyond, in enemy territory.

"At this moment, a gigantic Army air show is being presented in Detroit by the AAF materiel command. Stretching a distance of three quarters of a mile, alongside the municeple [*sic – municipal*] airport, this exhibit contains all of the latest Air Forces equipment. Until last night, in 13 days, almost one and a half million persons had thronged this show – more than 100,000 a day – and no equipment on display had attracted more attention than the Ford-built CG-4A glider built in this Iron Mountain plant. You may well feel proud... The winning of this award entitles your company to wear the lapel pin bearing the 'E' insignia."

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

Major Humphrey then introduced Lieut-Col. Ernest W. Dickman, chief of gliders branch of the production engineering materiel command, Wright Field, whose comment is covered elsewhere in this issue.

## **Presents “E” Flag**

Thereafter Major Humphrey presented the “E” flag to Henry Ford II, as the CIO band played “Army Air Corps.” Prolonged applause greeted the presentation of the flag, and auto horns sounded loudly as the Army-Navy banner was held aloft by Mr. Ford.

Presentation of the Army-Navy “E” award was then made by Commander A.M. Cohan, USN, commanding officer, Naval Training School, Dearborn, Mich., and was accepted by Alex LeGault, president, Local 952, UAW-CIO, who said:

“It is my privilege today to represent the employes [*sic – employees*] of the Ford Iron Mountain plant. For them I would like to say that this, indeed, is a big day for us.

“This is a day on which we really feel in step with our fighting men in France, Italy and the South Pacific. It is a day on which we realize the full significance and force of the production front.

“However we have done no more than our duty. If we have put forth extra effort, it is because we remembered the men who were struggling forward [*to*] Rome. If we have persevered, it is because we felt we owned it to those troops who were digging their way past the beachheads of France.

“And while we are proud to accept this ‘E’ award, we still keep in mind the man who receives the Purple Heart – who is fighting for his life, even at this minute, in a fox-hole thousands of miles from home.

“For him we are aware of the responsibility of this flag which we have just received. To him we dedicate our work, the gliders we shall turn out in the months to come. In his name, we, the employes [*sic –*

*employees*] of the Ford Motor company’s Iron Mountain plant, shall wear proudly the E-for-excellence pin which we receive today.”

Commander Cohan, assisted by Gilbert Phillips (pfc), of Quinnesec, returned wounded veteran, then made a token presentation of Army-Navy ‘E’ pins to Supt. Nelson, of the glider plant; President LeGault, CIO; Oscar W. Olsen, body plant superintendent; Ivan Brown, vice-president of the Union; Reginald Quayle, assistant body plant superintendent, and John Colantonio, plant committeemen [*sic – committeeman*]. Pins were to be presented later to all plant employes [*sic – employees*].

The ceremony was closed with the raising of the “E” flag and the singing of “The Star Spangled Banner,” led by Weber.

After an over-night stay at the Four Seasons club, near Pembine, the three ships which brought the official visitors here left the county airport again this morning – the Ford plane at 10:45; the Army shop at 10:55 and the Navy at 11, for the return trip to Dearborn. Weather reports were favorable for the two-hour flight.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Thursday, June 22, 1944], page \_\_\_\_, columns 1-2

## **Ford Glider Sets Pace As War Weapon**

“When the boys come home from France, North Africa, Italy and the defeat of Japan, I know that they will be the answer to the award of the Army and Navy ‘E’ today – that the Ford glider was the best glider in this war. You men will know, then, that your precision work and attention to

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

your job paid dividends. Then you can say to yourselves, with satisfaction: 'I did my job and did it well.'"

In this manner, William D. Cochran, of this city, district postwar planning chairman and speaker at the complimentary dinner for Henry Ford II and party, given last night in the auditorium of the Kingsford village building, aptly sounded the keynote of the presentation of the Army-Navy "E" award to the men and women of the Ford glider plant.

Dean Davidson, principal of the Kingsford high school, was toastmaster for the dinner which attracted about 175 guests – capacity for the hall – to pay respect to Mr. Ford; Raymond R. Rausch, general superintendent of the Ford Motor company; Walter G. Nelson, superintendent of the glider plant, Army and Navy officers and others.

