



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



NORTHERN
INSULA

1872

MICHIGAN
VOL. I





A. Sawyer

A HISTORY
OF THE
NORTHERN PENINSULA
OF MICHIGAN

AND ITS PEOPLE

ITS MINING,
LUMBER AND AGRICULTURAL
INDUSTRIES

By
ALVAH L. SAWYER

ILLUSTRATED

VOLUME I

1911
THE LEWIS PUBLISHING COMPANY
CHICAGO

PREFACE AND ACKNOWLEDGMENT

Upon a map of the world, or even of the United States, the space occupied by the Northern Peninsula of Michigan seems almost as an infinitesimal portion, but in considering the variety and abundance of its natural resources and the part played thereby in the world of commerce, this little fraction of the universe leaps at once into prominence, and we find this locality has made generous contribution to those industries that have given to the world the lumber barons, copper kings and iron magnates; has furnished opportunities for thought and material for action in the scientific world, and aided materially in the development of science in various directions; while, not to be overlooked, are its tributes through furs and peltries to the fortunes of royalty in olden times and to those of the Astors and others of the "commercial men" of the early American days.

Although far from the seaboard, and near the center of the North American continent, its position upon the Great Lakes waterways, and its great extent of coast line, brought some of its natural advantages to the early attention of the explorers of the new world, so that while the English and the Dutch were settling along the Atlantic seaboard and the Spaniards along the Gulf of Mexico, the French were sending their missionaries and their fur-traders side by side up the St. Lawrence, on into the regions of the great lakes and towards the headwaters of the Mississippi; and we find among the most prominent sections brought to the early attention of the world by both missionaries and traders, points in that which is now the Upper Peninsula of Michigan, Michilimackinac, St. Ignace and Sault Ste. Marie.

Various causes combined to occasion this prominence of these northern locations in the early history of the new world. The great natural advantages in the way of hunting and fishing made it the home of many and the resort of more Indians, thus offering to the fur-traders exceptional facilities for prosecuting their avocations, and at the same time affording the missionaries ample fields for their efforts to bring salvation to the heathen savages; while, from a military standpoint, great strategic advantages were at once apparent. Added to these visible and obvious advantages there came to the ears of the early explorers the report carried by the Indians of great quantities of copper said to exist

in the region of a great lake; and these reports brought to their awakening sensibilities dreams of riches that are but faintly comparable with what has since been actually realized.

To attempt to write a history that shall do justice to the territory under consideration, and to her resources and her people, is no small task, and the author approaches it with a realization of the difficulties to be encountered, but with a hope that he may be successful in so bringing and putting together recorded data and existing facts as to make their compilation a matter of interest that will be of service to those of our people who are interested in knowing the part our Peninsula has played and is playing in the drama of history.

In looking backward for a starting point, we discover that the natural, civic and commercial development, now apparent, has practically all taken place within the last century; and to seek out and record the details of that development is a matter that requires much research and persistent inquiry; but to start with that material development would be to do injustice to the centuries preceding, in which the work of the missionaries, the traders and the military was having its gradual effect, and wherein hardships, too great and dreadful to be fully realized, were undergone with a courage and bravery that demand a recognition in history, and command our special expression of appreciation.

Those periods are of historical interest in various ways, and they witnessed the development of a commercialism and civilization that grew to large proportions, but finally yielded to the terrors of savagery and faded away before the advent of the civilization we now enjoy. Those matters will be considered under the various subdivisions treating of the Indians, the missionaries and traders, and the progress made in the exploitation and development of the country under the successive domination of France, England and the United States, including the bitter conflicts between those several nations, and between them and the Indians, for the possession of this coveted territory.

Recorded history, as usually interpreted, begins with the coming of the white men and the bringing of ambitions and plans for the development of the country; but there has been so much of history which antedates the history recorded by man, whereof much is authenticated by the works of nature, that the student of history naturally peers back into prehistoric times for a glimpse of the conditions that can be recognized as the basis from which our present system of life has gradually evolved.

While it is not within the province of this work to delve into the science of geology, to which much of prehistoric conditions is indebted for historical solution, and while we shall not presume to follow the scientists in the evolution of the earth through the course of its formation, wherein there were cast within our borders so much of mineral worth and picturesque grandeur, we shall venture a chapter to call attention to certain prehistoric conditions prominent and essential in the development of those at present existing. The main

part of our effort, however, is to be exerted in an attempt at an approximation of accuracy in recording the material, civic and commercial growth of the Peninsula, and of the important industries that have combined to give her prominence in the world of commerce; and to give recognition to those natural surroundings of rugged and rustic scenery, wherein picturesque rocks overhanging beautiful crystalline lakes vie with the magnificent waterfalls, the beauty of which to the eye is incomparable to the concealed wealth of undeveloped power contained therein; and besides these the vigorous and bracing atmosphere laden with the health-giving odors of the pine, spruce, balsam and cedar, and purified and tempered by the surrounding lakes, are attractive subjects not to be overlooked. In short, the Northern Peninsula is possessed of all those wholesome, rugged and substantial elements of existence that find their symbols in her water-washed shores, and her fir-capped, iron-bound and copper-bottomed physical formation. The people of the Peninsula are largely the natural product of such an environment, and among her professional and business men will be found representatives who are among the leaders of the country in their respective callings. It has required people of a robust constitution and of upright character, imbued with the courage of their convictions, to effect the realization of the last fifty years in the development of this Peninsula; but it may be truly said that in that development we find an illustration of the saying that the country has produced the man and the man has brought forth the country.

In writing history the author stands in different relation to his work than does the author of most books, in that the contents are not supposed to be the product of his own brain, but rather the results of his research,—the recording of the works of nature and of men.

In the preparation of this general history of the Northern Peninsula of Michigan the editor desires to acknowledge the valued assistance of his associate editors, of whom Hons. John Power and L. C. Holden each contributed an interesting chapter over his own signature; of Mrs. A. L. Sawyer, who wrote the chapter on the Indians and assisted in much of the other work, and of the many citizens who have responded liberally to requests for information; also the assistance of many authors from whose writings information of value has been gathered for this work. Among the many books consulted are "The Jesuit Relations," Rezek's "History of the Diocese of Sault Ste Marie and Marquette," Marquis de Nadaillac's "Prehistoric America," Dana's Geology, Schoolcraft's "History of the North-American Indians," Emile Reclus' "The Earth and Its Inhabitants," Smithsonian Ethnological Reports, Volumes VII and XIV. and Bulletin number XLV, C. J. Leland's "Algonquin Legends of New England," E. S. Brooks' "The Story of the American Indian," J. B. Grinnell's "Story of the Indian," C. A. Eastman's "Indian Boyhood," Francis Parkman's "Conspiracy of Pontiac," D. S. Bunton's "Myths of the New World," James H. Lanman's "History

of Michigan (1839)," Schoolcraft's "Narrative Journal of Travels from Detroit Northwest through the Great Chain of American Lakes to the Mississippi River in 1820," Col. Thomas L. McKenna's "Tour of the Lakes in 1826," Butterfield's "Discovery of the Northwest by Jean Nicolet," Avery's "History of the United States," Utley and Cutch-eon's "Michigan as a Province, Territory and State," Campbell's "Political History of Michigan," Larned's "History for Ready Reference," E. S. Ingalls' "Centennial History of Menominee County," Swineford's "Review of the Iron Mining and Other Industries of the Upper Peninsula," Stevens' "Copper Handbook," and Andraes' "History of the Upper Peninsula."

Notwithstanding the fact that extended research has been made and assistance readily secured, the editor realizes that it is next to impossible to avoid the oversight and omission of some important events that should be included in such a work, but hopes that the gathering of what is recorded will meet with general approval, and that omissions may be charged to human frailties and not to intentional neglect.

Respectfully,

A. L. SAWYER.

CONTENTS

CHAPTER I

PRE-HISTORIC SPECULATIONS

GEOLOGICAL LESSONS—THE LONG GLACIAL PERIOD—FORESTS SUCCEEDING FORESTS	1
---	---

CHAPTER II

AS FIRST SEEN BY MAN

TRADERS FIRST IN NORTHERN COUNTRY—IDEAL HUNTING GROUND—THE PIONEER MISSIONARIES—PICTURED ROCKS DESCRIBED IN 1834—ST. MARY'S RIVER AND ISLAND OF MACKINAC—THE RESTFUL GREEN BAY REGION	7
---	---

CHAPTER III

INDIAN HISTORY

THE ANCIENT CAVE MAN—SUPERNATURAL BELIEFS OF THE INDIAN—DEATH AND THE HEREAFTER—THE DELUGE AND RACIAL ORIGIN—MEDICINE BAG AND MEDICINE DANCE—TRIBAL GOVERNMENT AND SOCIAL CUSTOMS—UTENSILS, WEAPONS AND SPORTS—MAGIC ARTS AND SECRET INSTITUTIONS—PICTURE WRITING—HORSES INTRODUCED.....	18
--	----

CHAPTER IV

THE MENOMINEE INDIANS

GENERAL CHARACTERISTICS AND HISTORY—ORIGIN AND TOTEMS—MENOMINEE CHIEFS—MANABUSH AND THE GRAND MEDICINE SOCIETY—CUSTOMS OF PRIMITIVE MENOMINEES—THE STURGEON WAR.....	39
--	----

CHAPTER V

THE CHIPPEWAS AND OTTAWAS

ANCESTORS OF THE CHIPPEWAS—HISTORY OF THE OJIBWAY NATION—NOTED CHIEFS—DOMESTIC AND FAMILY LIFE—RELIGION AND MYTHOLOGY—DANCES—MOURNING FOR THE DEAD—DISPLACE THE MAS-COUTENS—OTTAWAS AND HURONS.....	68
---	----

CHAPTER VI

NATIVE ANIMAL LIFE

LARGE FUR-BEARING ANIMALS—DOG AND CAT FAMILIES—SMALL FUR-BEARERS—BIRDS, FISHES AND REPTILES..... 91

CHAPTER VII

PRELIMINARY HISTORICAL EVENTS

THE CABOT DISCOVERIES—JACQUES CARTIER—ROBERVAL'S ATTEMPTED COLONIZATION—QUEBEC FOUNDED BY CHAMPLAIN—RECOLLET AND JESUIT MISSIONARIES—JEAN NICOLET, UPPER PENINSULA VISITOR—SEARCHING FOR A NORTHWEST—DEATHS OF CHAMPLAIN AND NICOLET 98

CHAPTER VIII

MISSIONARY, TRADER AND SOLDIER

JESUIT FATHERS IN THE UPPER PENINSULA—LUSSON AT SAULT STE. MARIE—THE MARQUETTE-JOLIET VOYAGE—LA SALLE AND TONTY—THE SAULT AND ST. IGNACE MISSIONS—COMING OF FRENCH SOLDIERY—INDIANS LOSE FAITH IN FRENCH—WHY MISSIONS WERE DESTROYED—THE FALL OF ST. IGNACE—POSTS PASS TO THE BRITISH—MICHILMACKINAC ABANDONED BY THE FRENCH—BRADDOCK AND WASHINGTON113

CHAPTER IX

OCCUPANCY OF WESTERN POSTS

SURRENDER OF FORT TO ENGLISH—POSSIBILITIES OF REGION NOT FORESEEN—ENGLISH LOTH TO SURRENDER THIS TERRITORY—ORDINANCE OF 1787—A CENTURY OF POPULATIVE GROWTH—FIRST GOVERNOR OF MICHIGAN—WAR OF 1812—TREATY OF GHENT—FALSE IMPRESSIONS OF CLIMATE AND SOIL—FUR TRADE ATTRACTS TRADERS.....147

CHAPTER X

THE DAWNING OF STABILITY

THE BURT-HOUGHTON SURVEYS—GOVERNMENT DEVELOPMENT—THE MICHIGAN-OHIO BOUNDARY DISPUTE—STATEHOOD—DELAY IN BUILDING ST. MARY'S SHIP CANAL—SURVEYS AND LEASES OF MINERAL LANDS—THE COPPER COUNTRY IN 1846—EARLY MINING IN THE UPPER PENINSULA—DISCOVERY OF IRON ORE—WANING AND WAXING INDUSTRIES199

CHAPTER XI

PIONEERS PRIOR TO 1850

FIRST COMERS TO DELTA COUNTY—MISSIONARIES TO BARAGA COUNTY— FOUNDING OF MARQUETTE—ONTONAGON AND RISE OF COPPER MINING —THE SAULT AND MACKINAC AGAIN.....	215
--	-----

