

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## EARLY AUTOMOBILE PURCHASES

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 11, Number 5 [Thursday, June 21, 1906], page 1, column 6*

### **A New Car.**

**A.J. Rundle** has received direct from the factory a **1906 Pope-Toledo automobile**. It is a four-cylinder, the first on the range [*Menominee Iron Range*], and is guaranteed to develop a speed of over fifty miles an hour. It is beautifully finished. His old model **Toledo** has been returned to the factory.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 11, Number 45 [Thursday, March 28, 1907], page 1, column 4*

### **Bought Ramblers.**

**O.C. Davidson** and **Dr. J.A. Crowell** visited **Marinette and Menominee** last Friday for the purpose of investigating the merits of various makers of automobiles, and finally decided that the **Rambler** was best suited to their needs. Both gentlemen purchased touring cars of the 1907 model and the machines will be delivered here at an early date.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 41 [Thursday, March 4, 1909], page 1, column 2*

### **New Automobiles.**

A shipment of **three Ford automobiles** were received here last Tuesday from the factory in Detroit. Messrs. **O.C. Davidson, Fred E. Parmelee** and **Edward G. Kingsford** are the owners of the new machines. They are four-passenger cars. Mr. Davidson has also purchased a large and powerful **Pierce-Arrow touring car**. **George J. Eisele** has also received a **Royal Tourist**, one of the handsomest cars in the peninsula. **Dr. Crowell** is also negotiating [*sic – negotiating*] for a new machine and we hear of others that intend purchasing.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 43 [Thursday, March 18, 1909], page 1, column 3*

### **Bought Automobiles.**

While in **Menominee** the other day, **Capt. James H. Cundy** purchased a **Buick roadster automobile** of the 1909 pattern. The machine will be delivered about the first of May. It is a four-passenger car of good speed, but built mainly for comfort. Capt. and Mrs. Cundy expect to spend several months this summer in touring neighboring states. **Andrew Bjorkman** and **Dr. Sturtz** have also purchased **Buick cars**. **Dr. S. Edwin Cruse** and **Supt. Jones**, of the **Saginaw mine**, have placed orders for **four-passenger Fords**. **Supt. W.J. Richards**, of **Corrigan, McKinney & Co.**, has ordered a **seven-passenger Stoddard Dayton**, and **Dr. Walter Darling**, of **Crystal Falls**, a **Buick**.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13,*

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

Number 45 [Thursday, April 1, 1909],  
page 1, column 6

## More Automobiles.

**Dr. Joseph A. Crowell** has placed an order for a **Locomobile touring car**, the first, we believe, to come to the peninsula. It will carry eight passengers and is of large motive power and beautiful construction. Dr. Crowell has also ordered a **Ford car** for his own use. **Albert G. Jones** has also joined the ranks of the automobilists, having placed an order for a **four-passenger Cartercar**, the first one to come to the range. The car is said to be very speedy. It will have to “go some” to satisfy Bert.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 14,  
Number 44 [Thursday, March 24, 1910],  
page 1, column 1

## Carload of Autos.

**Charles Rauer**, the local dealer in automobiles, received a **carload of the reliable Ford machines** direct from the factory last Saturday morning. One of the machines was sold to **Supt. Tollen**, of the **Hydraulic Works**, before it was unloaded and several parties are negotiating for the others. The Ford is a good machine. A dozen or more are owned in this district and are giving good satisfaction.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 15,  
Number 38 [Thursday, February 9,  
1911], page 1, column 2

## Sold Four Automobiles.

**Charles Rauer**, the local agent, received a consignment of **four Ford automobiles** from the Detroit factory last Tuesday and is expecting another shipment shortly. Mr. Rauer has already closed deals for four of the machines and expects to sell as many more shortly. Machines have been sold to **W.W. Thompson**, **L.M. Hansen** and **Henry G. Neuens**, of this city, and **Karl J. Johnson**, chemist for the **Florence Iron company**.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 15,  
Number 50 [Thursday, May 4, 1911],  
page 1, column 2

**Andrew Bjorkman** has sold his **Buick touring car** to a gentleman in **Republic**.

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 15,  
Number 51 [Thursday, May 11, 1911],  
page 8, column 3

## New Automobiles.

**Oliver Evans**, cashier of the Commercial Bank, and **Henry Levy**, of the M. Levy company, received **new automobiles of the Ford brand** during the week and **A.E. Brauns** has placed his **new Chalmers touring car** in commission. **According to the last count, there are now sixty-five machines owned in Iron Mountain with more coming. Fully twenty new machines have been received during the past two months. There are between eighty and ninety automobiles owned in the county.**

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 17,  
Number 47 [Thursday, April 10, 1913],  
page 5, column 1

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## NORWAY NEWS NUGGETS.

**Frank H. Armstrong**, of the Penn company, has purchased one of the **Stanley automobiles**. The motive power is steam and it is the first so operated on the range.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 48 [Thursday, April 15, 1915], page 1, column 4

## Overland Sales.

**Charles Rauer**, who recently accepted the district agency for the **Overland automobile** and **moved his garage to West B street**, near **The Milliman**, is meeting with excellent success. To date Mr. Rauer has sold seven passenger cars to the following persons: **Abe Sackim**, **John James**, **Louis Zaio**, **Swan Johnson** and **Scavarda Brothers**, of **Iron Mountain**; **C.J. Erickson**, of **Commonwealth**, and **Henry Milbeau**, of **Niagara**. He has also sold a **delivery wagon to the Sanitary Laundry**. Mr. Rauer has a well-equipped garage and can handle automobile repair work of all descriptions.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 10 [Thursday, July 22, 1915], page 1, column 5

## More Overlands.

**Johnson & Sandercock**, the district agents, are daily expecting a consignment of **four Overland automobiles**, all of which have been sold. Included in the shipment is **one of the new Knight motor cars**, which has been sold to **Chris Rigoni**.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 1 [Thursday, May 18, 1916], page 5, column 5

**Capt. Stephen J. James** and **Chemist John H. Hitchens**, of the **Oliver Iron Mining company**, have purchased new automobiles.

## EARLY AUTOMOBILE DEALERSHIPS

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 41 [Thursday, March 4, 1909], page 1, column 2

## New Automobiles.

A shipment of **three Ford automobiles** were received here last Tuesday from the factory in Detroit. Messrs. **O.C. Davidson**, **Fred E. Parmelee** and **Edward G. Kingsford** are the owners of the new machines. They are four-passenger cars. Mr. Davidson has also purchased a large and powerful **Pierce-Arrow touring car**. **George J. Eisele** has also received a **Royal Tourist**, one of the handsomest cars in the peninsula. **Dr. Crowell** is also negotiating [*sic – negotiating*] for a new machine and we hear of others that intend purchasing.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 44 [Thursday, March 24, 1910], page 1, column 1

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

## Carload of Autos.

**Charles Rauer**, the local dealer in automobiles, received a **carload of the reliable Ford machines** direct from the factory last Saturday morning. One of the machines was sold to **Supt. Tollen**, of the **Hydraulic Works**, before it was unloaded and several parties are negotiating for the others. The Ford is a good machine. A dozen or more are owned in this district and are giving good satisfaction.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 47 [Thursday, April 14, 1910], page 5, column 2

## NORWAY NEWS NUGGETS.

**John E. Anderson** is building a garage 24 by 100 feet in size, one story high, with barn in the rear 24 by 52 feet in size, two stories high, the walls to be made of concrete. He is also building two new cottages on Norway street.

**John E. Anderson**, **Gust Anderson**, **Jacob Soderberg**, **Henry Ebelind** [*sic* – *Ebeling*] and **Carl A. Lindahl**, have entered into a partnership under the firm name of **John E. Anderson & Co.** to conduct a **general grocery and meat business**. Mr. Lindahl was a former resident of Norway and his family, now residing at Kenosha, Wis., will return to Norway soon.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 38 [Thursday, February 9, 1911], page 1, column 2

## Sold Four Automobiles.

**Charles Rauer**, the local agent, received a consignment of **four Ford automobiles** from the Detroit factory last Tuesday and is expecting another shipment shortly. Mr. Rauer has already closed deals for four of the machines and expects to sell as many more shortly. Machines have been sold to **W.W. Thompson**, **L.M. Hansen** and **Henry G. Neuens**, of this city, and **Karl J. Johnson**, chemist for the **Florence Iron company**.

*The Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 16, Number 40 [Thursday, February 22, 1912], page 8, column 3

## Established Many Agencies.

**Edward G. Kingsford**, who was recently appointed **distributing agent for the greater portion of the upper peninsula for the Ford Automobile company**, has been very successful in establishing county agencies. **Fred E. Parmelee**, of this city, has secured the agency for **Delta county**; **R.B. Webb**, of **Crystal Falls**, has the **Iron county agency**; **Harry Barr**, of **Ironwood**, **Gogebic county**; **G.W. Stannard**, of **Rockland**, **Ontonagon county**, and **J.F. Dupont**, of **Larium**, has **Houghton and Keweenaw counties**; **Charles Rauer** will continue to handle the machines in **Dickinson county** and has already booked a dozen or more orders, and Mr. Kingsford will give the **Marquette county territory** his personal attention. During the week he has forwarded to the factory orders for four carloads of machines.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 19,

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

Number 26 [Thursday, November 12,  
1914], page 1, column 2

## Rauer's New Garage.

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

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

## New Ford Garage.

**Edward G. Kingsford**, local and peninsula agent for the **Ford Motor company**, now has his **office and repair shops in the large building north of the**

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

*Iron Mountain Press*, Iron Mountain,  
Dickinson County, Michigan, Volume 19,  
Number 45 [Thursday, March 25, 1915],  
page 1, column 2

## Maxells Won.

**John Obermeyer**, representative of the **Maxwell car**, has received the following telegram from the **Maxwell Motor company** advising him of the result of the **Western Auto Classic** and the victory for the Maxwell cars at **Venice, California**. The telegram follows: "Maxwell wins first and second in the 300 mile Western Auto Classic race at Venice, California, to-day [sic – today], defeating practically the same field participating in the recent **Grand Prix and Vanderbilt cup races. Master Driver Barney Oldfield** drove the winning Maxwell without stopping or changing gears during the entire race. "**Sure Finish**" **Billy Carlser** drove the second winning Maxwell stopping only 7 seconds for oil. Oldfield averaged 71 miles an hour, which was faster than both the Grand Prix and

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

Vanderbilt races. **Ruckskell** in a **Mercer** was third.”

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 48 [Thursday, April 15, 1915], page 1, column 4

## Overland Sales.

**Charles Rauer**, who recently accepted the district agency for the **Overland automobile** and **moved his garage to West B street**, near **The Milliman**, is meeting with excellent success. To date Mr. Rauer has sold seven passenger cars to the following persons: **Abe Sackim**, **John James**, **Louis Zaio**, **Swan Johnson** and **Scavarda Brothers**, of **Iron Mountain**; **C.J. Erickson**, of **Commonwealth**, and **Henry Milbeau**, of **Niagara**. He has also sold a **delivery wagon to the Sanitary Laundry**. Mr. Rauer has a well-equipped garage and can handle automobile repair work of all descriptions.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 52 [Thursday, May 13, 1915], page 1, column 3

## Overland News.

**Charles Rauer**, the district agent, has already **sold nine Overland automobiles**, the number of 1915 cars allotted to his agency. He has been notified, however, that a shipment of 1916 cars will be made to him about the first of June. The new cars will include in their construction about everything new in automobile improvements and conveniences and they will be sold at a considerable reduction in prices. While the prices have not yet been made public, it is understood that the

reduction will be in [the] vicinity of a couple of hundred dollars. The Overlands sold here are giving excellent satisfaction.

