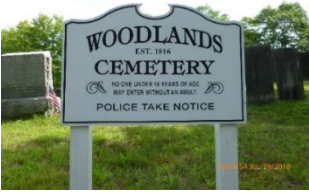


Woodlands Cemetery Update and History.

The cemetery has quieted down and will rest for the New England winter.

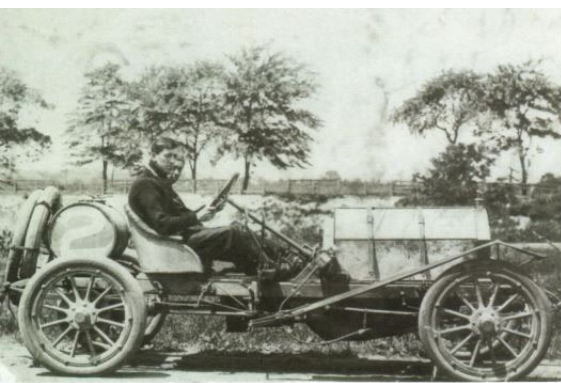


James Cooley Esq. (little saltbox law office on Main Road)had a son, James Parsons Cooley (of Noble and Cooley fame),..... who had a son, Ralph Brown Cooleywho purchased Granville's first automobile. It was an 1899

Locomobile. It was steam driven and touted to be noiseless, odorless, lightweight, able to travel up to 40 miles per hour and climb hills as steep as 36 degrees (think Granville).

According to the documents on Granville's Historic Image Library, Ralph ordered it on August 1, 1899 with a \$200 deposit and a promised delivery date of September 15th.

Delivery was delayed until late October and delayed again until mid-November. It was mistakenly shipped to Westfield, **CT** then from there to Westfield, MA arriving late November when actually Ralph had requested to pick it up personally in Newton, MA. For whatever reason, it spent a considerable amount of time stored in Brooklyn, NY. It was probably not especially good in the snow. It was built by the Stanley brothers of Newton, MA. The \$600 cost in 1899 is the equivalent of about \$18,181 today.



(left) Granville's Harry Holcomb, described as a riding mechanic, was one of the first fatalities at the Indianapolis Speedway in 1909. He and driver Billy Bourque crashed and lost their lives in a 1908 Knox Model O. The Knox car was built in Springfield, MA.



1922 DODGE TOURING CAR

(right) William Hansen owned a 1922 Dodge Touring which he used to carry Roberts Reunion members from the trolley stop in Tariffville to the reunion.



(left) The Rowleys owned a 1925 Buick at 522 Main Rd.



(right) In 1931, Bill Kaynor purchased a 1924 Ford which was used as the Granville Center News "press vehicle" and had a few problems.

J. WRIGHT GETS BUG

Hires W. Kaynor's Ford---Press Car

J. Wright has hired Bill Kaynor's Bug, high-power Ford racing vehicle, for the remainder of the summer. The Editors rode successfully to Southwick to obtain a picture for today's issue last night, only the picture wasn't ready.

The return up the Mile Hill was rendered somewhat difficult by a system of carburetion which depends on Gravity. Having run out of Gravity, the rest of the trip had to be undertaken in reverse and sideways, to the discomfort of a couple of 10-ton trucks craving passage at the time. Still, she is one fine press car, and the Editors finally arrived laden down with hot items. The G.C.N. always comes through! Or does it?

In 1930, Gil Stevenson, the editor and publisher of the Granville Center News was still of a mind that steam was far superior to gasoline and wrote a lengthy article extolling the virtues of steam and the vices of gasoline (that article is available on the Image Library).

And in 1933, a Tolland man "soaring" downhill toward West Granville in a 1927 Buick Touring car, swerved to miss a dog, crashed through a fence and the Buick landed on its top. The right rear wheel was stripped off its spokes and the top was bashed in. "No one was badly hurt. The dog seemed to have gotten off ok and a pet rabbit in the car was uninjured."

Gil Stevenson, (editor, Granville Ctr News) who loved steam eventually gave in to gasoline (right).

STEAM AUTOMOBILES

The Chief Editor, who has just abandoned an obsolete steam car for an archaic gas wagon, still believes in steam.

HUMPHREY'S GARAGE

Granville, Mass.

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Repairing on All Makes of Cars