CHAPTER XII

JUDICIAL AND LEGAL

THE PIONEER LAWYER GETTING TO COURT—UPPER PENINSULA CIRCUIT COURTS—JUDGE DANIEL GOODWIN—JUDGE JOSEPH STEERE—TWELFTH CIRCUIT JUDGES—THE PRESENT FOUR CIRCUITS—VETERANS OF THE BAR—JUDGES WILLIAMS AND STREETER—JUDGES GRANT AND STONE— JUDGE RICHARD C. FLANNIGAN—THIRTY-SECOND CIRCUIT JUDGES— J. LOGAN CHIPMAN, OF THE SOO—DAN H. BALL, OF MARQUETTE— OTHER MARQUETTE COUNTY LAWYERS—HOUGHTON COUNTY BAR— ONTONAGON, SCHOOLCRAFT AND DELTA—MENOMINEE COUNTY PRA- CTIONERS—BAR OF DICKINSON AND IRON COUNTIES.....	224
--	-----

CHAPTER XIII

THE FAMOUS SOO REGION

OUTLINE HISTORY OF LAKE SUPERIOR—ITS VESSELS—ITS COMMERCE— ENORMITY OF TRAFFIC—THE RAPIDS—"DREAMS OF DE LONG AGO" —THE LOCKS—THE CITY—AGRICULTURAL POSSIBILITIES.....	245
---	-----

CHAPTER XIV

A KINGDOM WITHIN A REPUBLIC

THE RISE AND FALL OF KING STRANG AND HIS KINGDOM.....	261
---	-----

CHAPTER XV

COPPER AND IRON MINING

ANCIENT COPPER MINING—MODERN DISCOVERY OF ANCIENT MINE— FRENCH ACCOUNTS OF COPPER COUNTRY—ENGLISH COPPER REPORTS —DR. HOUGHTON'S FAMOUS REPORT—ARRIVAL OF PRACTICAL COR- NISHMEN—FIRST EFFORTS AT SMELTING—THE KEWEENAW FORMA- TION—COPPER FOUND ELSEWHERE—INDUSTRY SINCE 1845—FIRST IRON EXPLORATIONS—IMPROVEMENTS IN HANDLING ORE—THE ME- NOMINEE RANGE—THE CHICAGO & NORTHWESTERN RAILWAY—FIRST COMMERCIAL DISCOVERIES—DR. N. P. HULST AND THE LOWER ME- NOMINEE—THE QUINNESEC MINE—THE PIONEER PROMOTERS— GOGEBIC RANGE—GRAND TOTAL OF PRODUCTION.....	270
---	-----

CHAPTER XVI

THE LUMBER INDUSTRY

RUTHLESS DESTRUCTION OF TIMBER—INDUSTRY FOUNDED IN 1850—IMPORTANCE OF MENOMINEE DISTRICT—IMPROVED TRANSPORTATION FACILITIES—NOW AND THEN—EARLY BUYING OF PINE LANDS—PIONEER LOGGING CAMPS—LOG DRIVING—FIRST AND MODERN MILLS—PIONEER AND GREAT LUMBER COMPANIES—MENOMINEE RIVER BOOM COMPANY—THE PINE LUMBER BUSINESS—ESTIMATE OF PENINSULA PRODUCT290

CHAPTER XVII

MILITARY HISTORY

TRANSFER OF FRENCH TO ENGLISH RULE—AMERICANS OCCUPY THE UPPER PENINSULA—MEXICAN WAR—CIVIL WAR—SPANISH-AMERICAN WAR AND PRESENT COMMANDS.....305

CHAPTER XVIII

THE HISTORIC GATEWAY

COUNTY OF MICHILIMACKINAC—MICHILIMACKINAC AND MACKINAC—EPITOME OF A CENTURY AND A THIRD—OLD FORT AND ASTOR RELICS—NATURAL PARK—ROBERTSON'S FOLLY—FORT HOLMES—ST. IGNACE—TOURISTS' ATTRACTIONS—HAUNTS OF THE SPORTSMEN—FATHER MARQUETTE MEMORIALS—OLD AND MODERN ST. IGNACE—THE SOO OF THE SEVENTEENTH CENTURY—FIRST AMERICAN (CANADIAN) LOCK—FORT BRADY—GOVERNMENT OR CANAL PARK—STATE FISH HATCHERY—THE COUNTY AND COUNTY SEAT—AMERICAN CANAL AND LOCKS—THE SOO OF TODAY—DETOUR AND DRUMMOND ISLAND—AGRICULTURAL AND LIVESTOCK FEATURES.....311

CHAPTER XIX

SCHOOLCRAFT AND DELTA COUNTIES

SCHOOLCRAFT COUNTY—MANISTIQUE AND MONISTIQUE—INDIAN LAKE AND KITCH-ITI-KI-PI—PRODUCTS OF THE SOIL AND LIVE STOCK—INCREASE OF POPULATION—DELTA COUNTY—FOUNDING OF ESCANABA—GREAT ORE DOCKS—GREAT SHORT LINE—POWER, LIGHT AND WATER—SCHOOLS AND CHURCHES—ESCANABA INDUSTRIES—GLADSTONE—WELLS—OTHER TOWNS IN THE COUNTY—AGRICULTURE AND GOOD ROADS—INCREASE IN POPULATION.....349

CHAPTER XX

ALGER AND LUCE COUNTIES

ALGER COUNTY—EAST OR OLD MUNISING—ONOTA—NEW MUNISING—THE CLEVELAND CLIFFS IRON COMPANY—THE PICTURED ROCKS—AGRICULTURE AND THE EXPERIMENT STATION—GROWTH IN POPULATION—LUCE COUNTY AND NEWBERRY—UPPER PENINSULA HOSPITAL FOR THE INSANE—LAKE SUPERIOR IRON AND CHEMICAL COMPANY—MINOR POINTS AND POPULATION.....384

CHAPTER XXI

MARQUETTE AND BARAGA COUNTIES

MARQUETTE COUNTY ORGANIZED—IRON ORE DISCOVERED—MARQUETTE CITY FOUNDED—PETER WHITE COMES—IRON MOUNTAIN RAILROAD—ORE PIERS BUILT—GREAT FIRE OF 1868—ORE TRAFFIC AND OTHER BUSINESS—VILLAGE AND CITY—HARBOR AND WATER POWER—PUBLIC BUILDINGS AND MARQUETTE STATUE—PRESQUE ISLE—UPPER PENINSULA STATE PRISON—NORTHERN STATE NORMAL SCHOOL—NEGAUNEE—ISHPEMING—OLIVER IRON MINING COMPANY—CLEVELAND-CLIFFS IRON MINING COMPANY—EARLY OUTSIDE MINING CENTERS—MINING SUMMARY—MODEL DAIRY FARM—INCREASE IN POPULATION—BARAGA COUNTY—BARAGA MISSION AND VILLAGE—THE METHODIST MISSION—VILLAGE OF L'ANSE—PETER CREBASSA—OTHER VILLAGES—INCREASE IN POPULATION.....406

CHAPTER XXII

THE COPPER COUNTIES

QUINCY AND CALUMET & HECLA MINES—DEEPEST COPPER MINE IN THE WORLD—ISLE ROYALE CONSOLIDATED—ATLANTIC AND SUPERIOR MINES—COPPER RANGE, BALTIC, ETC.—COPPER RANGE RAILROAD—MICHIGAN SMELTING WORKS—WOLVERINE, CENTENNIAL AND OSCEOLA—HANCOCK AND LAURIUM—MINE PRODUCERS AND DIVIDEND PAYERS—HOUGHTON COUNTY POLITICALLY—INCREASE IN POPULATION—PHYSICAL FEATURES—HOUGHTON, THE COUNTY SEAT—MICHIGAN COLLEGE OF MINES—OUTLINE HISTORY OF THE VILLAGE—CITY OF HANCOCK—CALUMET AND RED JACKET—VILLAGE OF LAURIUM—LAKE LINDEN AND HUBBELL—KEWEENAW COUNTY—DESCRIPTIVE—MINES—POPULATION—OLD ISLE ROYALE COUNTY—ONTONAGON COUNTY—MINES.....448

CHAPTER XXIII

THE NEWER IRON COUNTIES

GOGEBIC IRON RANGE—ASHLAND, NORRIE AND AURORA MINES—NEWPORT MINE—BESSEMER—GOGEBIC COUNTY CREATED—SHIPMENTS FROM THE

GOGEBIC RANGE—THOMAS F. COLE—IRONWOOD CITY—INCREASE IN POPULATION—IRON COUNTY—IRON RIVER DISTRICT—CITY OF IRON RIVER—MINES AT STAMBAUGH AND IRON RIVER—STAMBAUGH VILLAGE—CRYSTAL FALLS—OTHER TOWNS—AGRICULTURE AND GOOD ROADS—COUNTY STATISTICS—DICKINSON COUNTY—OLD QUINNESEC—FIRST SHIPMENTS OF ORE—FOUNDING OF IRON MOUNTAIN—PIONEER ITEMS—CHAPIN AND PEWABIC MINES—NORWAY AND THE ARAGON MINE—OTHER TOWNS—AGRICULTURE—GOOD ROADS—POPULATION	504
---	-----

CHAPTER XXIV

MENOMINEE COUNTY

BEAUTIES AND UTILITIES OF MENOMINEE RIVER—PIONEER TRADERS AND LUMBERMEN—CHAPPEAU AND FARNSWORTH—MRS. WILLIAM FARNSWORTH (MARINETTE)—JOHN G. KITTSON—ONLY MILL ON THE RIVER—OTHER NOTABLE EARLY MILLS—SETTLERS OF THE EARLY MILLING DAYS—MARINETTE LUMBER COMPANY—THE N. LUDINGTON COMPANY—THE KIRBY-CARPENTER COMPANY—LUDINGTON, WELLS & VAN SCHAICK COMPANY—OTHER OLD PINE LUMBER MILLS—ZENITH LUMBER YEARS—OTHER INDUSTRIES—TRADE—PROFESSIONS—THE TRANSITION PERIOD—PRESENT POPULATION AND MATERIAL CONDITIONS—CARPENTER-COOK COMPANY—MENOMINEE RIVER SUGAR COMPANY—OTHER MENOMINEE INDUSTRIES—TWIN CITIES LIGHT & TRACTION COMPANY—MENOMINEE POSTOFFICE—ST. JOSEPH'S HOSPITAL—CHURCHES—NEWSPAPERS—MENOMINEE AS A MUNICIPALITY—THE SPIES PUBLIC LIBRARY—THE JOHN HENES PARK—RIVERSIDE CEMETERY—VILLAGES OF THE COUNTY—COUNTY GOVERNMENT—CIVIL WAR—COUNTY HIGHWAYS—SCHOOLS—COUNTY AGRICULTURAL SCHOOL—AGRICULTURE	552
--	-----

INDEX

- Abbott, Fred H., 244, 1549.
Abbott, S. W., 610, 611.
Abrams, Edward T., 1408.
Adams, John Q., 239.
Adams, Robert N., 1085.
Adams, William R., 1187.
Adventure mine, 502.
Agassiz, Alexander, 1088.
Agriculture (see under several counties).
A'Hern, Charles P., 1424.
Ahmeek Mining Company, 494.
Ainsworth, Corydon E., 1248.
Alger county—Munising, its county seat, 384; East, or old Munising, 385; Onota, 387; new Munising, 388; Cleveland Cliffs Iron Mining Company, 390; the Pictured Rocks, 392; Agriculture and Experiment Station, 394; growth in population, 397.
Allen, Ephraim W., 1139.
Allo, John A., 743.
Allouez, Claud, 116, 120, 326.
Allouez mine, 490, 494.
Allyn, Harry H., 710.
Alvar, Gust, 967.
Amasa, 532.
American canal and locks, 252, 255, 281.
American Fur Company, 173, 196, 214, 253, 316, 442, 443.
American mine, 438.
American Smelting and Refining Company, 449.
Amerman, Charles A., 467.
Amidon, Lee E., 727.
Amsden, Arthur H., 310, 600.
Andag-weos, 75.
Anderson, Carl A., 613.
Anderson, John E., 937.
Andre, Louis, 119.
Andrews, Roger M., 594, 595, 729.
Andrews, William, 643.
Ann Arbor Railroad, 353.
Anthony, Edward C., 1396.
"Appleton," 363.
Aragon mine, 547.
Arch Rock (Giant Arch), 15.
Armstrong, John N., 286, 540.
Arnheim, 446.
Arnold, 492.
Arnold, Louis, 763.
Arnold, George T., 1211.
Arvon, 446.
Ashford, Edmund, 664.
Ashland Iron & Steel Company, 509.
Ashland mine, 289, 506, 507, 511.
Assinins, 446.
Astor, John Jacob, 173, 253, 316.
Atkins, Frank H., 1520.
Atlantic mine, 458, 465, 466, 511.
Atwood, John, 441, 467.
Audet, Peter C., 1262.
Aurora mine, 507, 508, 511.
Ayers, Frank, 543.
Bacon, John, 467.
Badger mine, 540.
Baer, Henry L., 1234.
Bailey, John R., 1309.
Bailey, Matthew G., 1312.
Bailey, Thomas, 1160.
Bainbridge, Jacob, 824.
Baird, William S., 946.
Bagley, 604.
Bagley, William E., 566, 574, 575.
Baker mine, 525.
Baldwin, F. L., 388.
Ball, Dan H., 238, 244, 717.
Baltic mine, 465, 466, 521.
Baltic Mining Company, 459.
Bangs, Anson, 608.
Bangs, James A., 1369.
Banks, D. S., 516.
Barabe, Joseph, 821.
Baraga county—Organized, 441; Baraga mission and village, 442; the Methodist mission, 443; village of L'Anse, 444; other villages, 446; increase in population, 447.
Baraga, Frederick, 216, 442.
Baraga mission, 442.
Baraga village, 442, 443, 447.
Barbeau, Peter B., 333.
Barclay, Robert H., 167.
Barker, Edgar A., 846.
Barnhisel, John C., 1171.
Barnum, Robert H., 1370.