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

## New Auto Firm.

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



An article in the June 10, 1915 edition of the *Iron Mountain Press* announced the establishment of a new automobile firm at 124 West B Street, Iron Mountain with **Gottfried Johnson** and **Howard**

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

Sandercock as proprietors, taking over the garage in which they worked for Charles Rauer. This 1915 photograph shows men gathered on the Carpenter Avenue side of Gottfried “Guffy” Johnson’s garage. Pictured from left to right are Art Johnson, W. Carlson, Bob Dennins, Lawrence Contarini, Gottfried “Guffy” Johnson, R. Evans and Ernest Lindstrom. *[Gene Derwinski/Dick Ferris]*

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 5 [Thursday, June 17, 1915], page 1, column 3*

## Overland for 1916.

The new 1916 Overland, for which Johnson & Sandercock, of this city, are agents, is featured by a new five-passenger touring car at \$750, with a 106-inch wheel base and a 35-horse-power motor. The new Overland is said to be practically the same car that this year sold for about \$325 more. Johnson & Sandercock, who succeed Charles Rauer, report many prospective sales. One of the new models has been shipped here and the firm will be pleased to demonstrate its many superior qualities. For additional information read the firm’s large announcement on another page.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 6 [Thursday, June 24, 1915], page 1, column 4*

## NEW BUICKS COMING.

**Model D-45 is a Splendid Car With  
a Very Graceful Body.**

Bjorkman & Sons, district agents, are expecting a large shipment of the new Buick line for 1916, including the light six, which will sell for \$985.

Buick model D-45, as the new car is known, is a five-passenger car with a graceful streamline body and weighs but 2,750 pounds. The motor is six-cylinder valve-in-head type; 3 ½ by 5 inch. Cast en bloc, and it develops 48 horsepower. Among the many features in the new-comer, which met with such instant success, are the extra wide seats and doors, re-inforced [*sic – reinforced*] extra heavy steel frame, cantilever springs 56 inches long, full floating rear axle, specially designed carburetor, automatic feed with concentric float, extra large leather faced clutch and a wheel base [*of*] 115 inches. The car has a speed of from two to 62 miles per hour.

A most startling innovation is the price which shows the trend of things for 1916. The touring car is \$985 completely equipped, and the roadster, \$950. The model also comes in a Sedan and a laudalet coupe.

The Buick announcement is to the effect that nothing but sixes will be built for 1916. Factory production now is 75 a day on the new D-45 and it will increase to 150 by next week, as the orders which have greeted it are beyond all precedents in the history of this company.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 6 [Thursday, June 24, 1915], page 1, column 4*

## Sold Many Fords.

E.W. Jones, Marquette county agent for Ford automobiles, announces that to

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

date he has **sold thirty-nine new Ford cars** in his territory. Mr. Jones recently delivered two new touring cars which he drove through from **Iron Mountain**. Another car load for local people is due to arrive in **Marquette** next week. This season has been the most successful Ford season in the history of the county, according to Mr. Jones. – Marquette Chronicle.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 7 [Thursday, July 1, 1915], page 1, column 2

## GREAT AUTO BUSINESS.

---

### Mr. Kingsford Has Sold 360 Ford Cars Since Season Opened.

**Edward G. Kingsford**, the **district agent**, received another large consignment of **Ford automobiles** during the week and the demand is still unsupplied. To date, in the local market, Mr. Kingsford has sold sixty cars and expects to sell at least twenty more. In the district for which Mr. Kingsford is the general agent, 360 cars have been delivered to purchasers to date.

“This is the time of the year when our friends, the enemy, start circulating stories concerning the prices on Fords [*sic – Ford*] cars for next year,” said Mr. Kingsford. “The old ‘dime story’ and the ‘three for a thousand,’ as well as many others, have passed into the discard, but new Ford stories, concerning what Mr. Ford is supposed to have stated in various interviews, are now coming down the wind, but they never emanated from Mr. Ford under any conditions whatsoever, for the following reasons:

“Mr. Ford has always based his cut in price on the amount of profit made the previous year. Inasmuch as all branches, as well as the factory, take their inventories on July 1st and all reports must be sent to Detroit by July 7th, it would seem the stories of the price for next year already being set are ridiculous.

“After the records of the various branches are gathered together at Detroit and the accounting department has handled them and handed Mr. Ford the results for the year, then and only then, would a decision be made as to whether there would be any change in price, and this could not possibly be determined until about the end of July.”

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 10 [Thursday, July 22, 1915], page 1, column 5

## More Overlands.

**Johnson & Sandercock**, the district agents, are daily expecting a consignment of **four Overland automobiles**, all of which have been sold. Included in the shipment is **one of the new Knight motor cars**, which has been sold to **Chris Rigoni**.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 15 [Thursday, August 26, 1915], page 1, column 6

## The Ford Bonus.

The **Ford Motor company**, of Detroit, is now engaged in distributing the tidy sum of \$18,750 in the district represented by **Edward G. Kingsford**, of this city. During the year covered by the proposition – a rebate of \$50.00 to each and every

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

purchaser of a Ford car – Mr. Kingsford and his agents sold 375 automobiles of various kinds. **Elmer W. Jones**, who has the **Marquette county agency**, appears to stand at the head of the sub-representatives, having sold during the period over fifty cars.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 16 [Thursday, September 2, 1915], page 1, column 3

## More Ford Cars.

**District Agent Kingsford**, of the **Ford Motor company**, is doing a “land office business” just at present. **During the past ten days he has received five carloads of Ford automobiles. The total consignment was over thirty cars.** The cars reach here in “knock-down form” and are erected at Mr. Kingsford’s shops.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 22 [Thursday, October 14, 1915], page 1, column 3

## Another Garage.

**Calvi & Tollen**, who own the **livery barn opposite The Milliman Hotel**, will remodel the building, putting in a glass front and side windows, also a stone foundation and concrete floor, making the building suitable for a garage. **Anton Miench** will raise the building preparatory to building the foundation.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 25 [Thursday, November 4, 1915], page 1, column 5

## New Garage Firm.

The work of converting the **McKenna livery** barn into a garage is now in progress. A stone foundation has been built and the plank floor taken out preparatory to re-placing *[sic – replacing]* with concrete. An addition, 24x36 feet in size, will be built on the rear of the building to be used as a repair shop. The garage when completed will be leased to **John Lloyd** and **Garnet James**. John Lloyd has been employed as foreman of the machine shops at the **Pewabic mine** for several years and Garnet James is a blacksmith by trade with considerable experience in auto repair work. The new firm expects to take the agency for some leading automobile. They will no doubt make a success of their new business venture.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 35 [Thursday, January 13, 1916], page 1, column 2

## REDUCTION FOR OVERLANDS.

---

### A Cut of \$55 is Announced for the Famous \$750 Model.

A reduction of \$55 in the price of the big \$750 **Overland** is the startling New Year’s announcement made by **John N. Willys**, president of the **Willys-Overland company**, of **Toledo**, according to advices received by **Johnson & Sandercock**, the district agents.

This is the model which in the last six months has broken all sales records for Overland cars. Since June more than

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

50,000 of them have been sold to people in all parts of the world. But in spite of the fact that it has been the biggest seller of the year in its class the Toledo concern now is able to offer it, with improvements, at \$695.

One of the improvements in the car is a new 35 horse-power 4-cylinder motor of the latest block design. The cylinder heads of this type of motor are cast in one piece which can be removed easily if occasion demands.

The long wheel base of 106 inches, quick detachable tires, measuring 33 by 4 inches all around, with non-skid in rear, and demountable rims, are a few of the features that have made popular this low-priced Overland.

The body is finished in a dark Brewster green with striping of ivory white. The fittings are of polished nickel and aluminum. Fenders and trimmings are black enameled.

The same care and attention has been given to interior refinements. There are large pockets in all doors. The mohair top is a one-man type of the latest design. Its single set of bows permit it to be raised or lowered easily by one person.

The starting and lighting system is of the most effective two-unit type, entirely separate from the ignition, which permits the simplest wiring. No dry batteries are required.

The seats are wide and roomy with high, comfortable backs. The deep, divan upholstery compares favorably with that found in more expensive cars. The seat cushions are built in resilient, spiral springs that add greatly to the comfort and easy riding qualities of the car.

This car also is offered to the public with a two-passenger roadster body at \$675.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20,*

Number 35 [Thursday, January 13, 1916], page 1, column 4

## NEW AUTO GARAGE.

---

### **Messrs. Lloyd and James Engage in Business Opposite Milliman.**

**John Lloyd** and **Garnett James**, well-known young business men [*sic – businessmen*], expect to open their **new garage in the re-modeled building opposite The Milliman** about the first of February. The building is well adapted for the purpose. It will have a storage capacity for about twenty-five automobiles with a convenient office annex. A machine shop has been erected in the rear and it will be equipped with an up-to-date plant of machinery. The firm has secured the **agency for the famous Buick automobile**, heretofore handled by **Bjorkman & Son**, and will handle a complete line of auto accessories and repairs. In addition, the firm will specialize in machinery repair work of all kinds. Mr. Lloyd, the senior member of the firm, has been foreman of the **Pewabic machine shops** for a number of years and has had a wide experience in all lines of shop work including automobiles. Mr. James is a blacksmith by trade and has also had experience in automobile repair work. The young men are congenial, reliable and accommodating and will no doubt succeed in their business venture.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 36 [Thursday, January 20, 1916], page 1, column 2*

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## Dodge Cars.

DeGaynor & Johnson, the district agents, last Tuesday received a carload of the **1916 Dodge automobiles** and the cars are now on exhibition at the firm's salesroom on **Stephenson avenue**. The shipment included **one of the dainty roadsters**. This is the second season for the Dodge car and it has had a phenomenal *sic – phenomenal* sale. It is general *[sic – generally]* recognized as one of the best moderate *[sic – moderately]* price *[sic – priced]* cars in the market and particularly well adapted to upper peninsula roads. It is well-constructed and operated at a low cost. The construction embraces all the latest conveniences. The local agents have already closed a number of deals and many people are calling to inspect the cars.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 37 [Thursday, January 27, 1916], page 1, column 2

## New Overlands.

**Johnson & Sandercock**, the district agents, have received a new shipment of **1916 Overland automobiles**. The consignment included all the new models, from the “**big six**” to the **dainty little roadster**, and are *[sic – is]* now on exhibition at the firm's garage on **West B street, east of The Milliman**. The exhibit is attracting much attention from prospective buyers. The machines are equipped with all that is new in auto conveniences. Call in and see the cars.

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

## New Fire Truck.

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

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

## A SERVICE STATION

---

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

---

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

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

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

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

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

Mr. Kingsford will endeavor to sell the three frame buildings now occupying the property. If unable to do so he will wreck

them as expeditiously as possible. The terms of the sale are private.

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

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

Mr. Kingsford estimates the cost of the building at not less than \$20,000. It can be said, however, that no expense will be spared to make the structure the best and most modern automobile service station north of Milwaukee. Work of excavating will commence as soon as he secures possession of the property and construction work will be rushed to the limit.

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

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 43 [Thursday, March 8, 1917], page 1, column 2*

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

## Sandercock & Johnson Dissolve.

The firm of **Sandercock & Johnson** has been dissolved by mutual consent, Mr. Johnson continuing the business at the old stand. Mr. Sandercock has been appointed deputy city clerk, and will also conduct an auto livery **[need to copy remaining line of article]**



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

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

## The New Garage.

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

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

## Automobile Business.

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

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

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

## Enlarge Garage.

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

*The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume \_\_\_\_, Number \_\_\_\_ [Wednesday, December 3, 1924], page \_\_\_\_, columns \_\_\_\_-\_\_\_\_*

## NEW SHOW ROOM FOR DODGE AUTOS

### Extensive Alterations At DeGayner's Completed.

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

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

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

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

*Iron Mountain News, Iron Mountain, Dickinson County, Michigan, \_\_\_\_ Year, Number \_\_\_\_ [Tuesday, December 31, 1929], page 2, columns 2-3*

## NEW FORD CARS ARE ON DISPLAY IN CITY TODAY

### Changed Body Lines Enhance Appearance Of Model A

New Ford bodies made their appearance for the first time today and were on display at the Kingsford show room.

Added beauty of lines constitutes the outstanding feature in these new bodies. Mechanically, the Ford retains the same chassis and engine of the Model A with

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

such changes as have been built in since its introduction.

The new lines of the Ford are most readily apparent in a deeper and narrowed radiator, a higher and longer hood and streamline mouldings that sweep gracefully rearward without a break.

The instant impression of a car that sits and rides lower results from a lowered top, smaller wheels, larger tires and new fenders, while increased riding space has been provided through greater interior dimensions. Fenders of new design add a great deal to the flowing sweep of the car while the running board and side dusk shield or valance fit snugly to the body. Also, the fenders flare up from the chassis frame in a pleasing line to a higher elevation than formerly. Rear fenders also sweep down gracefully over the wheels to a point two inches lower than previously.

