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Lost Car Companies of Detroit **The End of Detroit** *First Annual Report of the Detroit and Milwaukee Railway Company, from Detroit to Grand Haven, 183 Miles.* **260::Detroit Report of the Directors to the Stockholders** *Report of the North Western Mining Company of Detroit* **Detroit Graphite Manufacturing Company, Detroit, Michigan Twenty Years; the Corporate History of the Detroit Edison Company from 1903 to 1923 ... Built in Detroit** *The City of Detroit, Michigan, 1701-1922* **Twenty-five Years The J.L. Hudson Company, Detroit, Michigan, U.S.A. Charter and By-laws of the North Western Mining Company of Detroit** *The First Century of the Detroit Auto Show* Partners in Progress *Detroit International Bridge Company Organization and Other Papers* **Indenture of First Mortgage Circular to the Bondholders of the Detroit, Lansing and Lake Michigan Railroad Company** **Detroit City Gas Company to the National City Bank of New York, as Trustee** Condition and Prospect of the Detroit and Milwaukee Railway *To the Bondholders of the Detroit & Bay City Railroad Company* **General Mortgage Petition of the Detroit and Milwaukee Railway Company for a Grant of Lands** **Detroit City Gas Company's Memorandum to the Corporation Counsel and Committee of the Mayor and City Council Conferring with Company in Respect to Gas Rates** Detroit and World-Trade (Classic Reprint) *Bulletin* **The Force of Energy: a Business History of the Detroit Edison Company** **Directions for Adjusting No. 300 Arco-Detroit Multiport for Radiators** *Letter to the Bondholders of the Detroit and Milwaukee Railroad Company* **Twenty Years The Detroit, Eel River & Illinois R.R. of Indiana** *The J.L. Hudson Company Participation in Detroit's 250th Anniversary Celebration, 1951* Emergence and Growth of an Urban Region History of Wayne County and the City of Detroit, Michigan The Detroit Edison Company to the Standard Trust Company of New York Detroit Southern Railroad Company to the Central Trust Company of New York **Detroit, Howell and Lansing Rail Road Company** **The E-M-F Company** "Around the Lakes" **Detroit, Lansing and Northern Railroad Company** **Driving Detroit**

Includes articles of incorporation; lease; annual reports; stock certificates; mortgage bond; stockholders and Board of Directors meeting minutes. "Among more than two hundred auto companies that tried their luck in the Motor City, just three remain: Ford, General Motors and Chrysler. But many of those lost to history have colorful stories worth telling. For instance, J.J. Cole forgot to put brakes in his new auto, so on the first test run, he had to drive it in circles until it ran out of gas. Brothers John and Horace Dodge often trashed

saloons during wild evenings but used their great personal wealth to pay for the damage the next day (if they could remember where they had been). David D. Buick went from being the founder of his own leading auto company to working the information desk at the Detroit Board of Trade. Author Alan Naldrett explores these and more tales of automakers who ultimately failed but shaped the industry and designs putting wheels on the road today"--Publisher website. Includes agreement for the consolidation of the Detroit and Howell Rail Road Company with the Howell and Lansing Rail Road Company; contract for the consolidation of the Detroit, Howell and Lansing Rail Road Company with the Ionia and Lansing Rail Road Company; annual report; stockholders and Board of Directors meeting minutes. This book looks at the first century of the Detroit Auto Show, the largest auto show in the world for many years. From the first show at the Detroit Light Guard Armory in 1899 to the January 1999 show at Cobo Hall, this fascinating book details the show's evolution over 100 years, and how it became the industry's most prominent event. The First Century of the Detroit Auto Show introduces pioneers such as William Metzger, who was instrumental in organizing the first show and played a prominent role in many shows of the early 1900s. Each year's show is covered in a chapter which includes information on the major players of the show, products featured, size, exhibitors, decor, opening ceremonies, admission fares, and entertainment. The book features over 100 historical and nostalgic photos to bring the reader in touch with the culture of the automotive industry and society at the time. A captivating account of the history of the industry's showcase event, this book belongs on the bookshelves of every automotive historian, enthusiast, and engineer. This book tells the remarkable story of these three automotive giants and the impact they had on the American car industry. Everitt was instrumental in forming the extensive body building industry that characterized Detroit prior to World War II. Metzger established the first automotive dealership in Detroit, if not the country, and served as head of sales of Cadillac during its formative years. Flanders, a genius with machines, masterminded the tools of production for the first Model T. William Stocking, Gordon K. Miller - Associate Editor. For most of the twentieth century, Detroit was a symbol of American industrial might, a place of entrepreneurial and technical ingenuity where the latest consumer inventions were made available to everyone through the genius of mass production. Today, Detroit is better known for its dwindling population, moribund automobile industry, and alarmingly high murder rate. In *Driving Detroit*, author George Galster, a fifth-generation Detroiter and internationally known urbanist, sets out to understand how the city has come to represent both the best and worst of what cities can be, all within the span of a half century. Galster invites the reader to travel with him along the streets and into the soul of this place to grasp fully what drives the Motor City. With a scholar's rigor and a local's perspective, Galster uncovers why metropolitan Detroit's cultural, commercial, and built landscape has been so radically transformed. He shows how geography, local government structure, and social forces created a housing development system that produced sprawl at the fringe and abandonment at the core. Galster argues that this system, in tandem with the region's automotive economic base, has chronically frustrated the population's quest for basic physical, social, and psychological resources. These frustrations, in turn, generated numerous adaptations—distrust, scapegoating, identity politics, segregation,