- Barnum, Thomas, 1370.
 Barr, Hiram A., 756.
 Barron, Thomas H., 789.
 Barstow, George, 965.
 Bates, Frederick, 163.
 Bates, Robert J., 310.
 Bawden, Frank, 736.
 Bawden, Frederick J., 1365.
 Bay de Noquet Lumber Company, 378.
 Bayliss, Edwin, 1252.
 Bayliss, Edwin R., 1252.
 Bayliss, Joseph E., 1337.
 Bedell, James W., 1421.
 Bedford, Thomas, 268.
 Beechner, Herman, 601.
 Beedon, John, 467.
 Belongy, Louis, 1332.
 Belt, 503.
 Bendry, James, 441, 444, 865.
 Bennett, James T., 972.
 Bennett, James W., 962.
 Bennett, Owen J., 1150.
 Bentley, Henry, 563.
 Bernier, Samuel, F., 1538.
 Berry, Joseph T., 1215.
 Bessemer, 509, 510, 511.
 "Bessemer Herald," 511.
 Beta mine, 524.
 Beurmann, Milton E., 1183.
 Bill, A. W., 590.
 Bingham, Abel, 333.
 Bingham & Perrin, 516.
 Birch Creek, 569, 601.
 Birch Creek Academy, 619.
 Birk, William C., 1475.
 Bissell, Murray K., 998.
 Bittner, Herman, 814.
 Bjork, Arvid, 1018.
 Bjorkman, Andrew, 776.
 Bjorkman, George, 1099.
 Bjornson, Benjamin, 1210.
 Black Hawk war, 201.
 Blanchard, Charles D., 1142.
 Blank, Andrew, 985.
 Blank, George, 1083.
 Bleeker county, 609.
 Blesch, Gustavus A., 584, 586, 589, 1515.
 Blixt, John O., 827.
 Blodgett & Davis Lumber Company, 578, 579.
 Blom, Alfred W., 929.
 Bloy, W. J., 1139.
 Blumrosen, Bernard, 744.
 Bohn, Frank P., 1229.
 Bond, William, 1469.
 Bosch, Joseph, 1051.
 Bosson, Frederick N., 1082.
 Boswell, William G., 566, 574, 575.
 Bothwell, David G., 577.
 Bottkol, Mathias, 894.
 Boucher, John B., 310.
 Bower, J. E., 528, 529.
 Bowers, Norwood, 978.
 Boyington, Andrew J., 521, 874.
 Boyington, Philip L., 876.
 Boynton, Lewis R., 908.
 Braddock, Edward, 143.
 Brady, Thomas M., 239.
 Brainerd, Harlow D., 788.
 Brant, Joseph, 159.
 Brasseur, John B., 1005.
 Breen, John, 568.
 Breen, Thomas, 284.
 Breen mine, 287, 524, 539, 540, 549.
 Breitenbach, Oscar C., 1266.
 Breitung, Edward N., 990.
 Breitung mine, 539.
 Brewer, George, 1528.
 Brewer, Luther G., 1527.
 Bridges, Sam, 1258.
 Briggs, Charles, 1512.
 Bristol mine, 532.
 Broadway farm, 624.
 Brockway, Daniel D., 1326.
 Brockway, Sarah L., 444.
 Brockway, W. H., 216.
 Brooks, Mrs. J. R., 564.
 Brotherton, Charles E., 1404.
 Brotherton, Delevan A., 1404.
 Brotherton, Frank H., 1402.
 Brotherton mine, 511.
 Brown, Augustus C., 539, 570.
 Brown, Benjamin J., 243, 581.
 Brown, Charles T., 942.
 Brown, David, 681.
 Brown, Frank L., 586, 825.
 Brown, Frederick H., 1462.
 Brown, George F., 1218.
 Brown, Harry J., 589.
 Brown, James J., 1411.
 Brown, John, 542.
 Brown, Joseph W., 203.
 Brown, Thomas, 445.
 Bruce, Frederick A., 769.
 Brule Mining Company, 521, 524, 525.
 Brush, Charles, 556, 558.
 Buck, Curtis, 983.
 Buckeye Stave Company, 523.
 Buckland, Romulus S., 1399.
 Buell, Harry S., 715.
 Buell, John L., 285, 537, 575, 1383.
 Burchard, Emily, 617.
 Bureau of Fisheries, 331.
 Burr, Edward, 467.
 Burrell Chemical Company, 352.
 Burritt, William A., 1239.
 Burt, John, 406.
 Burt, W. R., 199, 200, 209, 281, 291, 408.
 Burton, John E., 506.
 Bush, Ira D., 498.
 Bush, James H., 989.
 Bush, John M., 971.
 Butler, Benjamin F., 203.
 Byers, Isaac W., 523, 791.
 Byrns, J. E., 995.
 Cable, Claud C., 1362.
 Cabot discoveries, 98.

- Cadillac, Antoine de la Mothe, 133, 136, 143.
 Caldwell, Thomas, 569.
 Callieres, Louis Hector de, 136.
 Calumet (See Red Jacket).
 "Calumet News," 487.
 Calumet & Hecla library, 453, 487.
 Calumet & Hecla mine, 279, 449, 452, 455, 465, 466, 485, 487, 489.
 Calvi, John B., 841.
 Cambria mine, 429.
 Cameron, Arthur L., 1316.
 Campbell, Charles G., 1354.
 Campbell, Gordon R., 1056.
 Campbell, James M., 915.
 Campbell, John, 1533.
 Campbell, Peter E., 1339.
 Campbell, Wilber E., 886.
 Canadian canal and locks, 252.
 Canfield, Augustus, 409.
 Carheil, Etienne de, 131, 133, 136, 138, 139.
 Carleton, Guy H., 1169.
 Carley, Ira, 603, 621.
 Carleton, Guy, 150.
 Carlton, Samuel G., 1320.
 Carney, 604.
 Carney, Fred, Jr., 555.
 Carpenter, Augustus A., 301, 572, 691.
 Carpenter, Warren S., 688.
 Carpenter, William O., 301, 572, 585.
 Carpenter-Cook Company, 585.
 Carr, S. T., 281.
 Carroll, Edward, 1135.
 Cartier, Jacques, 99.
 Case, Walter W., 1111.
 Cash, Daniel S., 498.
 Caspian mine, 521.
 Cass, Lewis, 42, 168, 170, 174, 178, 180, 185.
 Cassells, J. L., 429.
 Cave Man, 18.
 Cavina, Daniel, 499.
 Cedar River, 603.
 Centennial Copper Mining Company, 462, 465, 466.
 Central, 492.
 Chadbourne, Thomas L., 239, 244.
 Chambers, Michael, 1432.
 Chambers, William D., 1200.
 Champion, 410.
 Champion, Iden G., 1123.
 Champion Copper Company, 460, 465.
 Champion mine, 433, 466.
 Champplain, Samuel de, 102, 107, 112 (death), 113.
 Chandler, D. M., 216.
 Chandler, Joseph H., 234.
 Chandler, William, 1390.
 Chapel Rock, 393.
 Chapin mine, 287, 541, 543, 544, 545.
 Chapman, William, 1325.
 Charlevoix, Pierre Francois Xavier de, 39, 140.
 Chatham, 394.
 Chatham mine, 525.
 Chappeau (Chappee), Louis, 555-7.
 Chicago & North-Western Railway, 284, 285, 288, 363, 371, 509, 518, 521, 539, 540, 615.
 Chicago, Milwaukee & St. Paul Railroad, 499.
 Chicago Lumbering Company, 352.
 Chimney Rock, 16.
 Chipman, J. Logan, 236.
 Chippewa county—Agricultural possibilities, 259; in Civil war, 308; the Soo of the seventeenth century, 324; first American lock, 327; Fort Brady of today, 327; Government or Canal park, 329; State Fish Hatchery, 330; county and county seat, 331; American canal and locks, 334; the Soo of today, 339; Detour and Drummond island, 343; agriculture and livestock, 343.
 Chippewas—Ancestors of, 68; history, 70; noted chiefs, 72; domestic and family life, 74; religion and mythology, 76; dances, 80; mourning for the dead, 87; displace the Mascoutens, 88; relinquish rights to mineral lands, 191; cede land for Fort Brady, 329.
 Christensen, Theodore C., 797.
 Christofferson, Karl, 1032.
 Christophersen, Nels, 777.
 Church, J. Wells, 1156.
 Circuit courts, 227.
 Clark, F. O., 239.
 Clark, John, 443.
 Clark, Richard J., 1166.
 Clark, William Jr., 1405.
 Clarke, Charles G., 1043.
 Cleary, Henry J., 726.
 Cleaves, Will S., 1347.
 Cleaves, Lillian M., 1348.
 Cleveland Iron Mining Co., 411, 432.
 Cleveland-Cliffs Iron Mining Company, 390, 431, 432, 437, 507.
 Clergue, Francis H., 342.
 Cliff, 466.
 Cliff mine, 276, 432.
 Clifford, J. M., 846.
 Clinton Slate Company, 445.
 Close, H. H., 498.
 Cobb, Zenas, 563.
 Coburn, Augustus, 498.
 Coburn, Henry W., 654.
 Colby mine, 509, 511.
 Cole & McDonald, 438.
 Cole, Thomas F., 512.
 Collins, G. Sherman, 1251.
 Collins, Luther C., 595, 812.
 Colwell, H. J., 547.
 Coman, John S., 694.
 Commercial Bank, Menominee, 585.
 Company of the Hundred Associates, 104, 113, 116,
 Connelly, R. A., 363.

- Connors, Thomas, 646.
 Cook, August C., 1487.
 Cook, Charles I., 632.
 Cook, C. I., 585, 586, 622.
 Cooper, James B., 816.
 Copeland, Franklin, 928.
 Copp, Egbert M., 566.
 Copper Falls, 492.
 Copper Harbor, 210, 276, 490, 493.
 Copper Manitou, 192.
 Copper mining—In 1846, 210; rise of, in Ontonagon County, 221; ancient, 270; French accounts of, 273; English reports, 274; Dr. Houghton's famous report, 275; arrival of practical Cornishmen, 276; first efforts at smelting, 277; the Keweenaw formation, 277; deepest of copper mines, 278; copper found elsewhere, 279; copper industry since 1845, 280. (See Houghton, Keweenaw and Ontonagon counties.)
 Copper Range, Upper Peninsula, 470.
 Copper Range Consolidated Company, 459, 466.
 Copper Range Railroad, 460.
 Cordes, William, 624.
 Corin, Joseph W., 762.
 Corrigan, McKinney & Company, 509, 532.
 Cottrill, E. B., 587.
 Coughlin, Thomas, 1364.
 County Road System (see Good Roads).
 Covington, 446.
 Cowling, John F., 1498.
 Cox, James N., 1040.
 Cox, Merton D., 595, 917.
 Craig, Charles B. M., 1374.
 Crane, William F., 662.
 Crawford, Joseph D., 590, 1447.
 Crawford, Samuel, 935.
 Crawford (Samuel) & Sons, 565, 601.
 Crawford Box Company, 590.
 Crebassa, Peter, 444.
 Crestview, 492.
 Croghan, Major, 180, 182, 183.
 Crooks, Ramsey, 195.
 Croll, Emiel A., 888.
 Crozer, James A., 589.
 Cruse, Alfred, 669.
 Crystal Falls, 526, 528, 529, 531, 532.
 Crystal Falls Iron Mining Company, 525, 528.
 Crystal Falls Union High and Manual Training School, 526, 529.
 Cuddihy, John D., 663.
 Cuddy, Joseph F., 595.
 Cuddy, M. C., 244.
 Cudlip, William J., 703.
 Cullis, Albert E., 1256.
 Culver, Rush, 1508.
 Cumiskey, John, 863.
 Curry, Solomon S., 508, 1550.
 Curtis, Charles W., 1378.
 Curtis, E. T., 487.
 Cushman, C. C., 221.
 Cutler, Manasseh, 158.
 Cyclops mine, 540.
 Cyr, Louis D., 525.
 Dablon, Claud, 117, 326, 327.
 Daggett, 605.
 Daniell, Edward, 589, 1510.
 Daniell, John, 455, 1058.
 Daniell, Susan E., 1058.
 Danielson, John A., 898.
 Darby, James F., 938.
 Darby, William, 170.
 Darling, Abner M., 1064.
 Darrow, John, 1417.
 Davidson, Otto C., 540, 544, 1068.
 Davis, John W., 949.
 Davis, Jefferson, 202.
 Dawson, George, 737.
 Dead river, 417.
 Dead River saw-mill, 418.
 Deadman, John F., 1314.
 Dean, Peter, 498.
 Dear, Ernest, 1000.
 Decoto, Joseph, 196, 560.
 De La Roche, Paul, (Hippolyte), 101.
 Delaware, 492.
 Delta county—In Civil war, 308; general description, 361; founding of Escanaba, 363; great ore docks, 364; great short-line, 365; Gladstone, 374; Wells, 375; Ford River, 377; other towns in the county, 378; agriculture and good roads, 380; increase in population, 383.
 Demar, Edward, 1267.
 Dennis, Walter W., 1471.
 Detour, 182, 343.
 Detroit & Mackinac Railroad, 318.
 Detroit, Mackinac & Marquette Railroad, 318, 351, 410, 413.
 Detroit Lumber Company, 577, 579.
 Devereaux, J. R., 481.
 Dickison, George J., 1016.
 Ditzmeyer, Joseph, 521.
 Dobeas, Louis, 569, 603, 1412.
 Dober, Alois, 1359.
 Dober mine, 525.
 Dodge, Henry M., 202, 237.
 Doig, William M., 931.
 Dolan, Paul, 1364.
 Dolan, P. H., 509.
 Dollarville, 405.
 Donkersley, Cornelius, 411.
 Dotsch, Henry R., 722.
 Doty, James Duane, 179.
 Doucet, W., 528.
 Dougherty, Fred, 1120.
 Douglass Courtney C., 488, 1532.
 Douglass, Frank A., 969.
 Douglass, Mrs. Sue (nee Lyon), 617.
 Douglass, W. Corbin, 969.
 Downey, Patrick R., 787.
 Doyle, Michael J., 244, 1431.