## **Wheels Smaller.**

One of the distinctive changes is found in the new sturdier 19-inch wheels, a reduction in dimensions of the earlier wheels. This change, when coupled with larger tires, brings the car closer to the ground, thereby attaining a still snugger adherence to the road-bed [*sic – roadbed*] and permitting of increased riding comfort and safety.

While an effect of new length and lowness results from the lowering of roof-lines [*sic – rooflines*], there is no curtailment of head-room [*sic – headroom*] inside. The interior re-er of the fleets [*sic – reflects*] improvements as much as the and killed exterior [*sic – exterior*]. Throughout the line, greater had freed leg-room [*sic – and freer legroom*] have been struck [*sic*] and achieved. Adjustable seats have been added to all closed types to permit increased ease of riding, entrance, and exit.

Another of the innovations of the new Ford bodies is the use of rustless steel for exposed metal parts. This is found in the

radiator shell, headlamps, hub caps, cowl finish strip and tail-lamp. It is said that the new steel does not corrode, tarnish or rust in any kind of weather and that it cannot wear off, crack or scale because it is the same metal throughout.

Bodies will be available in a variety of new colors. Among these on the cars seen for the first time today are Kewanee green, chicle and copra drab, thorne brown, Bronson yellow, moleskin, Andalusite blue, maroon and black.

## **BUS SERVICE**

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 20 [Thursday, October 7, 1909], page 1, column 2*

## **Proposed Auto Line.**

The **Escanaba parties** who have been engaged in operating a **twenty-passenger automobile** between this city and **Norway** contemplate the organization of a stock company for the purpose of building six additional cars during the winter. The plans of the gentlemen includes [*sic – include*] the operation of the cars at **Escanaba, Menominee, Iron Mountain, Norway** and in the **Iron River district**. Two cars would be operated in this vicinity with regular trips to **Norway** and to **Spread Eagle**, with side trips to the **Golf Park [Pine Grove Country Club], ball grounds** and other resorts. The capitalization of the proposed company would be about \$20,000. If formed[,] range people would be given an opportunity to acquire some of the stock. The automobiles are well adapted for the purposes contemplated and two machines would earn a nice income in this territory.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

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

## JITNEY AUTO SERVICE.

---

### **Andrew Bjorkman Will Operate Cars, commencing April First.**

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

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 47 [Thursday, April 8, 1915], page 1, column 6*

### **Our Jitney Autos.**

The **new automobile busses**, ordered by **Andrew Bjorkman** several months ago, were shipped from the **Buick factory at Flint** a week ago, and they are expected

here in a day or two. The new busses are two in number – one **twenty passenger** and one **sixteen**. Mr. Bjorkman now has one sixteen-passenger car, which he operated last season. As soon as the cars arrive here, Mr. Bjorkman will arrange a time schedule. As now planned, one car will make trips every half hour **from the Grand Boulevard to the von Platen Lumber company**. The smaller cars will be employed in an auxilliary [*sic – auxiliary*] service. It is understood that the fare will be five cents. The service will be more convenient and more speedy than street cars and is certain to prove popular.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 48 [Thursday, April 15, 1915], page 1, column 5*

## JITNEY AUTO SERVICE.

---

### **Mr. Bjorkman’s New Cars Will Commence Running on Saturday.**

---

**Andrew Bjorkman’s new twenty-passenger automobile** was received here last Saturday and its general worth has been fully demonstrated during the week. It is a very handsome looking car, “rides easy,” and is rapid.

Commencing next Saturday, the car will commence making regular trips **from the east end of the Grand Boulevard to the office of the von Platen Lumber company**. While Mr. Bjorkman is not at this time prepared to announce a definite time schedule, it can be said that, for the present, the car will make the trip every half hour. The service will be maintained from

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

six o'clock in the morning until eleven o'clock at night.

The fare each way will be five cents, but Mr. Bjorkman is arranging for commutation tickets, to sell from one dollar to five dollars. The one dollar book will contain twenty-five tickets, making the fare four cents, which is less than street car rates in some cities. Tickets in larger numbers will be sold at correspondingly low prices.

The second car for this service is not expected for several weeks. However, Mr. Bjorkman now has a **sixteen-passenger car** which will be placed in the service, should the business demand it, and also a seven-passenger automobile.

The Press is assured that the service will be maintained during the winter as well as the summer and every effort will be made to accommodate the public. The service should prove popular with the public. There is no question of its convenience. It will, in many respects, prove more convenient than a street car line covering the same route. The Press is predicting that it will be largely patronized.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 49 [Thursday, April 22, 1915], page 1, column 5

## Our Jitney Service.

**Andrew Bjorkman** has requested the **Buick Motor company** to ship as soon as possible his **second twenty-passenger auto buss [sic – bus]**. The sixteen-passenger car has been sold to an **Escanaba** firm, but will not be delivered for several weeks. Next Saturday afternoon, both busses will run to **Norway** to accommodate the **Odd Fellows** desiring to attend the celebration. The local service will be cared for by several automobiles.

Many people find the services a great convenience and travel is increasing. Commencing next Sunday, the cars will run from Grand Boulevard to the parks.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 20 [Thursday, September 28, 1916], page 1, column 4

## New Auto Bus.

**A. Bjorkman** will soon place on order for an **enclosed automobile bus**. The new car will resemble a street car in some respects and will be considerably larger than the cars now operated here. It is the intention to operate the car throughout the winter season. It will be warmed by an electric stove.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 24 [Thursday, October 26, 1916], page 1, column 6

## New Auto Bus.

**A. Bjorkman** has placed an order for a **new automobile bus**. The new car will be enclosed and will resemble a regular street car in many particulars. It will have seats for twenty-two passengers and will be well heated. The car will come from the shops of the **General Motors company at Pontiac**, and will have a forty-horse-power engine. Rear and side entrances will be provided and the passenger will pay as he enters the car. The company expects to deliver the car in Iron Mountain about the first of December and Mr. Bjorkman expected to have no trouble in operating it during the winter months.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]



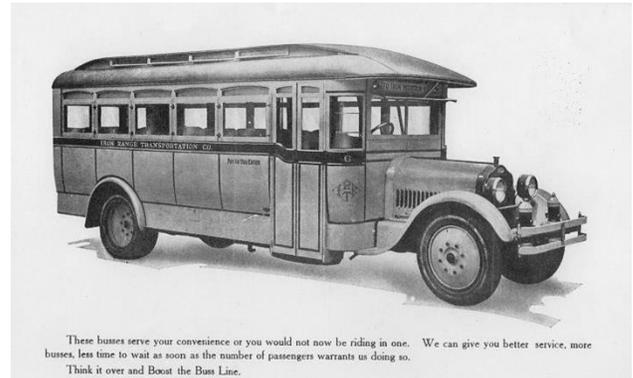
This jitney bus may be the General Motors Company model Andrew Bjorkman placed in operation on Saturday, January 27, 1917, in Iron Mountain. According to the lettering on the side, the bus traveled “To and from GRAND BLVD. via RIVER & CARPENTER AVE.” The ride cost five cents, payable upon entering the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

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

## Bjorkman’s New Jitney.

The new jitney bus which A. Bjorkman recently purchased of the **General Motor [sic – Motors] company**, was put in regular commission last Saturday. It is the only one of its kind in [the] upper peninsula. It is heated and lighted by electricity and can seat twenty-two persons. There are eight straps suspended in the center which will accomodate [sic – accommodate] sixteen persons in addition to the regular seating capacity. It has a covered top and can be closed during unfavorable weather. It is equipped with six electric bells,

conveniently located, and when anyone wants to get off all they have to do is to press one of the buttons. It is a pay-as-you-enter jitney, the money receptacles being on the sides. The new jitney is street-car-like in appearance. It is equipped with large air cushion tires. It will make the same route as last year.



This illustration of a bus labeled “IRON RANGE TRANSPORTATION CO.” on the side appeared in *The Iron Mountain News* in 1924. The information under the illustration reads: “These busses serve your convenience or you would not now be riding in one. We can give you better service, more busses, less time to wait as soon as the number of passengers warrants us doing so. Think it over and Boost the Buss Line.” [Hazel Dault]

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Wednesday, February 6, 1924], page 2, column 3

## NEW BUSES ARE RECEIVED HERE

\_\_\_\_\_

Were To Be Put In  
Service This Af-

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## ternoon

---

The two new busses ordered by the **Iron Range Transportation company** arrived here this morning and were scheduled to be put in operation this afternoon. While similar to those now in service, they have differently designed fenders and other new equipment, including a changed breaking arrangement.

Fifteen-minute local service and five-minute Ford plant service will not become effective until later in the week, it was announced. The two local busses are to be given a thorough overhauling before the augmented service is begun.

**The company now has a fleet of seven busses, four of which will be in local service, two just for the Ford plant shift runs and one used between Norway and Iron Mountain and to make plant trips.**

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_  
Year, Number \_\_\_\_\_ [Thursday,  
February 14, 1924], page 1, column 3

## INCREASE BUS SERVICE HERE

---

### Change in Schedule An- nounced Today by Company

---

Twenty-minute bus service in the city, with half hour service to **Breitung** and continuation of hour service to **Kingsford Heights** will be put into effect here tomorrow, it was announced this morning

by **George Jackson**, of the **Iron Range Transportation company**.

The increased service has necessitated [*sic – necessitated*] a slight revision in the schedule but it is believed that change will meet with favor. **Breitung** heretofore has had hour service but will now have two busses an hour. **Kingsford Heights** service remains the same while the schedule has been so arranged that there will be a bus on the **Iron Mountain** run every 20 minutes.

On the first regular trip in the morning a bus will leave Breitung at 7:10 o'clock. A bus to Kingsford Heights will leave the north side at 7:20 a.m. and a bus to Breitung will leave the north side at 7:40 a.m. The next bus to leave Breitung for the city will be at 8:10 a.m. and thereafter throughout the day busses will leave at 10 minutes after the hour and on the half hour, such as 9:10 and 9:30, 10:10 and 10:30. Busses will leave Kingsford Heights at 10 minutes to the hour, starting at 7:50 and thereafter at 8:50, 9:50 and so on. Busses will leave the north side terminal on the hour, 20 minutes after the hour and 20 minutes to the hour, such as 8 o'clock, 8:20 and 8:40. Busses will also be returning to the north side every 20 minutes.

The busses to Kingsford Heights will be those leaving the north side at 20 minutes after the hour, such as 7:20, 8:20 and 9:20. Busses to Breitung will be those leaving the north side on the hour and 20 minutes to the hour, such as 8 o'clock, 8:40, 9 o'clock and 9:40.

With the exception of the first hour's run in Breitung, when there will be only one bus, this schedule will obtain [*sic – remain*] throughout the day. In addition, special provisions will be made to take care of Ford plant shift trips, the first starting at 5:45 a.m., with 5-minute service until the shift change. Five-minute service will also be given at other shift changes.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

The company will employ three of its seven busses in the regular local run, one on the Norway-Iron Mountain run and use two for special trips and plant trips.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_  
Year, Number \_\_\_\_\_ [Monday, March 24, 1924], page 2, column 1

## BUS TAKEN OFF BREITUNG ROUTE

---

### Bad Roads Force Curtail- ment in Service By Company

---

Half hour bus service in **Breitung** will be discontinued tomorrow and only hourly service maintained until further notice, it was announced today by **George Jackson**, manager of the **Iron Range Transportation company**.

Almost impassable roads, caused by the heavy thaw during the last few days, is responsible for the curtailment in service, Jackson said. The new busses are too heavy and become mired in the soft mud, this settling, having in one or two instances torn the doors off the machines.

Hourly service will be maintained with one of the old busses, which are open and much higher. The bus to be discontinued temporarily is the one leaving Breitung at 10 minutes past the hour and 20 minutes to the hour. This also means that there will be only two busses an hour in Iron Mountain.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_

Year, Number \_\_\_\_\_ [Thursday, April 17, 1924], page 1, column 8

## WOULD PURCHASE RANGE BUS LINE

---

### “Outside Interests” Nego- tiate for Transporta- tion Company

---

Reports that negotiations have been in progress for the purchase of the **Iron Mountain Transportation company's bus lines** here were given confirmation today by **George Jackson**, manager. He indicated, however, that there was some question whether the negotiations would develop into a sale. *[need to finish copying this article]*

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_  
Year, Number \_\_\_\_\_ [Wednesday, May 7, 1924], page 2, columns 6-7

## SALE OF EAGLES' HALL IS CLOSED

---

### Price Said to Be \$10,000; Negotiate For Trans- portation Line

---

The purchase of the Eagles' hall building, located in the 200 block in *[sic – on]* West Brown street, was announced today by **George Jacksin [sic – Jackson]**, manager of the **Iron Range Transportation company**. The price paid

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

for the property was declared to be \$10,000. Negotiations for the purchase had been in progress for several weeks.