## Three Pictures

Directly over Mr. Ford's head, at the speakers' table, were three pictures: to the left, the late E.G. Kingsford, first Ford automobile dealer in the peninsula, than at Marquette; in the center, Henry Ford, Sr., and his sons, Edsel, father of Henry Ford II, and to the right a portrait of the elder Mr. Ford, whose foresight and determination built the great industry that is today the Ford Motor company.

Lieut. Raymond E. Coppenger, U.S.N.R., chaplain, gave the invocation.

New and oldtime [*sic – old-time*] music, which brought forth chorus-singing by the guests, was played by Al Fagotti and his orchestra. The popular trio won repeated encores.

The chicken dinner was prepared and capably served by the Auxiliary of the Carpenter-Clash Legion post in Kingsford. Guests were served quickly and the program started promptly.

## Brief Program

Chairman Davidson commented, at the outset, that the session would be brief and kept his word. He introduced Mr. Ford, who reiterated part of what he had said at the presentation program about the significance of the "E" award and the need for continued effort to support the European invasion.

"This is my first visit to Iron Mountain and the Upper Peninsula," Mr. Ford said. "I have always wanted to come here, for my grandfather has told me much about your community and this region. I find that it is all he has said for it."

He concluded his brief comment with a plea that, in their satisfaction over having won the award, the men of the plant and residents of the community would forget the greater sacrifices of the men on the fighting fronts.

"Now that you have won the Army-Navy award," he concluded, "I hope that you will keep up the good work, and that you will earn one, two and perhaps three white stars for your 'E' flag. I know you will do it."

## Tribute To Workers

Cochran began his talk with a tribute to the men and women of the Ford glider plant.

"This plant," he said, "has grown to be part of our daily lives, and the award granted today emphasizes forcefully the true value of the organization to Kingsford and Iron Mountain.

"While we recognize the part which the parent organization has played in this vital war effort, we proudly and justly claim for the local officials and workers the honor that goes with that award.

"Any great organization must have the beset of supervision. Our Ford plant has that supervision and I, for the people of Kingsford and Iron Mountain, thank Walter G. Nelson for his devotion to the cause and his untiring efforts to make the glider program a success. In addition to furnishing the much-needed implements of

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

war, he has brought many benefits to our community.

“I call your attention, also, to the cooperation of the men at the glider plant. There has been no work stoppage. Every man is doing his part, every day. Absenteeism is at a minimum. We thank our CIO union officials and men for an outstanding record.

“We acknowledge, also, the fine cooperation and spirit of Capt. George Holta, who is officially known as resident representative for the Army at the glider plant – but who is better known to us as a resident cooperator.

“To the Ford officials from Detroit, we appreciate your visit and wish you would make the trip more often. We think we are good people in Kingsford and Iron Mountain and would like to prove it to you.

## **A Cherished Memory**

“To you, Mr. Ford, besides a delightful climate and the healthiest place in the world, we have that something that makes for a hearty welcome – a sense of good fellowship and a memory that will always cherish the good things your grandfather and father have done for Kingsford and Iron Mountain. We can only hope this will be continued.

“As chairman of the industrial division of war bond drives, I want the world to know that the officials and employes [*sic* – *employees*] of the Ford plant have met their quotas and I am sure they will again meet their quota on the Fifth War Loan.

“Ever mindful of the after-effects of war, we will need the help of the Ford Motor company during our postwar period. We hope that when postwar plans are perfected by the Ford officials, our local plant will share liberally in these plans.”

Following the gathering, Mr. Ford and party left by automobile for the Four Seasons club, near Pembine, wis., where

they remained last night before returning today, by plane, to Dearborn.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Thursday, June 22, 1944], page \_\_\_\_, columns 3-4

## **Glider Chief Warns Of Crisis Ahead**

Grim warning of the bitter struggle which lies ahead before victory is won was sounded by Lieut.-Col. Ernest W. Dichman, chief of gliders branch of the production engineering materiel command, Wright Field, in his presentation of the Army-Navy “E” award to the men and women of the Ford glider plant yesterday afternoon.