- Droillette, Gabriel, 119, 127.
 Drummond island, 177, 180, 343.
 Du Lhut (Duluth), Daniel Greysolon, 126.
 Dufort, Joseph, 936.
 Duluth, South Shore & Atlantic Railroad, 318, 411, 413.
 Duncan, John, 1186.
 Duncan, Joseph, 196, 560.
 Dundon, Thomas J., 784.
 Dunham, John, 866.
 Dunn, Martin L., 364.
 Dunn, William A., 1371.
 Dunn mine, 532.
 Dunston, Thomas B., 831.
 Dunton, Carey W., 1387.
 Durfee, L. L., 329.
 Dymock, John S., 1114.
 Dysinger, Charles M., 1466.
- Eagle Harbor, 490, 492.
 Eagle River, 490, 492.
 Earle, George W., 608, 621, 1450.
 East Norrie, 512.
 Easterday, Thomas R., 800.
 Eastman, Lewis D., 581, 613, 625, 1198.
 Eaton, Frank J., 1386.
 Eaton, Fred S., 1248.
 Eddit, Clarence E., 231, 239.
 Eddy, Abraham H., 1179.
 Eddy, Julius H., 1231.
 Eddy, Samuel 1422.
 Edgerton, Earl, 441.
 Edison Sault Electric Company, 340.
 Edoin, Julian, 834.
 Edward, William S., 1010.
 Edwards, Adelbert D., 890.
 Edwards, James P., 1477.
 Edwards, John, 1259.
 Edwards, J. H., 498.
 Edwards, Richard, 481, 1475.
 Edwards, Richard E., 1161.
 Edwards, Richard M., 789.
 Edwards, Theodore W., 1131.
 Eggen, Torsten, 723.
 Eisele, George J., 712.
 Eklund, John, 899.
 Ely, George H., 410.
 Ely, Heman B., 410, 411.
 Ely, John F., 410.
 Ely, Samuel P., 410.
 Emerson, Harry T., 595, 613, 1102.
 Empson, George C., 1197.
 Empson, G. R., 1197.
 Endress, Emil G., 1403.
 English, A. P., 595.
 Ennis, Charles J., 964.
 Erdlitz, Frank, 590, 996.
 Erickson, Ed, 750.
 Ericson, Eric, 880.
 Escanaba—Founding of, 363; great ore docks, 364; great shore-line, 365; power, light and water, 367; schools and churches, 369; industries, 371.
 Escanaba "Daily Mirror," 365, 369.
 Escanaba High School, 369.
 Escanaba Manufacturing Company, 373.
 Escanaba Traction Company, 367.
 Escanaba & Lake Superior Railroad, 365, 377.
 Eslick, John C., 857.
 Etherington, George, 141.
 Eureka mine, 512.
 Evans, Oliver, 849.
 Eveland, Andrus, 214, 562, 568.
 Everett, P. M., 281, 408.
 Evergreen belt, Ontonagon county, 279.
 Everling, Frederick L., 1477.
 Exley, Paul H., 1461.
- Fairchild, John, 593.
 Faithorn, 606.
 Falk, John A., 1132.
 Farnsworth, Samuel H., 558.
 Farnsworth, William, 556-9.
 Farnsworth, Mrs. William (Marinette), 559.
 Farnsworth & Brush, 300.
 Faucett, William H., 1441.
 Faust, Father, 542.
 Fayette, 378, 380.
 Fead, Louis H., 1350.
 Fellows, William S., 740.
 Fenelon, Michael P., 826.
 Fenwick, Edward C., 774.
 Ferguson, Albert L., 1298.
 Ferguson, William F., 1213.
 Ferguson, Robert G., 1335.
 Fernstrum, Frank G., 713.
 Ferry, Rev. W. M., 194.
 Fifield, Henry O., 594.
 Finnegan, Jeremiah T., 441, 1108.
 First National Bank, Menominee, 584.
 First Presbyterian church, Menominee, 593.
 Fisher, D. J., 590.
 Fisher, Nelson E., 1192.
 Fisher Box Company, 590.
 Fisk, Henry, 539.
 Fitzsimmons, Gertie, 516.
 Flanagan, Patrick, 709.
 Flannigan, Richard C., 235, 244, 547, 631.
 Flannigan, Thomas, 521.
 Flesheim, Joseph, 543, 589.
 Fliege, Julius E., 309.
 Flynn, Thomas J., 1119.
 Foley, F. W., 1099.
 Foley, George R., 1448.
 Follansbee, Alfred S., 1304.
 Follo, O. O., 1349.
 Fond du Lac (Lake Superior) treaty, 89.
 Foote, Frank W., 1014.
 Foote, Oscar J., 441.
 Ford River, 375, 377.
 Ford River Lumber Company, 375, 377.

- Forshar, John N., 1122.
 Forsyth, 410, 437.
 Fort Brady, 183, 327, 340.
 Fort Holmes, 317.
 Fort Mackinac, 153, 154, 165, 307, 315, 316, 317.
 Foster, James C., 1204.
 Fowle, Otto, 920.
 Franklin, 466.
 Franklin Mining Company, 451, 465.
 Freeman, Edwin, 1255.
 French, David, 467.
 French Fort, St. Ignace, 320, 323.
 Fretz, William G., 1336.
 Frontenac, Comte Louis de Baude de, 129, 131.
 Funkey, John, 1270.
 Fur-bearers, 92.
- Galby, Albert, 1197.
 Gallen, George E., 1403.
 Gallup, George, 1290.
 Gannon, J. C., 377.
 Gardiner & Baker, 563.
 Garrigan, Peter, 901.
 Gay, 493.
 Gee, James H., 547.
 Geismar, Leo M., 394.
 Geology, 1.
 Getchell, Frank H., 752.
 Gibbs, S. P., 572.
 Gib-Wa-Wean Lookout, 319.
 Gilbert, Garrett, 1216.
 Gill, Andrew S., 1486.
 Girard Lumber Company, 576, 579.
 Gitchie Gausine, 84.
 Glacial period, 3.
 Gladstone, 361, 374.
 Glaser, Emil, 657.
 Globe mine, 460.
 Godfrey, James D., 1016.
 Goetz, John F., 1401.
 Gogebic county—Created, 510; Bessemer, the county seat, 510; shipments from the Gogebic Iron Range, 511.
 Gogebic Iron Range, 288, 504, 506, 511.
 Goldsworthy, Martin, 927.
 Goldsworthy, Martin R., 1340.
 Good roads, 380, 532, 549.
 Goodwin, Daniel, 228, 1547.
 Goodnow, Leon L., 829.
 Gourley, 608.
 Government (Canal) Park, the Soo, 329.
 Graham, John, 323.
 Gram, Andrew, 576, 723.
 Grand Island, 13, 384, 391.
 Grand Island Iron Ore Company, 385.
 Grand Marais, 394.
 Grand Medicine Society, 51.
 Grand Portal, 393.
 Grant, Claudius B., 234, 671.
 Gratiot lake, 492.
 Gratiot river, 490.
 Graveraet, R. J., 217, 408, 429.
- Gray, Walter W., 1277.
 Gray, Willard E., 1059.
 Great Northern mine, 532.
 Green Bay & Bay du Noc State Road, 614.
 Greenland, 502, 503.
 Greenstone Cliffs, 490.
 Gregory, William B., 770.
 Gribble, Samuel J., 994.
 "Griffin," 124, 318.
 Griffin, John, 163.
 Grignon, Eugene, 581, 1030.
 Griswold, Stanley, 163.
 Groos, John O., 883.
 Grossbusch, Christopher, 1509.
 Guay, J. Charles, 1147.
 Guensburg, Adolph E., 679.
 Guensburg, Emil, 791.
- Hadley, George, 443.
 Haggerson, Fred H., 613.
 Haggerson, George H., 595, 614, 1500.
 Haire, Norman W., 1418.
 Hall, George, 1530.
 Hall, J. C., 196, 558, 563.
 Haller, John M., 1368.
 Haller, John P., 1366.
 Halter, Andrew, 1305.
 Hamacher, Frank J., 724.
 Hambitzer, Joseph M., 1511.
 Hambly, Joseph, 541.
 Hamilton, Charles E., 1416.
 Hamilton mine, 545.
 Hammel, Walter F., 1026.
 Hammond, Paul B., 1053.
 Hammond, Ransom L., 776.
 Hancock, 482.
 Hancock Consolidated Mining Company, 463.
 "Hancock Evening Journal," 484, 490.
 "Hancock Times," 484.
 Handy, Sherman T., 1243.
 Hanks, Porter, 165.
 Hanley, John, 568.
 Hanna, T. B., 498.
 Hansen, Charles C., 640.
 Haring, James M., 1361.
 Harison, Beverly D., 1175.
 Harlow, A. R., 408.
 Harmon, Leo C.; 588, 699.
 Harmon, M. S., 585.
 Harmon, William Webb, 594.
 Harper, Martin, 1017.
 Harris, 606.
 Harris, Michael, 606, 1415.
 Harris, Roland, 572.
 Harris, William, 1306.
 Harrison, William Henry, 161, 166.
 Hartford mine, 429.
 Hartigan, Thomas, 1368.
 Harvey, Charles T., 411.
 Harvey, Edward Sr., 913.
 Harvey, Thomas R., 934.
 Hass, Albert, 614, 1019.