With the announcement came confirmation by Jacksin [*sic* – Jackson] of reports that a group of Houghton men sought to acquire the bus lines operated here by the Iron Range company. Jacksin [*sic* – Jackson] stated today that at present plans called for the remodeling of the newly acquired building as a public garage. The offices of the bus line would not be located in it, nor would a waiting station, according to present plans, he said. Jacksin [*sic* – Jackson] admitted that in [*the*] event the negotiations for the sale of the bus line are not concluded the building would be used as a bus station and as headquarters for the transportation company.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 26 [Saturday, May 10, 1924], page 1, column 5

## CLOSE DEAL TO BUY BUS LINE

---

### Sale of Iron Range Transportation Company Announced Today

---

Sale of the **Iron Range Transportation company**, which operates the **local and Norway-Iron Mountain bus line**, was announced today. Negotiations were completed late yesterday afternoon, when the new owners took control.

The price was not made public but it was understood to be a high figure. The company has been purchased by several individuals represented by **William D.**

**Cochran** and **Fred W. Burritt**, both of **Houghton** and the principal stockholders.

Cochran has been connected with the **White Motor company** for some time. The transportation company's busses are of that make. He will move to Iron Mountain and take direct charge of the firm, it was said.

Mr. Burritt, who was in the city today, said that the company, which will retain the present name, plans to give the city complete and efficient transportation service. It now has seven busses and orders will be placed for four more.

**George Davich** and **George Jacksin**, former owners of the transportation company, are financially interested in the recent purchase of the **Eagles' hall building**, which may be turned into a garage. Their plans, however, are not yet definite.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 302 [Monday, April 6, 1925], page 3, column 2

## RAILROADS ARE HIT BY BUSES

---

### Traffic Here Diminishes As Motors Resume Operation

---

Railroad business this spring has decreased since the inter-city bus lines resumed operation, according to reports at the depots. Traffic on passenger trains has been less than during any other similar period in some time.

At the North Western depot yesterday morning only a few tickets were sold to northbound passengers. One of the busses

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

to Crystal Falls and Iron River was taxed to capacity.

This winter as many as 35 tickets were sold to persons going to Menominee and Escanaba but that figure has now been cut considerably.

The slump in business is also attributed to the fact that many traveling salesmen are using their own cars and others have also taken their machines out of winter storage.

Busses throughout the upper peninsula have cut in considerably on railroad traffic, especially in districts having a number of small towns and cities.

In most cases, fares charged by bus lines are lower than those collected by the railroads. This plays an important part in the downward path of railroad business during the spring, summer and fall months.

Considerable money is being invested in bus lines. The new motor bus put into operation recently by the Iron River Transportation company, which operates a line between Iron Mountain and Ironwood, cost \$12,000.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 19 [Saturday, May 2, 1925], page 3, column 1

## STARTS BUS RUN TO GREEN BAY

---

### Transportation Company Makes Extension In Service

---

**Direct bus service between Green Bay and Iron Mountain** will be started Monday by the **Iron River Transportation company**, it was announced today.

The company now operates a **line between Iron River and Iron Mountain** and will extend its service. Two round trips daily will be made to **Green Bay**, the busses leaving here at 8:45 a.m. and 3:15 p.m.

The short route by way of **Niagara** will be used. This will take in **Wausaukee** and **Pembine**. A **Fageol safety coach** will be operated on the Green Bay run.

The new schedule has made necessary a revision in the schedule of the Iron River bus, which will leave here daily at 11 a.m. and 6 p.m.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 24 [Friday, May 8, 1925], page 2, column 4

## Change Schedule Of Iron River Bus

---

Changes in the schedule of the bus line operated by the **Iron River Transportation company** were announced today by **Joseph Schubat**, manager. The changes, which are effective at once, are as follows:

The bus to **Iron River** from **Iron Mountain** will leave here at 8 a.m., 12:45 p.m. and at 5 p.m. The 12:45 run will make connections with the **Ironwood** bus at Iron River.

On the trip to Iron Mountain, the bus will leave Iron River at 7 a.m., 1 p.m. and 4:30 p.m.

Only one round trip will be made daily between **Iron Mountain** and **Green Bay**. The bus will leave Iron Mountain at 7:30 a.m., arriving at Green Bay four hours later. The bus from Green Bay to Iron Mountain will leave there at 3:30 p.m., arriving here at 7:30 p.m.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## FIRE TRUCKS

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 45 [Thursday, March 25, 1915], page 1, column 2*

### ANENT AUTO FIRE TRUCKS.

---

#### Cost of Maintenance Compared With Fire Team Service.

A committee composed of George L. Woodworth, David M. Youngs and Michael Sullivan, named at a recent meeting of Iron River citizens to investigate the wisdom of purchasing an auto truck, have reported adverse to the proposition. The committee estimates that the cost of operating the truck would be approximately \$100 per month in excess of maintaining the present team outfit. The yearly cost of the team outfit, Iron River having no paid firemen, is placed at \$560.27 and that of the auto truck at \$1,765, a difference of \$1,204.73 the year. In conclusion the report says:

“The members of this committee have had the opportunity of riding on the Crystal Falls fire truck, and while we believe that it might be advisable to purchase an auto truck to use in connection with the team outfit, we believe that this truck would not operate with certainty through the heavy snows, which belief is corroborated by the experience of the Ironwood fire department, and it would not, therefore, be safe to discard our present team outfit and depend solely on an auto truck, and that for the present it would be much better, everything considered, for this village to get along with their present team.”

If difficulty is experienced in operating an auto truck at Ironwood, a comparatively level town, in the winter time, it is not probably [*sic – probable*] that a truck could navigate our hills. It would not, in the opinion of very many citizens, be wise for Iron Mountain to invest a matter of \$6,000 or \$7,000 in an auto truck that might require one or more teams to haul it to a fire in the hill districts. Go slow!

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

#### New Fire Truck.

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

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## EARLY AUTOMOBILE GARAGES AND SERVICE STATIONS

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 45 [Thursday, April 1, 1909], page 1, column 4

### Local Garage.

**Charles Rauer**, an expert machinist, has removed to this city from **Norway** and opened a garage in the building known as the **Princess Store**, direct [*sic - directly*] north of the **office of the Oliver Iron Mining company**. Mr. R. has had much experience in the repairing of various makes of automobiles and he promises prompt service and reasonable prices. He also intends keeping in stock a line of supplies for such cars as are owned on the range. Give him your patronage.

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

### New Business Firm.

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

and wood, will remain in the service of the firm. Mr. Corning is a machinist and has had experience in the best shops hereabouts as well as in the construction of automobiles.

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

## GAS STATIONS ARE FLOURISHING HERE

---

### Large Number But All Are Thriving Upon Heavy Traffic

---

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

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

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

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

**Crystal Falls, Iron River, Ironwood, Escanaba, Channing, Witch Lake[.]**

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

**Sagola, Humboldt, Champion and Republic**, *[sic]* are represented, as well as the city and villages of **Iron Mountain**.

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

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

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

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

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

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

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

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

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

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

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

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



The **Triangle Filling Station**, located at the southwest corner of **Carpenter Avenue** and **Cass Avenue** in Kingsford's Ford Addition, opened just before Christmas, 1925. Owned by **Edward S. “Ted” Kingsford** and **James Stillwell**, the station's exterior was built in the Tudor or Old English architectural style and was quite unique. Many early gasoline pumps, such as the three pictured here, had a calibrated glass cylinder on top. The desired quantity of fuel was pumped up into the cylinder as indicated by the calibration by an attendant, using the lever near the base of the pump. Then the pumping was stopped and the gasoline was let out into the customer's

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

tank by gravity. The men in the photograph are Tracy Wales (left) and Jimmy Thomas (right). Houses along the south side of lower Cass Avenue can be seen at the right. *[Menominee Range Historical Museum]*

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 215 [Tuesday, December 22, 1925], page 6, column 3

## NEW TRIANGLE OIL STATION IS UNIQUE PLACE

---

Modelled *[sic]* After Old English  
Style of Archi-  
tecture

---

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

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

Entrance to the station is ob- Cass avenues, and three attendants tained *[sic – repetition of line – is obtained]* either from Carpenter or Cass avenues, and three attendants will be employed to handle the service.

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

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

## AUTOMOBILE LAWS

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 6 [Thursday, July 1, 1909], page 1, column 2

### NEW AUTOMOBILE LAWS.

---

**Every Driver of a Machine Must  
Have a License; Other Wrinkles.**

Drivers of automobiles must comply with the state law regarding licenses. It is said only a few owners of machines have complied with the law, being ignorant of its provisions. After ample time is allowed for securing licenses the authorities will get busy.

The law provides for three registrations. The driver must secure a license, the machine must be officially numbered and another registration is required when it comes from the manufacturer. According to the interpretation of the law as given by the authorities, no members of the owner's family can drive a machine without a license. The licenses cost \$1 and run as long as the machine is used. When a new machine is purchased[,] new licenses must be taken out.

The state law limits the speed to eight miles an hour in the business district, fifteen miles in residence sections and twenty-five miles in the country. Any officer can make

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

an arrest, but there is provision for the deposit of a fine with the officer, who shall give a receipt, so the driver may continue his journey if necessary.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 5 [Thursday, June 17, 1915], page 3, column 2*

## **AUTOMOBILE OWNERS AND DRIVERS PLEASE TAKE NOTICE.**

---

Considerable complaint is being made to the Police Department by people living in the residence district of the city on account of the **use of muffler cut-outs by automobile owners and drivers** at all hours of the day and night. An ordinance prohibiting entirely the use of muffler cut-outs in the city has been in force for many months, and unless this is strictly adhered to in the future, arrests for violating the same will surely follow.

**JOHN ANDREWS, SR.**  
**Chief of Police.**

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 10 [Thursday, July 22, 1915], page 1, column 5*

## **Automobile Assault.**

**One who runs into and injures another while driving an automobile in a careless and reckless manner upon the public highway can be properly charged with assault and battery.** That in substance is an opinion rendered this morning by **Attorney-General Fellows** in a **Mecosta county case**. Mr. Fellows holds that, even if there was no intention of wrong

doing, as long as the accident occurred as a result of either malice or wanton negligence or recklessness, a charge of assault and battery may be made to stick.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 12 [Thursday, July 1, 1915], page 1, column 4*

## **AUTO LAW A DELUSION.**

---

### **Removes Much Personal Property from the City Tax Rolls.**

The new state automobile tax law, which is soon to become operative, is a good deal of a delusion. According to a state statistician, the average tax on automobiles under the new system will be \$12.00. Half of the tax goes into the state highway fund and half into the county roads fund. Dickinson county, estimated by County Engineer Carpenter, has about 300 automobiles. Taxed under the new law the owners will pay \$3,600, half of which goes into the county road fund. Under the old law the cars were assessed as personal property in the city or township where owned. The average valuation was \$400 the car, and the average assessed tax rate in the county is about three per cent. The law means the removal of about \$120,000 from the personal tax rolls of the county. It is estimated that from 175 to 200 automobiles are owned in Iron Mountain, so our city will sustain a very material income loss and the money will go into a county fund no portion of which can be expended within the city limits. It does not look like a square deal. Other cities are complaining, and no doubt an effort will be made to

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

repeal the law at the next session of the legislature.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 2 [Thursday, May 25, 1916], page 1, column 4

## Money for Roads.

The ruling of the supreme court declaring the **auto tax law valid** opens the way for the construction of hundreds of miles of good roads which have been in process of planning ever since the money for the auto tags began to roll into the office of the secretary of state last December. It is estimated that the total amount received was as high as \$2,000,000, although it is figured that this is high and that the total will be nearer a million and three quarters. The first money to be paid out of the highway fund will be for the payment of finishing roads started last fall and finished this spring. Dickinson county will receive \$1,986.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Thursday, January 17, 1924], page 6, column 3

## MUST HAVE NEW LICENSE PLATES

---

### Police Chief Orders Officers to Arrest Delinquent Motor Owners

---

Orders have been issued to members of the police department by **Chief Pesavento**

to **place under arrest any persons driving motor cars which have not been equipped with 1924 license plates**, it was stated today. Thus far no arrests for failure to procure new plates have been reported.