“On Tuesday, June 6, 1944,” he said, “the skies over the French coast were filled with aircraft of every description, and the air reverberated with the ominous thunder of their engines.

“These were the airplanes of the United Nations providing a protective blanket of steel for the brave men, superbly-trained, landing on the beaches below.

“This cover was so magnificently effective that no Nazi airplane came up to dispute its power, despite Marshal Goering’s ultimatum that the Luftwaffe must fight or perish.

“It was a perfect example of the marvelous coordination effected by the Allied fifth command, and a mighty tribute to the productive capacities of this and other nations arrayed against the viciousness of our enemies.

“Taking part in that greatest military operation in all history was a special type of airplane – airplanes without engines; carrying men and supplies, towed behind the forward enemy positions to cut

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

communications and cripple the movements of Nazi troops and material.

## **Played Big Part**

“Those airplanes were gliders, the CG-4A gliders that you people here at Iron Mountain have made possible by the sweat of your labor and the economic weight of your dollars.

“If, in the glaring light of the invasion, you have any doubt as to your part in the struggle, just pause a moment and think what would have happened had our troops not been able to disrupt the destroy the supply centers and rail lines feeding the forces opposing our landing in Europe. Your hands and your minds have fashioned these vital instruments of Fascist extermination; the machines you operate are turning out pieces of equipment which are essential to the success of our arms and the ultimate return of our soldiers from the hell of war.

“You are assembled here this afternoon to receive the Army-Navy ‘E’ award for excellence in production, an honor which is not lightly bestowed nor casually considered.

“It comes to you with the appreciation of your government and our soldiers and sailors, for a job expertly and conscientiously performed.

“It is not something lightly awarded to everyone connected in any way with the war effort. It is bestowed only after most careful attention to the degree of absenteeism, the level of production, the cooperation of management and labor and the constant desire to improve methods of operation.

## **Less Than Three Per Cent**

“It may surprise you to know that less than three per cent of the 90,000 plants throughout the country, engaged in war production, are now flying an ‘E’ award flag over their factories.

“You are, definitely, in distinguished company.

“But with all the solemnity and sincerity at my command, I want to ask you to realize and remember that your work is not done.

“This war, in all its bloody horror, is just beginning. Don’t be deceived by the cries of the wishful thinkers who run through the city streets spreading the gospel that the war is almost over, that the Germans and the Haps have been beaten to their knees and that peace will come in a matter of days.

“Our enemies are far from beaten, and we are far from having enough with which to beat them.

“You are to be congratulated and commended for having done an excellent job to date, but please don’t lose sight of the goal ahead, or falter one single moment in the attainment of that goal.

“If you do, you have broken faith with those Americans who are giving up their lives so that you may live.”

**1945**

**1946**

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume \_\_\_\_\_, Number \_\_\_\_\_ [Monday, January 28, 1946], page \_\_\_\_, column \_\_\_\_

## **Ford To Close Iron Mountain Chemical Unit**

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

*[Compiled and Transcribed by William John Cummings]*

IRON MOUNTAIN, Jan. 27 – Because waste-wood from the company's own operation has not, for some time past, been produced in quantity enough to keep it going – and has been obtained, instead, at prohibitive cost in the open market – the chemical plant of the Ford Motor company here, in constant production since August, 1924, will be shut down next June, Walter G. Nelson, superintendent, announces.

Of the 132 men now employed in this department, 100 or more may be absorbed in the two body plants on a seniority basis, which may mean that some men now at work in the body plants may be released to make room for the older employes [*sic – employees*], Nelson added. About 2,150 men are now employed in all departments of the plant, compared with the wartime average of 3,500.

Principal products of the chemical plant are charcoal briquets [*sic – briquettes*], used widely in industry, methanol, a primary ingredient of formaldehyde, and also a popular anti-freeze solution, and ethyl acetate, used largely as a solvent in the manufacture of paints and lacquers. The average output of briquets [*sic – briquettes*] is about 100 tons a day.