- Hastings, George L., 747.
 Hatfield, William B., 1188.
 Haun, Frank, 1143.
 Hayden, Clyde, 788.
 Hayes, Thomas, 1543.
 Hayes, William P., 543.
 Hazelton, George H., 406.
 Healy, Frank A., 1341.
 Hebard (Charles) & Sons, 446.
 Hebard & Thurber Lumber Company, 446.
 Hecla & Torch Lake Railroad, 453.
 Heidkamp, Adolph F., 826.
 Heinrichs, Herman, 1097.
 Hellberg, Gustav A., 998.
 Henderson, Robert C., 244, 1488.
 Henes, John, 584, 586, 597, 621, 1492.
 Henes (John) Park, 597.
 Henes & Keller Company, 590.
 Hennepin, Louis, 124.
 Henry, Alexander, 274.
 Henze, Julius, 775.
 Henze, Louis A., 900.
 Hepting, Frank, 1393.
 Herman, 446.
 Hermann, Joseph, 1153.
 Hermansville, 606.
 Hetcher, Herman, 624.
 Hetcher, Victor, 624.
 Hewitt, A. J., 521.
 Hewitt, M. L., 411.
 Hiawatha mine, 521, 524, 525.
 Hickler, John H., 1067.
 Hicks, J. F., 581.
 Hicks, Walter R., 581, 595, 1260.
 Hill, Samuel G., 467.
 Hill, Samuel W., 498.
 Hill, Willia D., 902.
 Hitchins, John H., 957.
 Hixson, Virgil I., 959.
 Hoar, Richard M., 481.
 Hoatson, Thomas, 815.
 Hoban, Michael, 1382.
 Hodgkins, Joshua, 408.
 Hohl, Charles D., 1067.
 Holbein, George E., 1430.
 Holden, Arthur J., 1297.
 Holden, Lawson C., 245, 1073.
 Holfeltz, Jacob R., 753.
 Hollister, S. D., 528.
 Holman, Mary E., 354.
 Holmberg, Karl J., 931.
 Holmes, Herman, 666.
 Holmes, William, 569, 571, 664.
 Holmes, Mrs. William, 564.
 Holmes, William A., 1128.
 Holtenhoff, A. B., 937.
 Hoose, Jay W., 881.
 Horner, John S., 204.
 Hornstein, A., 418.
 Hosking, Richard, 817.
 Houghton, Douglass, 200, 206, 209, 275, 466, 1531.
 Houghton county—In Civil war, 308; settlements founded on copper mines, 448; Quincy and Calumet & Hecla mines, 449; deepest copper mine in the world, 455; Copper Range Railroad, 460; Michigan Smelting Works, 461; mine producers and dividend payers, 465; political history, 466; increase in population, 468; physical features, 469; Houghton, the county seat, 472; Hancock, 482; Laurium, 488; Lake Linden and Hubbell, 488.
 Houghton County Street Railway Company, 485.
 "Houghton Mining Gazette," 481, 512.
 Houghton village—General description, 473; Michigan College of Mines, 473; outline history, 478.
 House, Abraham, 1379.
 Howard, E. K., 329.
 Howe, James H., 528.
 Hubbard, Jesse, 620, 649.
 Hubbell, Jay A., 233, 473.
 Hubbell (South Lake Linden), 489.
 Hubert, Derrick, 923.
 Hudson, John S., 194.
 Hudson, Roberts P., 1273.
 Hudson Bay Company, 149.
 Huebel, Charles J., 1246.
 Hughes, H. D., 398.
 Hull, William, 164.
 Hulst, Harry T., 702.
 Hulst, Nelson P., 285, 537, 539, 545.
 Humboldt mine, 437.
 Hunt, Marshall N., 1047.
 Hunter, John H., 1377.
 Hurley, William H. H., 745.
 Hurons, 89.
 Hurlbut, E. J., 485.
 Hutchinson, Thomas, 571.
 Imperial mine, 437.
 Indians—Supernatural beliefs of, 19; death and the hereafter, 22; deluge and racial origin, 24; medicine bag and medicine dance, 26; tribal government and social customs, 27; totems, 28; women and children, 31; utensils, weapons and sports, 32; music and dancing, 34; magic arts, 35; picture writing, 36; horses introduced, 37.
 Indian lake, 351, 353.
 Indian treaties, 197.
 Ingalls, Charles B., 566, 576.
 Ingalls, Eleazer S., 244, 284, 555, 557, 560, 566, 569, 576, 594, 603, 609, 1078.
 Ingalls, Mrs. E. S., 563, 564.
 Ingallsdorf, 547.
 Ingallston, 606.
 Ingallston mill, 566, 576.
 Imis, James, 521.
 International bridge, 249, 339.
 "Iron Agitator," 431.
 Iron Cliffs Company, 432.

- Iron county—Rapid developments, 288; organized, 518; Iron River district, 518; city of Iron River, 521; mines at Stambaugh and Iron River, 524; Stambaugh village, 525; Crystal Falls, 526; other towns, 532; agriculture and good roads, 532; statistics, 536.
- Iron mining—Discovery of ore, 212, 281; first Lake Superior pig iron, 281; ore production, 1855-64, 281; improvements in handling ore, 282; first commercial discoveries, 284; Chicago & North-Western Railway, 284; Dr. N. P. Hulst and the lower Menominee, 285; the Quinnesec mine, 286; pioneer mines of the range, 287; pioneer promoters, 287; Gogebic Iron Range, 288; total of production, 289 (see Marquette, Gogebic, Dickinson and Iron Counties).
- “Iron Home,” 431.
- Iron Mountain, 288, 540-6.
- “Iron Mountain Press,” 546.
- Iron Mountain Railroad, 410, 411.
- “Iron Ore,” 431.
- Iron River, 521, 523, 524.
- Iron River Business Men’s Association, 523.
- Iron River Central school, 524.
- Iron River district, 518.
- Iron River Furnace Company, 520.
- Iron River mine, 521.
- “Iron River-Stambaugh Reporter,” 523, 524.
- Ironwood, 516.
- “Ironwood News-Record,” 517.
- Ironwood Presbyterian church, 516.
- “Ironwood Times,” 517.
- Ironton mine, 509, 512.
- Irving, George, 863.
- Ishpeming, 410, 428.
- Isle Royale, 279, 497.
- Isle Royale county, 497.
- Isle Royale Consolidated Mining Company, 458, 465.
- “Italian Miner,” 488.
- Jacker, Edward, 124, 216, 323.
- Jackola, Charles O., 1070.
- Jackson, William S., 1000.
- Jackson Iron Mining Company, 217, 281, 408, 409, 432.
- Jacobs, Elizabeth, 559.
- Jacobs, John B., Jr., 559.
- James, Francis A., 1298.
- James, John, 806.
- James, Stephen J., 772.
- James, W. Frank, 670.
- James mine, 521.
- Japanese torii, 329.
- Jasberg, John H., 1321.
- Jeesukawin (Indian art of prophesy), 35.
- Jefferson, Thomas, 150.
- Jeffs, William B., 725.
- Jenks, Frank G., 1380.
- Jennings, Ira C., 1524.
- Jennings, Robert E., 1548.
- Jensen, Hans, 625.
- Jessieville Methodist church, 516.
- Jesuits, 103, 130.
- Jobe, William H., 1080.
- Johnson, Andrew, 970.
- Johnson, Charles, 406.
- Johnson, Edward D., 1069.
- Johnson, Frederick H., 897.
- Johnson, G. D., 431.
- Johnson, Leon A., 979.
- Johnson, John McDougal, 193.
- Johnson, Lathrop, 222.
- Johnson, R. M., 168.
- Johnston, Albert D., 1027.
- Johnston, William H., 1035.
- Joliet, Louis, 129.
- Jones, Charles H., 575, 589.
- Jones, John E., 1044.
- Jones, John E., 848.
- Jones, John T., 1505.
- Jones & Laughlin Ore Company, 429.
- Jopling, Alfred O., 1015.
- Josette, 50.
- Juttner, Arthur A., 614, 1117.
- Joy, Hiram, 467.
- Kahle, Charles, 1164.
- Kaiser, Frank X., 1392.
- Kaiser, Nicholas F., 1145.
- Kakatosh family, 48.
- Kartheiser, Frank, 1007.
- Kates, Charles W., 1415.
- Kaufman, N. M., 418.
- Kaye, James H. B., 423.
- Keckonen, Oscar, 847.
- Kee, David N., 1135.
- Keese, Frank E., 1084.
- Kell, Joseph, 613.
- Kelly, Edward H., 1002.
- Kelly, James, 220.
- Kelly, William, 947.
- Kelso, C. E., 1104.
- Kern, Jacob, 568.
- Kerr, Angus W., 233, 1355.
- Kerr, Murdock M., 862.
- Kerredge Theater, 484.
- Kewawewon, 443.
- Keweenaw Bay, 446.
- Keweenaw Central Railroad, 484, 493, 494.
- Keweenaw Copper Company, 494.
- Keweenaw county—In Civil war, 308—historical, 489; descriptive, 490; mines, 493; population, 497.
- “Keweenaw Miner,” 490.
- Keweenaw Point, 14.
- Kiiskila, John, 987.
- Kimball, Roy, 1428.
- Kimball, Henry C., 1427.
- Kirby, Abner, 301, 555, 565, 572.
- Kirby-Carpenter Company, 301, 566, 568, 571, 579.

- Kirkpatrick, J. C., 1470.
 Kirkwood, Philip B. T., 1136.
 Kirkwood, P. B., 1136.
 Kitch-iti-ki-pi, 353.
 Kitch-Monedo, 23.
 Kittson, John G., 196, 559, 609, 622.
 Klopceic, Lucas, 1125.
 Knapp, Samuel O., 272.
 Knight, William H., 1190.
 Knight, James B., 547.
 Knowlton, C. B., 547.
 Konot, 47.
 Konwinski mine, 524.
 Kuhnle, William E., 1022.
- La Branch, 608.
 Lachance, Benoni, 1301.
 Lac La Belle Junction, 493.
 La Duke, Anton, 555.
 Laing, Hugh B., 1154.
 Lake Iroquois, 4.
 Lake Linden, 488.
 Lake mine, 503.
 Lake Shaft mine, 432, 433.
 Lake Side Iron Works, 418.
 Lake Shore Iron Works, 418.
 Lake Superior—Description, 246; vessels, 246; commerce, 248; enormity of traffic, 249.
 Lake Superior Iron and Chemical Company, 402.
 Lake Superior Iron Mining Co., 429, 432.
 Lake Superior & Ishpeming Railway, 390.
 Lake Superior mine, 428.
 Lake Superior Mining Institute, 506.
 Lake Superior Ship Canal, Railway and Iron Company, 472.
 Lake Superior & Portage Ship Canal (see Portage Lake Canal), 473.
 LaLonde, William S., 1112.
 Langan, Joseph M., 652.
 Langdon, Samuel, 795.
 Langsford, Richard, 509.
 L'Anse, 441, 444, 445, 447.
 "L'Anse Sentinel," 445.
 La Pointe, 187.
 Larson, C. Frithiof, 1517.
 Larson, Hans, 624.
 La Salle Copper Company, 463.
 La Salle, Robert Cavalier, Sieur de, 125.
 Laurentian river, 2.
 Laurium, 488.
 Laurium Copper Company, 465.
 Lawrence, Charles E., 1398.
 Lawson, Jeremiah, 1496.
 Lawyers, Pioneer, 225, 233.
 Le Blanc, Alexander, 906.
 LeBlanc, Joseph H., 913.
 Legg, Peter R., 1024.
 Legris, Louis N., 1265.
 Lehman, John, 658.
 Lehmann, William, 569.
 Lehmann, Mrs. William, 564.
- Le Hontan (Armand Louis de Delondarce), 113, 126.
 Leisen, Jacob, 589, 1284.
 Leisen, Joseph W., 590.
 Leisen, Louis J., 590, 1283.
 Leisen & Henes Brewing Company, 590.
 Leitch, John G., 1293.
 Lemire, William, A., 805.
 Lemon, Alfred E., 1323.
 Lhote, Peter, 830.
 Libby, Edward N., 1542.
 Lillie mine, 429.
 Lindberg, Charles, 573.
 Linden, Oscar V., 1146.
 Lindsay, Marcellus J., 1191.
 Line, Charles, 581.
 Lipsett, William F., 1419.
 Lisa, James R., 871.
 Little Bay de Noque, 385.
 Livermore, John S., 406.
 Lloyd, M. B., 588.
 Lloyd Manufacturing Company, 588.
 Lockart, Edward P., 1513.
 Lockwood, Edmond, 498.
 Lofberg, Adolph P., 1257.
 Long, Harry W., 872.
 Longyear, John M., 418, 425, 438, 655.
 Loomis, Henry, 593.
 Lord, Arthur H., 1028.
 Lord, Edward J., 785.
 Lott, Edward P., 854.
 Louks, A. G., 397.
 Lovejoy, George W., 568.
- Luce county—Newberry, the county seat, 397; Upper Peninsula Insane Hospital, 401; Lake Superior Iron and Chemical Company, 402; agricultural outlook, 404; minor points and population, 405.
 Ludington, Harrison, 301, 571, 575.
 Ludington mine, 544.
 Ludington, Nelson, 571.
 Ludington (N.) Company, 300, 364, 555, 565, 571.
 Ludington, Wells & Van Schaick Company, 301, 566, 568, 575, 579, 580.
 Lumber industry—Ruthless destruction of timber, 290; industry founded in 1850, 292; importance of Menominee district, 293; early buying of pine lands, 294; pioneer logging camps, 296; log driving, 297; first and modern mills, 299; pioneer and great lumber companies, 300; Menominee River Boom Company, 302; the pine lumber business, 303; estimate of Peninsula product, 304.
 Lumbermen's mine, 541.
 Lumberman's National Bank, Menominee, 585.
 Lundgren, Victor A., 843.
 Lussion, De Saint, 119.
 Luxmore, Thomas L., 1463.
 Lyon, Sue, 617.