The period of grace granted owners of machines who did not obtain their new licenses before January 1 was extended until January 15 by official action by state authorities at Lansing. That period expired at midnight Tuesday.

“All police officers have been instructed to arrest any and all drivers who are using machines not equipped with new plates,” declared the chief of police today. “We intend to see that this order is enforced.”

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 28 [Wednesday, May 13, 1925], page 1, column 3

## NEW CHANGES IN TRAFFIC RULES

---

### Motorists Get Four Days To Learn Regulations

---

New traffic regulations designed to eliminate congestion at points where it is now great were announced today by **Chief of Police Frank Smole**.

Four days will be allowed motorists to become acquainted with the new regulations, the chief declared. Beginning Monday however, officers will be instructed to make arrests for violations.

**Parking on East A street between Stephenson avenue and Iron Mountain street will hereafter be at an angle of 30 degrees. Cars are to be parked 30 feet**

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

from a corner and 20 feet from a fire hydrant.

No parking will be allowed on the short stretches between the Chicago & NorthWestern railroad tracks and Stephenson avenue.

Neither will parking be allowed on the south side of East B street between Merritt and Stephenson avenues.

No parking is to be permitted on any street less than 30 feet from the corner and 20 feet from a fire hydrant.

To eliminate congestion at B street and Stephenson avenue, which is possibly the busiest corner in the city, no north bound traffic will be permitted to enter Stephenson avenue from River avenue, which is one of the five outlets at the corner. South bound traffic, or that passing from Stephenson avenue on to River avenue, will be permitted but north bound vehicles will be forced to detour by way of East C street to Stephenson avenue.

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

## GIVES WARNING ON AUTO LIGHTS

---

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

---

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

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

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

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

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 42 [Friday, May 29, 1925], page 6, columns 3-4

## TROOPERS AFTER DRUNKEN DRIVERS

---

**Will Aid City and County Authorities in Their Campaign**

---

The **Michigan state police** have joined hands with city and county officers in a **war on drunken automobile drivers.** It is now a new war, but the old one continued with new determination to keep the highways free from motorists who imperil the lives of others by mixing moonshine with their gasoline.

Throughout Michigan this spring local police began to deal severely with persons caught "staggering" along the road in their cars. Arrests were followed by heavy fines and, in many cases, jail sentences. Judges now have an added weapon to use on the drunken driver. Under the amended motor

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

vehicle law, they may revoke his operator's license. That penalty already has been imposed in a few cases.

## **Probe All Accidents.**

**Captain Archie Downing**, commanding the upper peninsula detachment of state police, with headquarters in **Negaunee**, is complying to the letter with instructions from Lansing to put special effort into the drunken driver campaign. The state police are under orders to make a thorough investigation of every automobile accident which comes to their attention. The object of their probes will be to ascertain the real cause of every accident on the theory that a large percentage of them are traceable to booze.

When it is learned that an intoxicated driver is responsible for an accident, the state police will cause the arrest and prosecution of that driver, no matter what the results of the accident might be, Captain Downing said. Sometimes, he pointed out, the drunken driver's car is wrecked and the driver is laid up with injuries. He is apt to think that he has had misfortune enough, but he will not escape arrest, the officer declared.

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

## **USE DIMMERS, OFFICER WARNS**

---

**Arrests Will Start To-  
night, Motor Cop  
Declares**

---

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

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

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

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 180 [Tuesday, November 10, 1925], page 3, column 3

## **One Headlight Drivers Sought**

---

The practice by motorists of operating their cars with only one headlight in the **village of Kingsford** has led village authorities to make an investigation.

**Roger Wood**, motorcycle officer of the village, has been instructed to arrest all drivers who deliberately violate the state law which provides that each automobile shall be operated with two headlights after darkness.

Several motorists were notified last night and a duplication of the offense will result in their arrest, it was stated today. Driving on the streets with only one headlight is extremely hazardous as an approaching

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

driver becomes confused as to which light is not operating.

## AUTOMOBILE TRAFFIC AND TRAFFIC LAW OFFENDERS

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 15 [Thursday, August 26, 1915], page 1, column 6

### **A Busy Highway.**

County Engineer Carpenter had the traffic census taken at **Twin Falls** last Sunday. Four hundred and fifty-seven automobiles and forty horse-drawn vehicles passed over the road between 7:00 o'clock a.m. and 9:00 o'clock p.m.

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

## **MOVEMENT OF TRAFFIC HEAVY**

---

**More Than 8,000 Vehicles  
Passed B street corner  
Yesterday**

---

**More than 8,000 vehicles of all  
varieties – baby carriages included –**

**moved up and down Stephenson avenue during the 12-hour period from 8 a.m. to 8 p.m., yesterday[,] according to figures kept at the P.H. Davis Tailoring company offices in the Cordy building.**

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

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

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

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 26 [Monday, May 11, 1925], page 2, column 2

## **TWO SPEEDERS TAKEN IN CHASE**

---

**Under-Sheriff Started Af-  
ter One; Others Ap-  
pear in Court**

---

Breathes there a man with soul so dead  
Who never to a cop has said,  
When past the limit he has spend *[sic –  
sped]*  
“Why dontcha pinch that guy ahead.”

---

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

This poem is written with apologies to **Edward Everett Hale** but hews to the line in an unusual manner in that “the guy ahead[“] was pinched this time. **Under-sheriff Lloyd Cleveland** wasn’t taking any chances on having the tale told him again when he started after a speeder on Saturday and picked up two of them during the course of the chase. **Henry S. Korppi** and **Joseph Rouleau** were the offenders and both paid the usual \$5 and costs when they appeared before Justice Spencer. They were caught near the Ford store on Carpenter avenue, Two more speeders are to appear late this afternoon.

## Three Are Released

**Tony Marisse** and **A. Mitchell** were released upon payment of costs on charges of **driving with one license plate**. Both had lost plates and duplicates have been ordered. **Henry Alworden**, arrested on charges of **assault and [sic – assault and] battery** upon complaint made by his wife, was also released on paying the costs and promising to behave himself.

**John Jung**, south side taxi driver, was released on bonds of \$100 furnished by **Thorwald Bloomquist** and **John Supchack**, on charges of **driving his car while intoxicated**. The complaint was made by a passenger whom Jung was driving back from **Niagara**. No date for trial has been set.

In **Justice Anderson’s court** the usual number of **week-end drunks** appeared, four paying \$5 and costs. **Robert Lausher**, **C. LaFavor**, **J. Smus** and **Archie Dufresne** were the violators but Dufresne was the only one to appear this morning, the others being reased *[sic – released]* on \$10 bond, which was forfeited. Dufresne paid.

**Mike Preist** *[sic]* was remanded to the county jail for 30 days on failure to meet his **fine of \$100 for driving a car while under the influence of liquor**. Preist was

arrested by **Officer Bennett** following an automobile accident on **Milwaukee avenue**. He drove into a car belonging to **J. LeVasser** which was parked alongside the curbing. Damage to the Vasser *[sic – LeVasser]* car amounted to \$10.

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

## TAKE THIRTEEN IN SPEED NET

---

### Fines Come Thick And Fast in Round-up By Officers

---

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

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

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

**Lloyd Cleveland** took **James Streeter**, **Joseph Berton**, **Henry Shaw**, **Ralph**

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

Phillion, Edward Johnson and Leo Thebeault all into camp, each paying \$5 and costs on charges of speeding.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 42 [Friday, May 29, 1925], page 2, column 3

## MORE SPEEDERS PAY THE PIPER

---

### Four Brought and Pay Fines; Anderson Has One Customer

---

Justice Anderson had only one customer today. Boyle DuFresne, who was committed to the county jail for five days on a charge of being drunk and disorderly.

Mrs. Herbert Jasperson forfeited bonds of \$15 when she failed to appear in court to face charges of being disorderly. The complaint was made by three officers.

In Justice Spencer's court four speeders appeared, Elmer Cunningham, Romeo Dault, and John Burbach each paying \$5, while Barney Berghuis was assessed a fine of \$10, as it was his second offense. All of the arrests were made by Under Sheriff Lloyd Cleveland.

## EARLY AUTOMOBILE TRAVEL EXCURSIONS

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 9 [Thursday, July 18, 1907], page 1, column 3

### Auto Tour.

Dr. J.A. Crowell, accompanied by his son Bonnie and Ward and Harold Davidson, left here for Oconomowoc, Wis., in his automobile at six o'clock last Tuesday morning. The party arrived at Appleton at eight o'clock the same evening. The distance is 150 miles. Quick time, that.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 13 [Thursday, August 22, 1907], page 4, column 1

John Marsch arrived here from Cleveland last Monday evening in his handsome Pierce-Arrow touring car. The actual running time from Cleveland to Iron Mountain was less than thirty-six hours. The car is the largest ever seen here. It has a fifty horse-power motor, can carry nine passengers and run a mile a minute on ordinary roads.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 15 [Thursday, August 29, 1907], page 1, column 5

### Autos to Parade.

One of the features of the Menominee county fair next month, [sic] will be an automobile parade in which several hundred automobiles from nearly every city in the upper peninsula and northeastern Wisconsin will take part. Menominee and

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

**Marinette** have already entered over 100 machines, while a large number will come from **Escanaba, Iron Mountain, Ishpeming** and **Marquette**.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 7 [Thursday, July 9, 1908], page 1, column 4

## Powerful Auto.

**Banker Corcoran**, of **Crystal Falls**, passed through here last Thursday with his new **Thomas touring automobile**. It is the largest car on the range. It carries eight passengers and has sixty horse power engines. It is the first auto owned at the Iron county capital.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 19 [Thursday, October 1, 1908], page 8, column 2

## PERSONAL MENTION

---

**Henry Ford**, manufacture [sic – manufacturer] of the automobile bearing that name, arrived in the city from Detroit last Saturday [September 26, 1908]. **The trip from Detroit to Iron Mountain was made in one of the latest 1909 machines. Mr. Ford was accompanied by two of his experts and the run was made for the purpose of giving the machine a thorough test.** He spent the week in the **Witch Lake district** with **E.G. Kingsford**.

*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.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 7 [Thursday, July 7, 1910], page 1, column 4

## Auto Excursion.

**Max Kurz** arrived here last Tuesday from **Chicago** in his **handsome new touring car**. He was accompanied on the trip by his brother, **Attorney Adolph Kurz**, and Misses **Rena Neuberger** and **Louise Levy**, of **Chicago**. **Mr. and Mrs. M. Kurz** accompanied the party from **Escanaba**. The party left Chicago last Saturday afternoon at four o'clock and made the run to **Milwaukee**, spending the night in that city. **Marinette** was reached Sunday night and **Escanaba** on Monday noon, arriving here Tuesday in time for dinner.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 15 [Thursday, September 1, 1910], page 8, column 3

## Pleasant Outing.

Mesdames Grass, Krier, Storeman, Loafy, Stermmitz, Clements and Tremontin went to Faithorn last Sunday to visit Mr. and Mrs. Peter LaCroix. Mr. LaCroix met them at the depot with his new automobile and took them out to the farm, where a very pleasant time was enjoyed. Mr. and Mrs. LaCroix are royal entertainers and anyone visiting their farm can depend on a cordial reception. **Whenever the auto is out of commission a mule team and farm wagon takes the place.**

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 17 [Thursday, September 15, 1910], page 1, column 2

## Popular Drive.

Automobiles owned by **Capt. William H. Johnston** and **E.R. Nelson**, of Ishpeming, and **Supt. Thompson**, of Champion, made the run from the Marquette range to this city over the new inter-county highway last Saturday, returning in the evening. Next Saturday, it is announced, eight or ten **Ishpeming and Negaunee cars** will make the run. Saturday will be spent in **Iron Mountain** and Sunday at **Crystal Falls** and **Iron River**. The run is a beautiful one and is destined to become very popular with the people of the two ranges.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 21 [Thursday, October 13, 1910], page 1, column 2

## Long Auto Trip.

**Mr. and Mrs. P.G. Teeple**, of Marquette[,] and **Mr. and Mrs. M.A. Doty**, of Munising, passed through the city last Tuesday on their return to Marquette, after having completed an **automobile trip through Lower Michigan, Indiana, Illinois and Wisconsin**, the entire distance traveled by motor car being 1,600 miles. The trip was made in Mr. Doty's **Buick car**, and the party started from **Mackinaw City** two weeks ago. The car was shipped by water from Marquette to Mackinaw city [sic – City] and the return trip was made via Chicago.