unionization, and jurisdictional fragmentation—that collectively leave Detroit in an uncompetitive and unsustainable position. Partly a self-portrait, in which Detroiters paint their own stories through songs, poems, and oral histories, *Driving Detroit* offers an intimate, insightful, and perhaps controversial explanation for the stunning contrasts—poverty and plenty, decay and splendor, despair and resilience—that characterize the once mighty city. Ken Morris’s journey began one cold Pittsburgh morning in 1935. In the middle of the Great Depression, he was going to see the country as a door-to-door salesman. Detroit was to be his first and last stop. Life was hard and few people during this time of crisis knew how their future would evolve. After months of unemployment, Ken found a job at the Briggs Manufacturing Company, the toughest auto company in Detroit. Ken could not have known then he would eventually play a pioneering role in building one of the cleanest, most socially progressive labor unions the world has known—the United Automobile Workers. In *Built in Detroit*, author Bob Morris, Ken’s son, tells not only his father’s story, but also the UAW’s story—the battles with companies, the struggles within the union, and then the vicious attacks on Detroit labor leaders in the late 1940s. This story tells of the efforts to investigate these terrorist attacks on Detroit’s union leaders, including Ken Morris, Walter Reuther and others. This narrative sheds new light on the mystery of who tried to assassinate UAW president Walter Reuther. Rich with personal and historical details, *Built in Detroit* narrates a story unique to Detroit. It tells the story of a thriving city and the factories that gave the city life. Author Bob Morris deftly portrays many of the top labor leaders of the 1930s and 1940s, as well as the rank and file members who supported these labor leaders. It also provides portraits of early auto industrialists, their companies, their henchmen and the gangsters they hired to destroy the labor movement. In the case of the Briggs Manufacturing Company, it shows how a company that played loose with the law ultimately floundered, its Detroit heritage largely forgotten. An in-depth, hard-hitting account of the mistakes, miscalculations and myopia that have doomed America’s automobile industry. In the 1990s, Detroit’s Big Three automobile companies were riding high. The introduction of the minivan and the SUV had revitalized the industry, and it was widely believed that Detroit had miraculously overcome the threat of foreign imports and regained its ascendant position. As Micheline Maynard makes brilliantly clear in *THE END OF DETROIT*, however, the traditional American car industry was, in fact, headed for disaster. Maynard argues that by focusing on high-profit trucks and SUVs, the Big Three missed a golden opportunity to win back the American car-buyer. Foreign companies like Toyota and Honda solidified their dominance in family and economy cars, gained market share in high-margin luxury cars, and, in an ironic twist, soon stormed in with their own sophisticatedly engineered and marketed SUVs, pickups and minivans. Detroit, suffering from a “good enough” syndrome and wedded to ineffective marketing gimmicks like rebates and zero-percent financing, failed to give consumers what they really wanted—reliability, the latest technology and good design at a reasonable cost. Drawing on a wide range of interviews with industry leaders, including Toyota’s Fujio Cho, Nissan’s Carlos Ghosn, Chrysler’s Dieter Zetsche, BMW’s Helmut Panke, and GM’s Robert Lutz, as well as car designers, engineers, test drivers and owners, Maynard presents a stark picture of the culture of arrogance and insularity that led American car manufacturers astray. Maynard predicts that, by the end of the decade, one of

the American car makers will no longer exist in its present form. Petition of the Detroit and Milwaukee Railway Company to the Legislature of Michigan. The petition includes information about the designation of public lands for railroads by the Congress of the United States, and a request for allocation of some of that land for railroads the company is constructing in Michigan. The report is signed by H.N. Walker, President, D. & M. Railway Co. Excerpt from Detroit and World-Trade So far as known, the special kind of industrial survey upon which this volume is based was the first ever attempted in the Detroit industrial district and the state of Michigan. Consequently it was necessary to educate the business interests involved to the point of disclosing information hitherto held confidential. Indeed, much information that would have been desirable proved unavailable, because manufacturers and business men believed it unimportant and had either not segregated the figures required from their general accounts or had failed entirely to keep any such records. It will be necessary, in order to safeguard the interests of individual firms, to present statistics classified by industrial and commercial groups rather than by individual companies. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

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