- McCabe, Michael F., 1194.
 McCaughuey, Charles P., 310.
 McClelland, Peter J., 1034.
 McClintock, William E., 835.
 McClure, James, 993.
 McColl, John P., 708.
 McCormick, George W., 586, 621, 1425.
 McCulloch, H. D., 268.
 McDermid, John B., 1529.
 McDonald, James H., 944.
 McDonald, John, 521.
 McDonald, Norman, 805.
 McDonough, Martin S., 668.
 McDougall, Donald W., 1219.
 McEachern, Archibald, 1223.
 McGee, Michael B., 1113.
 McGillis, Angus F., 1303.
 McHardy, James, 961.
 McKee, Robert, 1483.
 McKee, John, 799.
 McKenna, Thomas L., 42, 180, 181, 183, 186, 190.
 McLaughlin, Hugh, 540, 1351.
 McLeod, Charles, 196, 300, 560, 609, 617.
 McMahan, James, 1525.
 McMillan, 405.
 McNair, Fred W., 477.
 McNamara, John T., 684.
 McNaughton, Harry C., 1331.
 McReynolds, Andrew T., 267.
 Macaulay, John A., 982.
 MacDonald, Angus P., 1456.
 Machia, Charles H., 882.
 MacIntyre, Charles, 1280.
 MacKenzie, Clyde S., 850.
 Mackinac county—In Civil war, 308; created as county of Michilimackinac, 312; population 313; Michilimackinac and Mackinac, 313; epitome of a century and a third, 315; old fort and Astor relics, 315; Father Marquette memorials, 321; old and modern St. Ignace, 323; the Soo of the seventeenth century, 324; first American (Canadian) lock, 327; Fort Brady of today, 327; Government or Canal Park, 329; State Fish Hatchery, 330; the county and county seat, 331; property and population of county, 332; American canal and locks, 334; expenditures for maintenance of canal, 338; traffic of American and Canadian canals, 338; the Soo of today, 339; Detour and Drummond island, 343; agriculture and livestock, 343.
 Mackinac Island, 14, 313.
 Mackinac Island City, 222, 312.
 MacKinnon, Alexander, 521, 828.
 MacKinnon, Donald, 521.
 MacKinnon, Donald C., 658.
 MacLachlan, Joseph, 1009.
 Macqueen, Donald K., 1479.
 MacRae, John, 900.
 Madajesky, Ernest H., 698.
 Madden, Jerry, 1413.
 Maitland, Alexander, 779.
 Mallmann, Joseph J., 698.
 Malloch, Charles W., 762.
 Malone, Timothy, 1491.
 Maloney, Lawrence, 1449.
 Maltby, Henry, 528.
 Manabush, 51.
 Manatoulin islands, 68.
 Mandan, 493.
 Mangum, John D., 657.
 Manjigeezek, ("Moving Day"), 409.
 Manistique, 351.
 Manistique "Harold," 354.
 Manistique Iron Company, 352.
 Manistique, Marquette & Northern Railroad, 351, 353.
 Manito, 20.
 Mansfield, 532.
 "Manufacturing and Mining News," 427.
 Maple sugar making (Indians), 62.
 Marble, Webster L., 375, 1167.
 Marinette Lumber Company, 570.
 Marinette & Menominee Paper Company, 588.
 Marion, John, 441.
 Markle, John, 1011.
 Marks, Harry H., 330, 1235.
 Markstrum, Knute S., 685.
 Marquette, Jacques, 121, 122, 128, 315, 318, 321, 326, 421.
 Marquette "Chronicle," 418.
 Marquette city—Founded, 408; Peter White comes, 409; Iron Mountain Railroad, 410; ore piers built, 411; great fire of 1868, 412; ore traffic and other business, 413; village and city, 414; harbor and water power, 415; public buildings and Marquette statue, 419.
 Marquette City & Presque Isle Railway Company, 418.
 Marquette county, in the Civil war, 308; organized, 406; iron ore discovered, 408; Marquette city founded, 408; Peter White comes, 409; Iron Mountain Railroad, 410; ore piers built, 411; ore traffic and other business, 413; village and city of Marquette, 414; Presque Isle, 422; Upper Peninsula State Prison, 422; Northern State Normal School, 423; Negaunee, 426; Ishpeming 428; early outside mining centers, 433; mining summary, 438; model dairy farm, 438; increase in population, 440.
 Marquette Iron Company, 429.
 Marquette Iron Range, 438.
 Marquette "Mining Journal," 418.
 Marquette, Houghton & Ontonagon Railroad, 282, 411, 444.
 Marquette & Ontonagon Railroad, 411.
 Marquette & Southeastern Railroad, 390, 413.

- Marquette Valley Mining Company, 417.
 Marriner, Robert G., 1473.
 Marsch, Charles A., 1059.
 Martel furnace, 324.
 Martin, Henry E., 577.
 Martin, M. H., 509.
 Martin, Toussaint J., 730.
 Martinek, Jacob J., 705.
 Mascoutens, 88.
 Mashek Chemical & Iron Company, 373, 377.
 Mason, Charles D., 1087.
 Mason, Charles E., 912.
 Mason, E. Z., 441.
 Mason, Richard, 1348.
 Mason, Stevens T., 202.
 Mason, William H., 1372.
 Mason, William L., 793.
 Masonville, 378.
 Mass, George J., 438.
 Mass City, 501.
 Mass Consolidated Mining Company, 501.
 Mass mine, 429, 433, 501.
 Massie, Napoleon D., 939.
 Mastodon Iron Company, 521.
 Mastodon Mining Company, 524.
 Mather, Samuel L., 411.
 Mather, W. G., 390, 395.
 Mead, Frank D., 1497.
 Medawin, 35, 79.
 Medicine dance, 26.
 Medora mine, 490.
 Meeske, Charles, 768.
 Mellen, Harvey, 518.
 Menard, Eugene, 1294.
 Menard, Peter C., 799.
 Menard, Pierre Rene, 114, 326.
 Menge, August, 1201.
 Menge, William T., 868.
 Menominee (see Menominee county)
 Menominee Abstract and Land Association, 625.
 Menominee Bay Shore Lumber Company, 577, 579.
 Menominee Boiler Works, 590.
 Menominee Boom Company, 302.
 Menominee County Agricultural School, 621.
 Menominee county—In Civil war, 308; beauties and utilities of Menominee river, 553; pioneer traders and lumbermen, 554; Chappelle (Chappee) and Farnsworth, rival traders, 556; Farnsworth and the first saw-mill, 558; Mrs. William Farnsworth (Marinette), 559; Kittson, John G., 559; Eveland and Quimby, 562; only mill on the river, 563; other notable early mills, 565; settlers of the early milling days, 568; Marinette Lumber Company, 570; the N. Ludington and the Kirby-Carpenter companies, 571; Ludington, Wells & Van Schaick Company, 575; other old pine lumber mills, 576; zenith lumber years (1889-90), 578; other industries—trades—professions, 580; present population and material conditions, 582; Carpenter-Cook Company, 585; Menominee River Sugar Company, 586; other Menominee industries, 587; Twin Cities Light and Traction Company, 589; Menominee postoffice, 591; St. Joseph's Hospital, 591; churches, 593; newspapers, 594; Spies Public Library, 595; the John Henes Park, 597; Riverside Cemetery, 601.
 "Menominee County Journal," 594.
 Menominee Electrical Manufacturing Company, 587.
 Menominee Furnace Company, 537.
 "Menominee Herald," 594.
 "Menominee Herald-Leader," 594.
 Menominee Indians—General characteristics and history, 39; origin and totems, 43; noted chiefs, 45; Manabush and Grand Medicine Society, 51; custom of primitive Menominees, 60; the Sturgeon war, 63.
 Menominee Iron Range, 282, 537.
 Menominee Mining Company, 539, 540, 543, 544.
 Menominee river, 552.
 Menominee River Boom Company, 579.
 Menominee River Brewing Company, 590.
 Menominee River Lumber Company, 301, 555, 570.
 Menominee River Railway, 539.
 Menominee River Shingle Company, 578, 591.
 Menominee River Sugar Company, 586.
 Menominee & Marinette Light and Traction Company, 589.
 Mercer, James, 1130.
 Merton, John, 1081.
 Metropolitan Land & Iron Company, 507.
 Meuche, Alfred H., 903.
 Meyer, C. J. L., 606, 607.
 Michels, John J., 1056.
 Michigamme, 410, 437.
 Michigamme river, 435.
 Michigan (see Mitchegamen).
 Michigan College of Mines, 473.
 Michigan Copper Mining Company, 500.
 Michigan-Lake Superior Power Company, 340.
 Michigan Land & Iron Company, 441.
 Michigan mine, 501.
 Michigan Naval Brigade, 377.
 Michigan-Ohio boundary dispute, 202.
 Michigan Refining and Preserving Company, 586, 622.
 Michigan Smelting Works, 461.
 Michigan territory, 162.
 Michilimackinac, 127, 151, 153, 175, 181, 195, 311, 312.
 Middlebrook, William L., 1158.

- Military history—Transfer from French to English rule, 305; Americans occupy the Peninsula, 306; Mexican and Civil wars, 307; Spanish-American war and present commands, 308.
 Millar, George, 309.
 Miller, A. H., 1023.
 Miller, Rudolph T., 661.
 Miller, William F., 1166.
 Miller, William J., 924.
 Millie mine, 546.
 Mills, F. P., 431.
 Milwaukee Iron Company, 539.
 Milwaukee, Lake Shore & Western Railway, 508.
 Miner, Anson B., 636.
 Mineral Mining Company, 524.
 Mineral rights, 191.
 Mingay, Charles G., 812.
 Miniclear, Nick, 276.
 "Mining Reporter," 521.
 Minnear, J. Arthur, 1159.
 Minnesota mine, 221, 276, 498, 500.
 Missionaries, 10, 103.
 Mitawit, 51.
 Mithegamen (Michigan), 60.
 Mitchell, James, 1125.
 Mitchell, William H., 1504.
 Mohawk, 490.
 Mohawk mine, 493.
 Mohawk Mining Company, 494.
 Molloy, James H., 794.
 Moloney, Francis J., 1344.
 Moloney, John F. Sr., 1227.
 Monistique river, 351.
 Monroe, Edwin M., 1268.
 Montreal mine, 512.
 Moore, Alvin R., 844.
 Moore, Cortland E., 1025.
 Moore, Francis M., 955.
 Moore, James T., 1115.
 Moore, John R., 1185.
 Moore, N. D., 288, 509.
 Moran, John P., 911.
 Moran, Sarah K., 912.
 Morris, Bernard M., 695.
 Morrish, Nicholas D., 999.
 Morrison, Finlay A., 963.
 Morrison, Robert G., 581.
 Mosher, Eugene D., 641.
 Moss, Charles H., 859.
 Mueller (William) Company, 607.
 Mul Conry, James, 1345.
 Mullen, John W., 1465.
 Mullen, Patrick, 1466.
 Munger, Mrs. Gertrude B., 595.
 Munising, 384, 385, 388.
 Munising Iron Company, 385.
 Munising Paper Company, 391.
 Munising Railway, 387, 390.
 "Munising Republican," 388, 395.
 Munro Iron Company, 524.
 Murdock, William L., 940.
 Murray, Gordon, 693.
 Murray, David W., 1381.
 Muth, Jacob, 1042.
 Nadeau, 604.
 Nadeau, Louis, 614, 885.
 Nahma, 378.
 Nahma Junction, 352.
 Nanaimo mine, 520, 521, 524.
 Nason, Henry, 569, 574.
 Nathan, 606.
 National Park, 314, 317.
 National Pole Company, 373.
 National Tube Company, 548.
 Native animal life, 91.
 Naubinway, 324.
 Nee, Coleman, 899.
 Negaunee, 363, 409, 410, 426.
 Negaunee High School, 427.
 Negaunee "Iron Herald," 427.
 Negaunee mine, 433.
 Negaunee Printing Company, 1118.
 Nehmer, Daniel, 1287.
 Neidhold, Edward F. W., 1272.
 Nelson, Andrew, 1144.
 Nelson, Robert, 429.
 Nester, Timothy, 388, 390.
 Nestoria, 446.
 Neubauer, Edward A., 733.
 Neugebauer, Charles R., 1212.
 Neuens, Henry G., 721.
 Newberry, 397.
 Newberry, Henry, 568.
 "Newberry News," 397.
 Newcombe, Henry M., 240.
 Newett, George A., 331, 438, 639.
 Newport mine, 289, 508.
 Newton, Henry L., 904.
 Newton, Stanley D., 833.
 New York Lumber Company, 301, 555, 565, 570.
 Nichols, Frederick W., 477.
 Nicholson, George, 352.
 Nicolet, Jean, 39, 68, 70, 105, 107, 109, 112 (death), 113.
 Nikander, John K., 783.
 Niopet, 46, 51.
 Norcross, Fred S., 595.
 Norrie, J. Larsear, 506.
 Norrie mine, 289, 506, 508, 512.
 Norris, Herbert M., 1193.
 North, George S., 1330.
 North Lake mine, 503.
 Northern State Normal School, 423.
 Northrup, Alonzo R., 775.
 Northrup & Butler, 485.
 Northwest Fur Company, 133, 149, 173, 253, 327.
 Northwestern Cooperage and Lumber Company, 374.
 Northwestern Leather Company, 340, 353.
 Norway, 546, 548.
 "Norway Current," 547.
 Norway mine, 540, 546.
 Nyberg, Emil, 1178.