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

## Record Car Run To Hibbing, Minn.

---

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

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## MENOMINEE RANGE AUTOMOBILE CLUB

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 8 [Thursday, July 11, 1907], page 1, column 3*

### **Auto Association.**

A meeting was held at the parlors of the **Iron Mountain club** last Saturday for the purpose of taking steps to organize an **automobile association**. **Richard C. Flannigan**, of **Norway**, presided and **Elmer Jones** acted as secretary. It was voted to organize and the secretary was instructed to correspond with the state association relative to constitution and by-laws. It is the intention of the local association to affiliate with both the national and state organizations. The meeting was attended by nineteen owners of automobiles.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 15 [Thursday, August 29, 1907], page 1, column 5*

### **Auto Club.**

At a meeting of owners of automobiles held in **Norway** last Thursday the **Menominee Range Automobile club** was organized with about twenty members. The officers of the club are as follows: President, **Richard C. Flannigan**, of **Norway**; vice-president, **Otto C. Davidson**, of **Iron Mountain**; secretary, **Elmer W.**

**Jones**, of **Iron Mountain**; treasurer, **Dr. Edward P. Lockart**, of **Norway**. **Frank A. Janson**, of **Norway**, with the above-named officers, comprise [sic – comprises] the board of directors. The club will affiliate with the national and state automobile organizations.

## EARLY AUTOMOBILE CONTESTS AND RACES

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 15 [Thursday, August 29, 1907], page 1, column 5*

### **TO CLIMB BIG HILL**

---

### **ANNUAL CONTESTS OF MENOMINEE RANGE AUTOMOBILE CLUB.**

---

### **Will Be Held on Pewabic Hill Next Monday – Four Cup Contests – Large Field of Contestants.**

The first annual hill climbing contest under the auspices of the **Menominee Range Automobile Club**, [sic] will be held on the **Pewabic Hill, Iron Mountain**, on Monday next.

The club contest committee, through its chairman, **Dr. E.P. Lockart**, has given out the following regulations:

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

The contest will run in four parts – the first to comprise automobiles of twelve horse power or under; the second, two-cylinder automobiles above twelve horse power; the third, four-cylinder automobiles of thirty horse power or under, and the fourth to comprise all automobiles, steam or gasoline, regardless of horse power.

Cars running in the first, second or third event may also be entered in the fourth.

A rolling start will be allowed and cars may be run stripped, and with or without muffler, at the election of the owner, and may be driven by the owner or by any person designated by the owner.

Each event will be run in order above mentioned.

The first car will be run up the hill at two p.m., sharp, and the others will follow as soon as, but not before, its predecessor has passed over the finish line at the top. All cars[,] after passing the finish line, will shut off their power and remain on the hill until allowed to run down by the committee's representative who will have that feature in charge. This regulation is deemed advisable in order to prevent all possibility of collision on the hill.

The hill, which is approximately one mile in length, is of hard, smooth macadam, and is free from dangerous curves. A plat of the hill with grades marked on it may be seen at the garage.

A suitable engraved cup will be awarded the winning car in each of the four events.

Provision has been made for storing outside cars in Iron Mountain.

About fifteen cars have already entered the contest, and a number of others are expected from **Menominee**, **Marinette**, **Escanaba** and other places.

The contest committee is composed of **E.P. Lockart**, **E.W. Jones** and **Frank Armsrtong** [*sic – Armstrong*].



This postcard view documents the first annual hill climbing contest sponsored by the Menominee Range Automobile Club on September 2, 1907. The course was up East B Street from Stephenson Avenue to Superintendent Elwin F. Brown's house at the Pewabic Mine. Buildings visible on the east side of South Stephenson Avenue east of the B Street intersection, Iron Mountain, included 601, John Niklas, merchant tailor; 603, Moy A. Lon, laundry; 615, George Hoyle, painter and paper hanger (occupying the former shop of A. Richter, cigar manufacturer, and A. Swanson); and 619, Charles Gunnarson, furniture dealer. [*William J. Cummings Photo*]

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 16 [Thursday, September 5, 1907], page 1, column 3

## AUTOMOBILE CONTESTS

### Splendid Time Made by the Davidson and Crowell Machines.

The first annual hill-climbing contests of the Menominee Range automobile club were held on **Pewabic** hill last Monday

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

afternoon. The races were exciting and were viewed by several thousand people.

Machines were here from **Escanaba, Green Bay, Menominee, Marinette, Norway, Vulcan** and **Sagola**.

The first contest, for **runabouts**, was won by **Armstrong**, of **Vulcan, Rauer**, of **Norway**, second. The time of the winner was three minutes and one and a half seconds. Rauer's time was three minutes and thirty-nine seconds.

In the **two-cylinder car contest**, there were seven entries, and was won by **Hellberg**, of **Norway**. The time of the several machines follows:

**Bjorkman** – 1 min. 58 seconds.

**Janson** – 3m. 33.2 seconds.

**John Flanagan** - 2m. 16.4 seconds.

**Eisele** – 2m. 24.5 seconds.

**Dr. B.W. Jones** – 2m. 23 seconds.

**Hellberg** – 1m. 56.7 seconds.

**Dr. Lockart** – 2m. 40.6 seconds.

In the **four-cylinder car contest** there were three entries, and it was won by **Bonnie Crowell**. The time follows:

**Crowell** – 1m. 49.7 seconds.

**Davidson** – 1m. 56.4 seconds.

**Fish** – 2m. 38 seconds.

The **free-for-all** was the most exciting of all the contests and was won by the car captained by **Ward Davidson** by the faction of a second, **Bonnie Crowell** being second. Following we give entries and time:

**Davidson** – 1m. 43 seconds.

**Crowell** – 1m. 43.4 seconds.

**Bjorkman** – 1 m. 58 seconds.

**Lockart** – 2m. 40.2 seconds.

**Hellberg** – 2m. 6.4 seconds.

**Oliver** – 2m. 34 seconds.

The course was from **Stephenson avenue to the home of E.F. Brown**. The distance is approximately 5,000 feet and the raise of the hill 257 feet. When we consider these figures it will be seen that the speed of the Crowell and Davidson

machines was remarkable. Both machines were operated by boys less than seventeen years of age.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 10 [Thursday, July 29, 1909], page 1, column 6

## A MATTER OF SPELLING

### Name the Owner of Fastest Auto Car in the County of Dickinson.

**Attorney Flannigan**, of **Norway**, is diplomatic – always. In the matter of the speed of his latest automobile investment he refused to meet the issue when informed that **Road Commissioner Flanagan** was steadfast in the opinion that his new **Overland** could “circle” any machine in the county. He did, however, authorize The Press to say that “Flannigan owned the fastest automobile in Dickinson county,” but declined to commit himself as to the proper way to spell the name of the owner! The Press can say that, in a **recent test on the Quinnesec road**, Attorney Flannigan's car attained a speed of seventy-three miles an hour. That's going some – some thirty-three miles an hour faster than The Press man cares to ride over a rock road in an automobile or any other transportation machine. And Richard would have us believe that **Rev. Father Joisten** enjoyed the ride!

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 19 [Thursday, September 30, 1909], page 1, column 6

### A PECULIAR ACCIDENT.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

---

## Tow-Line Between Autos Snaps and Hits Mr. Brackett in the Eye.

Attorney Anthony F. Brackett, of Norway, was the victim of a peculiar accident in this city last Friday afternoon in which he lost the sight of his left eye.

Mr. Brackett was in the rear seat of Dr. Crowell's automobile which was engaged in towing the machine of R.C. Flannigan. The Flannigan machine had met with an accident in the race around the county. The tow-line suddenly parted and the end struck Mr. Brackett in the eye with such force as to break his glasses and split the eye-ball [*sic – eyeball*].

Dr. Wright, the specialist, who was in the city on one of his regular visitations, was hastily summoned and examined the eye. Although Dr. Wright was confident that the eye would not be saved, it was deemed advisable to take Mr. Brackett to Chicago for consultation, and he left the same evening, accompanied by Dr. Wright. The Chicago specialists advised the immediate removal of the eye before complications resulted.

Dr. Wright and Mr. Brackett returned last Sunday morning to Menominee, where the operation was successful [*sic – successfully*] performed. Mr. Brackett will remain in the hospital for a week or ten days.

Mr. Brackett is assured of the warm sympathy of a wide circle of friends in his misfortune.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 19 [Thursday, September 30, 1909], page 1, column 6

## Automobile Contests.

One of the interesting features in connection with the fair was the automobile contests. In the tour around the county, Dr. Lockart was the winner, his machine having a perfect score. The hill-climbing contest was won by a wide margin by Arthur Jones, son of John T. Jones, of this city, in his Ford. The course selected was the Vulcan hill and the distance was about a quarter of a mile. Arthur Jones made the run in forty seconds flat. His nearest rival was the big car driven by Frank Armstrong, of Vulcan, time 41 ½ seconds. E.W. Jones, of Iron Mountain, was third, time 42 ½ seconds. The victory of Arthur Jones was a decidedly popular one. The little fellow handled his machine in a masterful manner.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 45 [Thursday, March 25, 1915], page 1, column 2

## Maxells Won.

John Obermeyer, representative of the Maxwell car, has received the following telegram from the Maxwell Motor company advising him of the result of the Western Auto Classic and the victory for the Maxwell cars at Venice, California. The telegram follows: "Maxwell wins first and second in the 300 mile Western Auto Classic race at Venice, California, to-day [*sic – today*], defeating practically the same field participating in the recent Grand Prix and Vanderbilt cup races. Master Driver Barney Oldfield drove the winning Maxwell without stopping or changing gears during the entire race. "Sure Finish" Billy Carlser drove the second winning Maxwell stopping only 7 seconds for oil. Oldfield averaged 71 miles an hour, which was

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

faster than both the Grand Prix and Vanderbilt races. **Ruckskell** in a **Mercer** was third.”

## AUTOMOBILE- RELATED ACCIDENTS

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 19 [Thursday, September 30, 1909], page 1, column 6*

### A PECULIAR ACCIDENT.

---

#### Tow-Line Between Autos Snaps and Hits Mr. Brackett in the Eye.

**Attorney Anthony F. Brackett**, of **Norway**, was the victim of a peculiar accident in this city last Friday afternoon in which he lost the sight of his left eye.

Mr. Brackett was in the rear seat of **Dr. Crowell's automobile** which was engaged in towing the machine of **R.C. Flannigan**. The Flannigan machine had met with an accident in the **race around the county**. The tow-line suddenly parted and the end struck Mr. Brackett in the eye with such force as to break his glasses and split the eye-ball [*sic – eyeball*].

**Dr. Wright**, the specialist, who was in the city on one of his regular visitations, was hastily summoned and examined the eye. Although Dr. Wright was confident that the eye would not be saved, it was deemed advisable to take Mr. Brackett to **Chicago** for consultation, and he left the same evening, accompanied by Dr. Wright. The Chicago specialists advised the

immediate removal of the eye before complications resulted.

Dr. Wright and Mr. Brackett returned last Sunday morning to **Menominee**, where the operation was successful [*sic – successfully*] performed. Mr. Brackett will remain in the hospital for a week or ten days.