Abandonment of the chemical plant, to begin early in June, will proceed over a period of about two weeks, or until all materials on hand are gone. There is no immediate plan for use of the building after its abandonment.

## **History Of Plant**

The history of the chemical plant dates back to the early days of the popular Model-T, built largely of wood, covered by metal sheeting. Wood-working was then the principal operation in Ford car and truck construction, and large quantities of waste material were accumulated. The chemical plant was a natural – and formerly profitable – outlet for this material.

In recent years, however, as steel has gradually replaced wood in the construction of all Ford units – station wagons, coupes, sedans, trucks, etc. – wood-waste has fallen off to a dribble, and for the past two years or more the company has been buying chemical wood in the open market. “Since the plant was designed and built primarily for the use of waste-wood, its operation with materials purchased in the open market has resulted in consistent loss to the company, and it is now decided to discontinue the operation,” Nelson said.

## **Railroads Use It**

Although some of the briquets [*sic – briquettes*] produced in the chemical plant have gone to the local market, most of the fuel has been absorbed by industry, and a large part of the railroads of the nation, the superintendent said. Briquets [*sic – Briquettes*] are widely used for cooking, in dining cars, and for heating – during the winter months – of refrigerator cars used to transport fruit, vegetables and potatoes, to keep them from freezing. Briquets [*sic – Briquettes*] are also extensively used by packing companies, to smoke hams and other meats.

Unaffected by seasonal shut-downs, when other departments of the business were being retooled for new models, the chemical plant has operated steadily, often taking up a large part of the employment slack during these periods.

This is the only chemical plant operated by the Ford Motor company.

## **Depends On Production**

After next June, therefore, the activity at the plant will be devoted wholly to production of station wagons, the new Sportsmen's [*sic – Sportsman's*] Convertible, and trucks. This plant is the only Ford branch in the nation producing station wagons and the newly-designed Sportsman's Convertible. Comprised largely of steel, the metal parts of the

# DICKINSON COUNTY HISTORY -- FORD MOTOR COMPANY – CHRONOLOGY 1909-1961

[Compiled and Transcribed by William John Cummings]

station wagons and Convertibles [*sic – convertibles*] are shipped here, from Dearborn, for assembly.

Since freight and other costs of shipping the steel to Iron Mountain are considerably greater than a similar amount of wood-parts shipped from Iron Mountain to Dearborn, as in the past, increased employe [*sic – employee*] productivity and efficiency of operation are looked to in making up the differential. Permanency of the work depends wholly upon an economical solution of these factors.

“We do not like to see any part of the plant closed down, and the company regrets that the chemical plant must go,” Supt. Nelson said today. “However, there is no alternative, and we can only hope to make up the difference in employment through increased production on the station wagons, the Convertible [*sic – convertible*] and the trucks. We believe this can be done.”

**1947**

**1948**

**1949**

**1950**

**1951**

**1961**

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume \_\_\_\_\_, Number \_\_\_\_\_ [Friday, September 8, 1961], page \_\_\_\_, column \_\_\_\_\_

## OLD FORD WHISTLE LAST BLAST TONIGHT

Tonight at 9 o'clock, the Twin Cities of Iron Mountain and Kingsford will lose a 40-year-old alarm clock.

Tonight, the old Ford plant whistle, which has been blowing six times a day since 1921, will sound its last blast.

The 9 o'clock blast which will last for about two minutes, [*sic*] will be the death knell of the Kingsford company, which is moving to Kentucky.

The old Ford “alarm clock” has been waking up residents of the Twin Cities at six each morning since 1921. This has been followed by a 7 o'clock whistle, starting time at the plant.

The next blast was at 11, lunchtime, followed by a 11:30 back to work whistle. At 3:30 has been the quitting time whistle.

The sixth has been the nine o'clock blast[,.] supper time for the night shift.

The lay-off process of the 356 employes [*sic – employees*] at the Kingsford plant, which took over Ford operations in 1951, has been completed. Almost an even 300 have been given their notices and are without jobs. About 55 will remain at the plant for at least several months to take care of dismantling.