- Oates, William R., 1519.
 Oberdorffer, William J., 395, 734.
 O'Brien, Michael, 1123.
 O'Brien, Patrick H., 234, 1503.
 O'Brien, Patrick, 1333.
 O'Callaghan, George, 547.
 O'Connor, Joseph J., 1225.
 O'Dill, Anton, 1519.
 O'Grady, James, 231.
 Ohio Company of Associates, 158.
 Ojibway nation, 70.
 Ojibway mine, 495.
 Old Colony mine, 463.
 Ole Nequegon (The Wind), 182.
 Olivier, Charles O., 966.
 Oliver, John F., 1293.
 Oliver, Thomas, 962.
 Oliver Iron Mining Company, 431, 432, 507, 509, 521, 524, 544, 547, 548.
 Olmsted, Fred M., 740.
 Olson, Magnus, 692.
 O'Meara, John, 768.
 O'Neill, James A., 1261.
 O'Neill, William H., 1021.
 Onota, 349, 387.
 Ontonagon county—Rise of copper mining in, 221; in Civil war, 308; organized, 498; village founded, 498; population of county, 500; mines, 500.
 "Ontonagon Herald," 499.
 Ontonagon village, 498, 499.
 Ontonagon village, 222.
 Opal, Henry, 1524.
 Opsahl, John M., 581, 1065.
 Ordinance of 1787, 157, 162.
 Oren, Horace M., 891.
 Ormes, Eugene A., 1423.
 Orr, George W., 1134.
 Osborn, Chase S., 330, 1443.
 Osborn, Henry A., 1454.
 Osceola, 466.
 Osceola Consolidated Mining Company, 463, 465.
 Oshau-guscoday-wag-gua (Mrs. John Johnson), 74, 83.
 Oshkosh, 45.
 Osseo (Son of the Evening Star), 84.
 Osterberg, Charles J., 841.
 Ottawa mine, 512.
 Ottawas, 89.
 Otto, Charles A., 731.
 Otto, Mrs. Charles A., 521.
 Outhwaite, John, 411.
 Owen, Jesse, 822.
 Oxnam, James W., 1428.

 Pabst, Fred, 508.
 Pabst mine, 508, 512.
 Palatka, 532.
 Palmer, 437.
 Palmer, Arthur H., 782.
 Palmer, Charles H., 444.
 Pangborn, Redmond H., 823.
 Parent, Charles, 543.

 Paradis, R. Auguste, 869.
 Park, Henry C., 488.
 Parks, John H., 1120.
 Parker, John G., 222.
 Parmelee, Nathaniel B., 1275.
 Pasco, Peter W., 1149.
 Parsille, Herbert L., 1162.
 Paton, J. Bruce, 968.
 Paul, James K., 221, 276, 498.
 Pawnees, 43.
 Payne, Samuel P., 915.
 Pease, Charles H., 755.
 Pederson, Jens, 624.
 Pelkie, 446.
 Pelnar, James F., 907.
 Peltier, Samuel, 589.
 PenGilly, William A., 613, 819.
 Peninsula Box and Lumber Company, 590.
 Peninsula Railroad, 411.
 Penn Iron Company, 548.
 Pequaming, 446.
 Perkins, John, 540.
 Perry, Oliver H., 166.
 Perry & Wells, 363.
 Perrizo, Paul, 976.
 Perron, M., 1024.
 Petermann, Albert E., 1537.
 Petermann, Fernando D., 1195.
 Petermann, John P., 1220.
 Peterson, Carl, 884.
 Peterson, Peter M., 1127.
 Peterson, Peter M., 720.
 Peters & Morrison, 578, 579.
 Pewabic Mining Company, 451, 544, 545.
 Pfister, Guido, 528.
 Phillips, Benjamin T., 581, 1480.
 Phillips, William H., 581.
 Phoenix, 490, 492.
 Phoenix Consolidated Copper Company, 494.
 Picture writing, 36.
 Pictured Rocks, 387, 392.
 Pierce, William L., 1484.
 Pioneer furnace, 426, 427.
 Pioneer Iron Company, 432.
 Piper, James V., 711.
 Pitezel, John H., 443.
 Pletschke, Ernest F., 481.
 Pontiac, 40, 90, 148.
 Pope, Graham, 1377.
 Portage lake, 472.
 Portage Lake Ship Canal, 285.
 Porter, H. H., 565, 570.
 Porter, James N., 1291.
 Potter, Daniel, 595.
 Poulin, Achille, 645.
 Povey, David G., 1271.
 Powell, Daniel W., 751.
 Power, G. S., 244.
 Power, John, 224, 244, 686.
 Powers, 605.
 Powers, Henry M., 1317.
 "Powers-Spalding Tribune," 594.

- Poyer (D. F.) & Company, 575, 591.
 Pratt, William A., 467.
 Premeau, Baptiste, 196.
 Presbyterian church, Escanaba, 371.
 Prescott, D. Clint, 300, 587.
 Prescott, Loren L., 587.
 Prescott Company, 587.
 Presque isle, 422.
 Presque Isle Sash and Door Company,
 418.
 Preston, William P., 1400.
 Primeau, Baptiste, 560.
 Prophet (The), 164.
 Protestant missions in Michilimackinac,
 194.
 Pryor, James, 1388.
 Pryor, Reginald C., 1141.
- Quade, Charles J., 594.
 Quarries, 12.
 Quarnstrom, John, 1502.
 Quello, Bartholomew, 1288.
 Quick, M. H., 1145.
 Quimby, Charles, 567.
 Quimby, Edwin, 608.
 Quimby Hotel, 563, 608.
 Quimby, John, 214, 562, 567, 568, 609,
 610, 611.
 Quimby, Mrs. John, 564.
 Quincy, 466.
 Quincy mine, 449, 451, 465, 482.
 Quincy & Torch Lake Railroad, 451.
 Quinnesec mine, 286, 287, 288.
 Quinnesec, 537, 540.
 Quirt, Arthur W., 895.
- Radford, Edwin P., 608, 1456.
 Raley, William P., 1105.
 Raleigh, Walter, 101.
 Ramsay, 517.
 Ramsay, Burtin, 575.
 Ramsay & Jones mill, 575, 579.
 Ramsdell, Wilmer M., 878.
 Randville, 549.
 Rapin, George A., 1552.
 Rathbone, Justus H., 492.
 Rashleigh, Edgar, 917.
 Raymond, Joseph, 467.
 Rayome, Jerome, 1360.
 Rayome, Lillian, 543.
 Reade, Herbert W., 1470.
 Recollet missionaries, 103.
 Red Jacket mine, 483, 485.
 Red Jacket village, 485, 487, 488.
 Reding, Nicholas, 926.
 Redruth, 446.
 Reid, Hector F., 1489.
 Reid, James D., 441.
 Reid, Samuel A., 714.
 Reindl, Wolfgang, 590, 981.
 Republic Iron & Steel Company, 429,
 517.
 Republic mine, 435.
 Reynolds, William J., 1543.
- Rice, Thomas B., 243.
 Rice, Levi S., 1205.
 Richards, Alfred A., 952.
 Richards, Fred W., 696.
 Richards, William J., 950.
 Richmond mine, 437.
 Richter Brewing Company, 373.
 Ridge mine, 501.
 Riddler, Robert, 864.
 Riley, Claude D., 1358.
 Riley, John H., 678.
 Riley, Matthew M., 1493.
 Ripley, Calvin, 220.
 Ripley, Charles, 1439.
 Riverside Cemetery, 601.
 Robbins, Albert E., 1506.
 Robbins, Nelson J., 1179.
 Roberts, William H., 1174.
 Robertson, John, 738.
 Robertson's Folly, 317.
 Roberts, Louis A., 196.
 Roberval, Lord, 100.
 Robinson, Orrin W., 1231.
 Rockland, 501, 502.
 Rockwell, E. S., 281.
 Rogan, Martin, 838.
 Roemer, John, 936.
 Rogers, Chester G., 1319.
 Rogers, Charles F., 667.
 Rogers, Charles M., 1046.
 Rogers, E. C., 408.
 Rogers, Robert, 147.
 Rolling Mill mine, 429.
 Roper, Frederick A., 925.
 Rosenberry, A. J., 581.
 Ross, James, 488.
 Rouleau, Charles E., 1237.
 Royce, Corell C., 1063.
 Royce, Edwin S., 1061.
 Royce, Eli P., 240, 1394.
 Royce, George A., 1199.
 Royce, James S., 1106.
 Runkel, George, 529.
 Runstrom, A. H., 1279.
 Ruppe, Peter, 485.
 Russell, James, 418, 423.
 Ryall, Arthur, 1034.
 Ryan, Edward, 1356.
 Ryan, James R., 1545.
- Saam, Henry, 780.
 St. Ann's Catholic church, 484.
 St. Anne's church, Escanaba, 371.
 St. Clair, Arthur, 157, 158.
 St. Ignace, 127, 128, 133, 139, 312, 317,
 323.
 St. Ignace "Enterprise," 324.
 St. Ignace "Republican-News," 324.
 St. Ignatius church, 323, 324.
 St. Jacques, Emanuel M., 1406.
 St. James, 265.
 St. Joseph's Catholic church, Escanaba,
 371.
 St. Joseph's Hospital, 591.

- St. Ledger, Barry, 156.
 St. Martin, Alexis, 316.
 St. Mary's Falls Canal (see American canal).
 St. Mary's mine, 451.
 St. Mary's Mineral Land Company, 461, 466.
 St. Mary's river and rapids, 14, 206, 252, 326.
 St. Mary's Ship Canal, (see American canal).
 St. Michael's island, 187.
 St. Peter and St. Paul's German Catholic church, 484.
 Sagola, 549.
 Sandercock, Joseph H., 742.
 "Saran Van Epps," 363.
 Sault Ste. Marie (see The Soo).
 Sawbridge, Edward, 605, 954.
 Sawyer, Alvah L., 244, 581, 595, 1554.
 Sawyer, Mrs. A. L., 244, 617.
 Sawyer, Kenneth L., 614, 615.
 Sawyer, Philetus, 301, 570.
 Saxton, S. P., 610, 611.
 Seadden, Frank, 1133.
 Schaffer, Charles H., 375.
 Schevers, B. J. P., 1518.
 Schepeck, Jim, 624.
 Schmidt, Hans P., 884.
 Schnell, Paul, 1217.
 Schoolcraft, Henry R., 42, 173, 176, 185, 198, 340.
 Schoolcraft county—In Civil war, 308; organized, 350; Manistique and Monistique, 351; Indian lake and Kitch-iti-ki-pi, 353; products of the soil and live stock, 357; increase of population, 360.
 Schulz, Charles W., 1407.
 Schumaker, Frank H., 1029.
 Schutte Brothers, 601.
 Schwartz, Jerome B., 528, 539, 1003.
 Scott, A. J., 1264.
 Scott, Mrs. Frances H., 477.
 Scott, C. Horatio, 651.
 Seoville, James, 499.
 Section 30 (Iron Mountain), 540.
 Selden, R. Z., 525.
 Selden, W. H., 525.
 Sensiba, Cyrus H., 1375.
 Senter, John, 1137.
 Servatius, Peter C., 1110.
 Sheldon, Carlos D., 1281.
 Sheldon, George C., 1012.
 Sheldon, Ransom, 478.
 Shepard, William N., 544.
 Sherman, James C., 858.
 Sherman, John J., 295, 563.
 Sherman, Luther E., 1254.
 Shields, Alexander, 441.
 Shields, Robert H., 852.
 Short, Andrew J., 845.
 Sibenthaler, Peter, 764.
 Siebenthal, Wade A., 856.
 Sillman, Frank A., 588.
 Silver Cascade, 393.
 Simansky, Joseph H., 877.
 Simpson, William, 754.
 Sinclair, Patrick, 153, 315.
 Skanee, 446.
 Sliney, David J., 1109.
 Smith & Daley, 578.
 Smith, Adoniram J., 980.
 Smith, Henry D., 239.
 Smith, John, 300.
 Smith, Joseph, 262, 300.
 Smith, Matt N., 685.
 Smith, Mellen, 576, 601.
 Smith, S. L., 444.
 Smith, William E., 1395.
 Smith, Willard J., 749.
 Smith, William R., 700.
 Snyder, Alfred F., 683.
 Soddy, Thomas H., 1018.
 Solheim, Peter, 1544.
 Somerville, William, 572.
 Soo (The), 127, 170, 182, 184, 193, 222, 253, 257, 307, 324, 331, 339.
 Soo Junction, 405.
 Soo Woolen Mills, 340.
 Sorenson, R. P., 1263.
 Sorsen, Oscar H., 1290.
 South Range Mining Company, 460.
 Spalding, 605.
 Spalding & Porter, 565.
 Spalding, Jesse, 301, 565, 570.
 Spalding, W. W., 222.
 Sparks, Thomas, 385.
 Spaulding, William W., 498.
 Spencer, Lois A., 595.
 Spencer, James R., 851.
 Spencer, Newton C., 1499.
 Spies, Augustus, 577, 584, 588, 589, 595.
 Spies, Charles A., 595.
 Spies, Frank A., 577.
 Spies (A.) Lumber & Cedar Company, 577, 579, 591.
 Spies Public Library, 595.
 Spring Valley Iron Company, 525.
 Springer, Stanley T., 1410.
 Spurr Mountain Mining Company, 445.
 Stambaugh, 524, 525.
 Stambaugh High School, 526.
 State Agricultural College, 394.
 State Board of Fish Commissioners, 331.
 State Fish Hatchery, 330.
 Stead, Robert M., 441.
 Steere, Joseph H., 230, 244, 647.
 Stegath, Otto C., 861.
 Stegeman, Albert A., 1479.
 Stegmiller, Louis, 525.
 Stephens, John C., 1172.
 Stephenson, 604.
 Stephenson, Andrew C., 576, 676.
 Stephenson, G. T., 377.
 Stephenson, Isaac, 300, 301, 302, 303, 555, 571, 575, 588.
 Stephenson, Isaac, Jr., 576.