Mr. Brackett is assured of the warm sympathy of a wide circle of friends in his misfortune.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 52 [Thursday, May 19, 1910], page 1, column 5*

### Had a Close Call.

While trying to make the curve near the cemetery, reports an **Eagle River (Keweenaw county)** correspondent, an automobile occupied by **James MacNaughton** and **Dr. and Mrs. Mills**, of **Calumet**, left the road, jumped the deep ditch on the west side, ran into a fair-sized birch tree, which it tore up by the roots, knocked three or four stumps out of its path, and was brought to a stop some two hundred feet from the point where it left the highway. The occupants, while pretty well shaken up, were uninjured, which seems to have been marvelous, as a ride with a runaway horse over a *coruoy* [*sic – corduroy*] road, [*sic*] would have been an easy one in comparison. The steering gear refused to work, so the machine kept straight ahead until it was brought to a stop. Luckily there was no rig or automobile on the road or some fatalities would undoubtedly have resulted.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15,*

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

Number 5 [Thursday, June 23, 1910],  
page 5, column 3

## NORWAY NEWS NUGGETS

**Dr. E.P. Swift's Brush runabout** was wrecked last Wednesday morning in a **collision with a North-Western freight car at Curry crossing**. The **chauffeur** and **O.H. Peterson** were in the auto. As they reached the crossing, the train crew was making a drop of some freight cars into a siding. When the engine was detached from the cars the chauffeur attempted to cross the track behind it not seeing the cars following. As a result the auto was struck by one of the cars and considerably damaged. Peterson and the chauffeur escaped without injury. The damage to the machine consisted of badly bent front axle, guards torn off and the frame work scratched and splintered in several places.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 21 [Thursday, October 13, 1910], page 1, column 2

## Felix A. Vogel Is Hurt.

Several men prominent in mining matters had [a] narrow escape from death recently **near Chicagoan creek in Iron county**, when the auto in which they were riding plunged down a hill into a hole, where a culvert was being built. The machine collided with a 500-pound boulder and it was knocked over twenty-five feet. **Felix A. Vogel**, **general manager of the Ladenberg-Thalman mining interests**, was thrown thirty feet and was temporarily paralyzed. It was believed at first that he was fatally hurt, but he is recovering. Others in the car were **Attorney Max Sells**, **Florence**; **E. Grant**, a **Cleveland, O.**,

**attorney**; **Howard Hanna** and **General Manager E.O. Ireland**[,] of the **M.A. Hanna company**. Mr. Grant jumped and the others were thrown out, all escaping injury except Vogel.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 21 [Thursday, October 13, 1910], page 1, column 2

## Peculiar Auto Accident.

**Mrs. Vennema**, wife of **Dr. H.A. Vennema** and sister of **Edward L. Parmenter**, of this city, is suffering as a result of a peculiar automobile accident at **Menominee**. As she approached the private garage in the rear of the residence she noticed that the power was weak and she threw on all the power possible to carry the machine up a steep incline into the building. The moment the machine struck the level floor of the garage it shot ahead before she could check it, struck the rear door, which fell from the rollers and struck Mrs. Vennema in the face. The hood stooped the vehicle. Mrs. Vennema was struck in the face by the door and sustained painful, but not serious injuries.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 27 [Thursday, November 24, 1910], page 7, column 4

## SAGOLA NEWS GOSSIP.

**Edw. Ryan's automobile** burned last Wednesday night **near Randville**. Mr. Ryan was about ready to start for Sagola and had left the engine running. Fire was first discovered under the hood of the engine, but with the gasolene [*sic* –

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

*gasoline*] tank feeding the flames, the fire could not be extinguished and in a short time nothing but the frame was left. The loss was partially covered [by] an insurance of \$800.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 16, Number 10 [Thursday, July 27, 1911], page \_\_\_\_, column \_\_\_\_

## SAGOLA NEWS GOSSIP

---

**John and Clarence O'Callaghan** and **Dr. J.W. Dougherty** came down from **Witch Lake** in their auto last Thursday afternoon. When **near Sagola**, Dr. Dougherty attempted to unload a rifle and a jolt of the car caused the gun to be discharged. The **bullet went through the floor of the car, the exhaust pipe and the transmission case[,] disabling the car so that it had to be left at Sagola until new parts could be obtained from Iron Mountain**, which were received Saturday and the car repaired.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 17, Number 9 [Thursday, July 18, 1912], page 4, column 3

**Albert Pierce** and **Kenneth LaPine** drove to Iron Mountain last Sunday in Mr. LaPine's auto to meet their fathers. When **near Randville** the auto turned turtle [*turned upside down*] over a steep embankment, with Kenneth LaPine at the wheel, and plunged about ten feet down the bluff among large and rugged boulders. Albert Pierce was thrown forward out of the car, about twenty feet, when he recovered unhurt, he went to the machine and found Kenneth LaPine under the driver's seat and

helped him out, also unhurt. As luck would have it, the car turned over on the rocks at such a place that Kenneth LaPine was in a depression between the rocks, which prevented the car from resting on him. The young men were very badly frightened over their experience, as was [*sic – were*] also their fathers when they came from Iron Mountain in another car and saw what a narrow escape their boys had. The car was badly damaged and was towed to Iron Mountain for repairs after it had been raised up the bluff with block and tackle.

*Iron Mountain Press*, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 4 [Thursday, June 10, 1915], page 2, column 1

## A MIRACULOUS ESCAPE.

---

### A Party of Young People Victims of Auto Joy Riders.

The younger members of the family of **Mr. and Mrs. E.F. Brown** had a miraculous escape from being badly injured, if not killed on the **Twin Falls road** last Thursday evening. The Brown automobile, containing **Fayette, William, Douglas, Lucile, Eleanor** and **Dorothy** and **Jean Russell**, was returning from the Falls. When **near Bass Lake**, a car driven by **Henry Dahlquist**, and containing four women, traveling in the same direction at a high rate of speed, passed the Brown car, causing it to leave the road and run into the ditch, where it turned over. The occupants were thrown out with great violence. Strange to relate, none of the occupants were seriously injured. All, however, were badly shocked and bruised. Miss **Lucile Brown** is still confined to the home and **Miss Russell** was unable to leave her room for

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

several days. All the evidence is to the effect that Dahlquist was driving his car at an illegally high rate of speed and that he was guilty of gross criminal carelessness in passing the Brown car the way he did. That one or more of the Brown car were not killed is no fault of his. There is altogether too much "joy riding" on our highways, and it is high time the authorities were becoming active in the matter of protecting the public from irresponsible drivers. A few of them should be haled *[sic – hailed]* into the criminal courts and severely punished.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 5 [Thursday, June 17, 1915], page 1, column 3*

## Close Call for Auto Driver.

John Cotey, agent for the Ford automobiles at Baraga, came near losing his life at Three Lakes on Thursday afternoon when a machine which he was driving from Iron Mountain to Baraga was struck by a South Shore train. He escaped with only a few minor injuries and was able to walk to the station to take the afternoon train for his home. The car was badly damaged, being lifted by the front of the engine and thrown onto a lot of ties which were close to the track. Mr. Cotey did not notice the approaching train until it was so close to him that he could not avoid being hit. Two of his employes *[sic – employees]* were with him, each driving a machine from this city. Mr. Cotey was alone in the car which was damaged.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 6 [Thursday, June 22, 1916], page 1, column 6*

## An Auto Accident.

Edward and Harry Vermullen, John F. Couillard and George Dunn, of Channing, met with an accident last Tuesday while making an auto trip to this city. When they reached Milwaukee avenue, the car struck a dog and the driver lost control of the machine. The car turned turtle *[turned over on its top]* and the occupants were thrown on to a pile of rock. Luckily no one was seriously hurt, but all were badly bruised. One wheel of the car and the windshield were broken.

*Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 21, Number 8 [Thursday, July 6, 1916], page 1, column 2*

## A Serious Accident.

Tom A. Hanna, editor of The Press, was seriously injured in an auto accident last Monday morning. He was coming down to the office at 6:30 o'clock with his sister, Miss Lizzie Hanna[,] and his two sons, Ralph and Clement[,] in his car. An inch rope was stretched across Stephenson avenue at the corner of the avenue and Brown street. There were no signals on the rope and no one was guarding it. Owing to the fact that the car was being driven at a very moderate rate of speed, Ralph[,] who was driving[,] was able to apply both brakes before the rope caught him and threw him from the car. The rope providentially did not strike those on the rear seat[,] who escaped with only a few bruises, the rope remaining in the rear section of the car. Mr. Hanna sustained a compound fracture of the left forearm and the bridge of his nose was fractured besides receiving several cuts about the neck and face. Mr. Hanna was taken to St.

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

George's Hospital, where his injuries received surgical attention.

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

## SMASH OF AUTOS

---

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

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

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

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

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

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

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

Sandrie, who has not yet been captured, is said to have wielded the knife. Corsi admits that he struck and kicked Jenson, but only after he had been attacked, and

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

D’Innocenzo was also a party to the assault.

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

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

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

## AN AUTO ACCIDENT

---

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

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

The death of O’Connell was not discovered until the Bacco car reached the garage of **Johnson Bros.**, in this city, and

the discovery was made by **G.R. Johnson**, one of the proprietors, when he attempted to help the supposedly injured man into another car for the purpose of taking him to the home of his mother, **Mrs. Margaret O’Connell**, on **West Fleshiem street**.

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

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

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

At the inquest, held on Tuesday, Mr. Bacco, and the other passengers in the car[,] testified that, at the time of the accident, the automobile – a **Kessell Kar** – was running between twenty [*sic – twenty*] and twenty-five miles an hour. There is a sharp turn in the road and a down-grade at the place where the accident occurred. In

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

making the turn, a dense fog was encountered. In hugging the fence too closely, the car sheered and ran into the fence. Six or eight large posts, with the two-by-four capping, on the left side of the road, were torn down. In order to clear the fence, Mr. Bacco, according to the evidence, gave the wheel a sharp turn to the right. This resulted in the car knocking down several more posts and in jumping a ditch of considerable extent. It was then shown that Mr. Bacco succeeded in turning his car, went west through the field a distance of nearly two hundred feet, and again gained the road and came to Iron Mountain.

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

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

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

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

The victim of the accident is the oldest son of Mrs. Margaret O'Connell, and was born in **Quinnesec**. He was a railroad man

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

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

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

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

## Automobile Accident.

Last Sunday afternoon, at the **corner of Stephenson avenue and Hughitt street**, **Adolph Person**, a resident of **Iron River**, was **run down** by an automobile driven by **Mrs. George Huguet**. Mr. Person was taken to the **St. George Hospital**, where it

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

was discovered that he was in a precarious condition. The breast bone had been fractured by one of the wheels and he had been nearly scalped by the fender. Mr. Person's condition at this writing is considered favorable, but he is not yet out of danger.

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

## Auto Accident.

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

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

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

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

## BIOLO INQUEST IS ADJOURNED

---

### No Verdict Until Miss Parlanti Gives Tes- timony

---

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

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

#### Accident Described

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

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

*[Compiled and Transcribed by William J. Cummings]*

**striking Miss Parlanti and Miss Biolo who were in the rear seat.**

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

## **Did Not See Other Car**

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

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

## **Truck Had Stopped**

It was so dark, she added, that they did not notice the fire truck was stopped until

they were almost on top of it. Then **Giacobina** turned out to pass but saw the oncoming car. Finding the road blocked he put on the brakes and the car skidded into the truck.

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

## **Giacobina “Not Himself”**

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

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

*Iron Mountain News*, Iron Mountain,  
Dickinson County, Michigan, \_\_\_\_\_  
Year, Number \_\_\_\_\_ [Wednesday,  
February 4, 1925], page \_\_\_\_, column 1

## **AUTO PLUNGES IN CHAPIN PIT**

\_\_\_\_\_  
**Driver Leaps to Safety As  
Machine Dives Down**

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

## Embankment

---

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

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

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

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

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 3 [Tuesday, April 14, 1925], page 1, column 5

## ROAD WORKER IS STRUCK BY AUTO

---

**Dragged 50 Feet by Car;  
Girl Driver Loses**

## Control

---

Dragged 50 feet by a car, **Einar Anderson**[,] a member of the crew engaged in **repairing the Quinnesec road**, suffered possible internal injuries this morning when he was run over by a car bearing license number 656-311, which, according to the county records, is the property of **W. Oman, West A street**.

According to **Gust Carlson**, foreman of the crew and an eye witness to the accident, the customary signs of warning to drive slow because of repairs being made on the road were put up at both ends of the section where they were working. Anderson was working on the north shoulder of the road when the car, a girl at the wheel, got out of control, striking Anderson and passing over his abdomen. He was dragged 50 feet and the car did not come to a stop until it had struck a noll [*sic* – *knoll*].

The matter will be placed in the hands of an attorney by the county road commission, it was stated, action depending upon the seriousness of Anderson's injuries.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 5 [Thursday, April 16, 1925], page 3, column 4

## DRIVER WILL BE ARRESTED, CLAIM

---

**County Road Accident To  
Bring Legal Action,  
Says MacAllister**

---

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

Definite steps for the arrest of the driver of the car which struck **Einar Anderson** while he was **working with the repair crew on Quinnesec road** will be taken by **Prosecutor R.E. MacAllister** within the next few days, according to the latter's statement this morning.

The prosecutor has been busy with the large number of cases which have come up at this term of circuit court and upon the passing of sentences tomorrow will be able to investigate the circumstances surrounding the accident.

## Condition Is Favorable

The condition of Mr. Anderson is still favorable although it is not definitely known whether he is suffering from internal injuries or not. He has been a patient at his home, **307 Smith street**, since the accident and is suffering from many painful cuts and bruises.

The license number on the car showed that **W. Oman** was the owner, although a woman was at the wheel at the time of the accident, driving with a male companion. According to witnesses both parties refused to divulge their identify and neither has been heard from since the accident, not even inquiring about Anderson's condition. This attitude, it was stated, has been resented by county officers and pressing of the legal action has been the result.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 6 [Friday, April 17, 1925], page 3, column 1

## TELLS STORY OF ROAD ACCIDENT

### Owner of Car Describes How Einar Anderson

## Was Injured

The girl driver of the car that struck and injured **Einar Anderson**, county road worked, Tuesday morning on the Quinnesec road was identified today by **William Oman**, owner of the car, as Miss **Eleanor Reeves**, an employe [*sic – employee*] of the **Roma restaurant**.

Almost at the same time that Oman was making his explanation of the accident **Prosecutor Ray E. MacAllister** stated that an arrest would be made in the case on a charge of gross negligence.

The condition of Anderson, who is confined to his home at 307 Smith street, was reported as little unchanged today. While not believed to be in a serious condition, he is suffering from bad bruises and wrenchings, the wheels of the car having passed over his abdomen.

Oman denied statements by county road employes [*sic – employees*] that he had failed to even inquire about Anderson since the accident. On the contrary, he said, he had not only visited Anderson but on Wednesday evening was accompanied to the latter's home by Miss Reeves, who felt considerable anxiety over the patient's condition.

Oman said that Miss Reeves was driving his car for the first time and that he also had his hands on the steering wheel when the accident occurred. Miss Reeves, however, he stated, had driven a car before.

They believed that Anderson saw them approaching, said Oman, and consequently were not alarmed when he started to cross the road in front of them. Instead of continuing, he said, Anderson stopped and deposited in a hole a shovel full of gravel he was carrying. When Anderson saw how close the car was he darted one way at the

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

same instant the car was swerved in that direction to avoid striking him. Anderson then jumped in the other direction at the same time the car was swung over to escape hitting him in his former position. As a result the man was struck.

Oman said he gave his name and address to a road employe [*sic – employee*] after the accident but happened to give the number of his former residence, **403 West A street**, instead of his present home, **805 West A street**. The latter address has since been given to Anderson.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 14 [Monday, April 27, 1925], page 3, column 4

## NONE SERIOUSLY HURT IN MISHAPS

---

### Unusual Series of Week- end Auto Accidents Reported

---

Several auto accidents were reported over the week-end [*sic – weekend*] but no persons were seriously injured although several cars were badly damaged.

**Mrs. Albert Rigoni, 107 East A street**, received slight bruises about the body when the car her husband was driving was struck by another machine and forced into the ditch **near Pine Gardens** Saturday night.

The driver of the other machine, an **Oldsmobile**, did not stop after hitting the Rigoni car. **Sheriff Cleveland** was notified of the accident and today was attempting to locate the driver. Only the last three numbers of the license on the Oldsmobile

were obtained and it was questionable whether the owner could be found.

Five occupants of a **Studebaker sedan**, owned and driven by **Louis Sacchetti**, member of the board of building inspectors, escaped injury when the front wheel of the machine broke after **hitting a rock on the side of the highway near Republic** early Sunday morning.

The car pivoted on the axel but did not turn over. The machine was being driven at a moderate rate of speed when the accident occurred.

Another accident occurred yesterday afternoon **near Niagara** when a new enclosed car driven by **Melio Valenti**, 17, turned over, but the occupants escaped injury. It was stated that Valenti was **forced off the highway by a “road hog”**. The car was slightly damaged.

Two accidents occurring simultaneously yesterday afternoon at the **intersection of Hughitt street and Stephenson avenue** tied up traffic for 10 minutes, cars being lined up on the avenue for a block each way.

The first mishap occurred when a **Ford**, driven by a Norway man whose name was not obtained, hit another machine in the rear. The second accident happened when another car struck the Norway machine in the rear. Poor brakes were responsible for the mishaps, it was said.

*The Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 31 [Saturday, May 16, 1925], page 3, column 1

## Accident Victim’s Funeral Tomorrow

---

The body of **George Tweedy**, 30, of **Channing**, who was killed Thursdays [*sic –*

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

*Thursday*] afternoon when he was **pinned underneath the car he was driving after it plunged off the road a mile north of Channing**, was taken today to **Gladstone** where funeral services will be held tomorrow afternoon from the home of his mother. Burial will be made at Gladstone, where the accident victim lived before he went to Channing eight years ago.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 38 [Monday, May 25, 1925], page 2, columns 3-4

## FIVE ESCAPE AS FIRE WRECKS CAR

---

### Receive Only Minor In- juries When Machine Goes Over Bank

---

Five occupants of an enclosed car, which was first damaged and then destroyed by **fire due to a short circuit on the dash board [sic – dashboard]**, miraculously escaped injury when the machine toppled over an embankment at Stager yesterday afternoon at 5:30 o'clock.

The car was being driven by **L.M. Robinson**, of the **Rex Taxi company**. Robinson declares he was crowded off the road as he was passing another machine going in the same direction. After the front wheels encountered loose gravel on the extreme left side of the road, the machine skidded and turned over two times.

Robinson received only a slight bruise and a burn on his hand. The other occupants, **William Swanson**, **Ewald Hiller**, **Gust Bjorkman** and **William Horn**, all of **Iron Mountain**, escaped unscathed.

Robinson was burned when he lifted the hood of the machines [sic – machine] and flames burst forth. Three of the occupants, in the rear seat, were almost caught by the fire which soon spread to all parts of the car. After the gasoline tank exploded, the car was totally wrecked and no effort was made to extinguish the blaze.

### Truck Leaves Road.

**Jess Jonavon**, driving a truck for **William Trudeau**, of **Kingsford Heights**, met with an accident yesterday afternoon **near the Brule bridge, Iron county**. Jonavon pulled out to let an oncoming car go by and went off the road. He escaped injury but the front part of the truck was slightly damaged.

An enclosed car driven by **Ernest Zambon**, **1400 West A street**, was minus two fenders and a running board after it was **hit** last night at 9 o'clock **by a Ford** on the **new highway west of Norway**. The driver of the Ford, whose name was not given out, took the blame for the accident. No one was reported injured.

A **Ford coupe** belonging to **Mr. Viau**, said to be of **Escanaba**, was **demolished in a collision** with another machine early this morning **on the new highway, near Norway**. The second machine, a **Ford touring car**, was also considerably damaged, but no one was hurt.

### Three Escape Death.

Three youths, "**Chippie**" **Jones**, **Peter Swanson** and **William Gorrell**, had a miraculous escape from death Sunday evening at **Pulp creek, just over the state line on the Spread Eagle road**, when the **Ford touring car** in which they were riding became uncontrollable in the loose sand, **broke through a fence and went [over] a steep embankment**. The car rolled over a number of times, landing right side up at the bottom. The occupants were badly shaken up and were unconscious when help arrived. None, however, received [sic –

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

received] internal injuries, suffering only minor cuts and bruises.

The machine was being driven by Jones, who cut in ahead of another car and struck the loose sand, breaking through the protection rail and turning turtle down the steep embankment.

Another accident occurred **on the road to Pine Gardens** Sunday evening, a **Ford sedan** belonging to **A. Bilsky [sic – Bilski]**, of **Vulcan**, and a **Ford coupe** belonging to **Wilford Midtling**, of **Crystal Falls**, colliding, the coupe turning turtle [turned upside down] in the road. None of the occupants of either car was seriously injured, suffering only minor bruises.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, Volume 5, Number 42 [Friday, May 29, 1925], page 3, column 5

## Parked Machine Struck By Auto

---

Driving through from St. Paul with the intent of spending the night at the **Lion's Camp site**, **Eric M. Larson** and family had a narrow escape when the machine, in which they were parked by the side of the road, was struck by a car belonging to **Edwin Anderson**[.] of **Norway**. None of the occupants of the cars was injured and yesterday afternoon Anderson settled with the St. Paul man for the damages which resulted from the accident.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Friday, June 5, 1925], page 1, column 3

## FIVE INJURED IN

## AUTO COLLISION

---

### Bad Accident Occurs Last Night Near Pine Gardens

---

Miss **Iola Linderman**, of **Channing**, is in a serious condition at her home, suffering from the loss of blood and a possible fracture of the skull, as the result of an automobile **collision on the Twin Falls road** last evening **about four miles north of Pine Gardens**. Three other occupants of the Channing car, a **sedan**, in which Miss Linderman was a passenger, were also hurt, one suffering serious injuries. **Henry Hood** and **Leo Perron**, both of this city, occupants of the **Ford coupe** which also figured in the accident, were also injured. Perron is suffering from deep cuts caused by flying glass and is confined to his bed at his home, **606 Van Buren street**, being unable to walk.

The accident occurred shortly after midnight last night. **Leo Preisler** was driving the sedan, which belonged to **Arthur Starrs**, and was returning to Channing. Four miles from Pine Gardens, according to the story told by Starrs, the party met a coupe. The coupe remained on the proper side of the road until the cars were just a short distance from each other when Henry Hood, driver of the coupe, suddenly swung to the wrong side of the road. Preisler, in an effort to avoid a head-on collision, pulled over to the extreme left, the front of the coupe hitting the Starr [sic] machine directly in the center and then turning over.

### Blinding Lights Blamed.

According to the story told by Henry Hood and substantiated by Leo Perron, the

# DICKINSON COUNTY HISTORY – TRANSPORTATION – AUTOMOBILES AND OTHER MOTORIZED VEHICLES

[Compiled and Transcribed by William J. Cummings]

other occupant in his car, the blinding lights on the sedan caused him to pull over on the other side of the road. Hood claims to have had his dimmers on, stating that it was impossible to see against the blinding lights.

Arthur Starrs, who was an occupant in the rear seat of the sedan with Miss Linderman, was also badly hurt, suffering several cuts in the scalp and on the leg and also a severe sprain in his right arm. Priesler, and Miss **Dulcine Gohr**, who were riding in the front seat, suffered only minor cuts and bruises.

## **Perron Worst Injured.**

Leo Perron was the most seriously injured in the Ford coupe, being cut by flying glass and suffering severe bruises. Several stitches were required to close the large cuts in his head, under the chin and on the right arm from where a large piece of glass was removed.

All of the injured members were given first aid treatment at the **General hospital** here, two members of the Channing party remaining in the city while the two girls were rushed to their homes. Both cars were damaged beyond repair.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Saturday, June 27, 1925], page 6, column 2

## **NARROW ESCAPE AS SEDAN TIPS**

—————  
**Abe Sackim Slightly In-  
jured in Accident Near  
Wausauke**  
—————

Pinned by one hand beneath his heavy **Studebaker sedan, Abe Sackim**[,] of the A. Sackim store here, miraculously escaped serious injury yesterday when his car **turned over near Wausauke, Wis.**

Mr. and Mrs. Sackim were enroute [*sic – en route*] to Chicago. Rounding a bend outside of Wausauke they ran onto a bed of newly laid crushed rock, and the car tipped and settled on its side.

Mrs. Sackim was uninjured, and the injuries to Mr. Sackim's hand, while painful, are not considered serious.

*Iron Mountain News*, Iron Mountain, Dickinson County, Michigan, \_\_\_\_\_ Year, Number \_\_\_\_\_ [Thursday, August 13, 1925], page 6, column 2

## **Three Are Injured In Auto Collision**

—————  
Slight injuries were suffered by three persons when two automobiles collided early last night at the **intersection of Highway 57 and the Norway road, near Niagara**. The two cars were badly damaged.

**Mrs. McCormick** and her son and **Mrs. Graville**, all of **Pembine**, were traveling to Niagara to visit another son of Mrs. McCormick, who is confined to the hospital there, when the accident occurred. The other machine was from **Armstrong Creek**.

Mrs. McCormick suffered bruises to her back and Mrs. Graville received scalp wounds. A woman in the other machine was quite badly injured, suffering a broken nose and three smashed fingers.