- Stephenson, Robert, 301, 302, 575, 576.
 Stephenson, Samuel M., 301, 302, 569,
 571, 572, 611, 673.
 Stephenson, Mrs. S. M., 563, 564.
 Stephenson (L.) Company, 377.
 "Stephenson Journal," 605.
 Sterling, Lewis T., 1222.
 Stevens, Ed., 1219.
 Stevens, Horace J., 512, 1553.
 Stevens, Thomas J., 1181.
 Stewart, John, 441.
 Stiles, Almer D., 1357.
 Stiles, John, 613.
 Stiles, John W., 653.
 Stoekly, Louis, 840.
 Stone, John W., 235, 637.
 Strang, James Jesse, 262.
 Strang, John J., 195.
 Streeter, Albert T., 233.
 Strong, W. O., 397.
 Stryker, Alfred B., 585, 807.
 Sturgeon, Robert H., 1541.
 Sturgeon war, 63.
 Sullivan, Francis J., 1472.
 Sullivan, Frank P., 974.
 Summit, 446.
 Sunday Lake mine, 512.
 Sundstrom, Charles F., 842.
 Supe, Otto, 1202.
 Superior Cheese Company, 347.
 Superior Copper Company, 459.
 Sutherland, Donald E., 1535.
 Sutherland, William C., 706.
 Sutton, Elias F., 1307.
 Sutton, Elmer S. B., 872.
 Sutton, Mary A. T., 1308.
 "Swan," 363.
 Swart, Edgar J., 719.
 Swineford, A. P., 284, 418.
 Symonds, Charles D., 1434.
- Tamarack mine, 279, 463, 465.
 Tapert, William G., 1343.
 Taylor, 446.
 Taylor, Robert H., 1181.
 Taylor, Zachary, 202.
 Tecumseh, 41, 163, 164.
 Terhaust, G., 442.
 Thatcher, Charles M., 1414.
 Therriault, John N., 568.
 Thielman, Christopher J., 1286.
 Thielman, William H., 1521.
 Thomas, William B., 1185.
 Thompkins, O. C., 423.
 Thompson, Arthur W., 836.
 Thompson, James W., 814.
 Thompson, J. R., 508.
 Thompson Lumber Company, 353.
 Thoren, Theodore A., 809.
 Tideman, Henry, 587, 1499.
 Tiffin, Edward, 171.
 Tilden House, 364.
 Tilden mine, 509, 512.
 Tobin mine, 532.
- Todd's harbor, 498.
 Toledo Ship Building Company, 318.
 Tollen, Gustav, 808.
 Tomah (Carron), 47, 49, 177.
 Tonty, Henri de, 124, 125.
 Topography, 8.
 Torch lake, 472.
 Torreano, James A., 946.
 Totems, 28.
 Townsend, C. McD., 334.
 Townsend, Frederick, 1322.
 Tracy, J. E., 244.
 Traders, 7, 173.
 Treaties—Of Ghent, 169; Greenville, 160;
 Fond du Lac (Lake Superior), 180, 190,
 200; Indians, 197.
 Trentanove, Gaetano, 421.
 Trestrail, William C., 818.
 Trevorrow, James, 980.
 Trevorrow, John, 767.
 Trevethan, Thomas A., 1295.
 Trimountain Mining Company, 460, 465,
 466.
 Trudell, Fabian J., 1209.
 Trudell, Joseph M., 953.
 Truettner, Walter F., 1241.
 Tsheka-tsheke-mau (Old Chief), 45.
 Tucker, Albert R., 1060.
 Tully, William J., 1207.
 Tupper, Benjamin, 158.
 Turnbull, John T., 1300.
 Twelfth circuit judges, 231.
 Twenty-second circuit judges, 236.
- Upper Peninsula Hospital for the Insane,
 401.
 Upper Peninsula House of Correction
 and Branch State Prison, 422.
 Uren, Richard, 804.
 Uren, William J., 804.
 U. S. S. "Yantic," 377.
 Ursuline Convent of Our Lady of the
 Straits, 324.
- Vairo, Vincinso, 1173.
 Van Alstine, James, 498.
 Van Anden House, 333.
 Van Bergen, Peter A., 572, 589.
 Van Cleve, Frank H., 375, 660.
 Vandenboom, Frank H., 973.
 Vandreuil, Marquis de, 140.
 Van Dyke, John H., 545.
 Van Iderstine, Charles C., 1038.
 Vannema, Henry A., 581.
 Van Schaieck, Anthony G., 301, 575.
 Van's Harbor Land & Lumber Company,
 378.
 Van Slyck, Walter G., 1313.
 Vasseur, Louis C., 1150.
 Vaughan, Daniel, 635.
 Verona Mining Company, 521.
 Victoria Copper Mining Company, 501.
 Vivian, Johnson, Jr., 1328.
 Vivian, William J., 1516.

- Vivian, Johnson, 1328.
 Voetsch, Martin, 809.
 Vogtlin, Joseph H., 1420.
 von Zellen, John O., 1523.
 von Zetlen, Walfred A., 1526.
 Vulcan, 539, 548.
 Vulcan furnace, 397.
 Vulcan mine, 285.

 Wabeno dance, 58, 89.
 Wa-benomita-nou, 47.
 Waddell, Robert B., 1129.
 Wadsworth, M. E., 470.
 Waite, Byron S., 581.
 Waite, William F., 244, 517, 595, 1504.
 Wakefield, 517.
 Walander, Frank, 625.
 "Walk-in-the-Water," 172.
 Walker, Plummer S., 1126.
 Walker, Robert A., 1249.
 Wall, James S., 811.
 Wall, John, 1033.
 Wallace, 576, 601.
 Wallace, Joseph, 481.
 Wallen, August, 1226.
 Walters, Thomas, 1100.
 Walton, Charles E., 1214.
 War of 1812, 164.
 War Tap (M. Zowland), 442.
 Washington, George, 144, 156.
 Washington Copper Mining Company, 494.
 Washington Iron Company, 437.
 Watson, Charles H., 244, 1534.
 Watson, George, 1238.
 Waub-ojeeg (the White Fisher), 72.
 Waucedah, 549.
 Wayne, Anthony, 159.
 Weber, John E., 701.
 Webster, Bertha B., 1523.
 Webster, William, 1522.
 Weidemann, Robert M., 676.
 Welch, Robert S., 309.
 Weir, William, 1289.
 Wells, 377.
 Wells, Artemus C., 1438.
 Wells, Daniel, Jr., 215, 300, 301, 571, 575.
 Wells, John W., 568, 576, 1436.
 Wells, Mrs. John W., 595.
 Wells, Thomas M., 1154.
 Wells (J. W.) Lumber Company, 304, 568, 577, 587.
 Wentworth, William, 268.
 Welsh, Joseph N., 1352.
 Welsh, William H., 1038.
 Werline, Gideon T., 604, 988.
 West Republic mine, 435.

 Western Securities Land Company, 404.
 Weston Lumber Company, 352.
 Wetmore, P., 445.
 Wetmore, W. L., 387.
 Wheeler, Samuel W., 310.
 White, Peter, 217, 385, 406, 409, 410, 413, 422.
 White, Stanford, 340.
 White Marble Lime Company, 352.
 White (Peter) Public Library, 419.
 Whitehead, Lewis, 539, 540.
 Whitewell, Hugh D., 876.
 Whitney, 608.
 Wicks, John, 543, 1049.
 Wickstrom, Charles J., 660.
 Wickwire Steel Company, 517.
 Wilcox, D. Merritt, 889.
 Wild rice gathering (Menominees), 63.
 Wiley, Merlin, 1299.
 Wilkinson, James M., 239.
 Williams, Egerton B., 1104.
 Williams, G. Mott, 1151.
 Williams, Roger C., 820.
 Williams, Samuel R., 516.
 Williams, William D., 231, 233.
 Wills, Thomas, 867.
 Wilson, 605.
 Wilson, Charles, 625.
 Winter, William B., 941.
 Wisconsin Land and Lumber Company, 607.
 Wisconsin & Lake Superior State Road, 614.
 Wolverine, 466.
 Wolverine Copper Company, 462, 465.
 Wood, James C., 1050.
 Wood, John R., 542.
 Woodford, George A., 1459.
 Woodford & Bill Piano Company, 590.
 Woodward, Augustus B., 163.
 Woolson, Constance Fenimore, 392.
 Wozniak, Joseph, 625.
 Wright, Anson F., 540, 943.
 Wright, Benjamin W., 960.
 Wright, Charles A., 757.
 Wright, L. L., 516.

 Yale (West Colby), 512.
 Yelland, Judd, 1486.
 Young, Brigham, 264, 265.
 Young, Louis, 589.
 Youngquist, Orrin G., 1005.
 Youngs, George W., 523, 746.
 Youngs mine, 523.

 Zimmer, Peter, 625.
 Zimmerman mine, 525.

History of The Northern Peninsula of Michigan

HISTORICAL

CHAPTER I

PRE-HISTORIC SPECULATIONS

GEOLOGICAL LESSONS—THE LONG GLACIAL PERIOD—FORESTS SUCCEEDING FORESTS

It would be interesting to know the origin of the people who first inhabited the country we now enjoy, but scientists have groped in the mists and mazes of the past in search of the origin of man, and to locate the time and place, without material satisfaction. They have further made extensive research in the hope of discovering whether or not the original Americans were of native origin, or sprung from their kind in some portion of the old world, and yet, after much research, we are still left in the field of conjecture, still groping, not only for the origin of man, but for evidences of his first existence in America. In this research time cannot be counted by years, but by ages, and ages are not measured except by their geological accomplishments.

GEOLOGICAL LESSONS

From the geology of the country we learn that, in the processes of the pre-historic development and shaping of the earth, that portion comprising the Upper Peninsula, with other surrounding country, was alternately submerged and raised a number of times, and we are told that the waters came in from the locality of the Gulf of Mexico at least three or four times, holding this section in submergence for sufficient time to record the formation of certain strata; in turn, to be upheaved, or raised above the water for sufficient periods to again make stratified record of conditions. The length of these various periods is not even attempted to be measured, but the records thereof have been preserved by nature to the extent that we know that this section of the country and of the country further north, even into the arctic zone, was possessed of a warm climate which must have approached the climate of

our present torrid zone. At one time, in that formative period of the earth, and prior to the formation of the present Great Lake system, which now has a water surface of about ninety-five thousand square miles, some of the territory was dry land. The great Laurentian river and its tributaries formed a system vastly different from the present system of waterways. The Laurentian had its source where Lake Michigan is now located, and flowed eastward through the straits of Mackinaw and along the south shores of Georgian bay, and then through the present site of Lake Ontario and the St. Lawrence river. The Huron river was one of its main tributaries and had its source probably in the interior of the Lower Peninsula of Michigan, flowing northward through Saginaw bay and Lake Huron to its junction with the Laurentian.

The existence of a tropical climate in those periods is established by the preservation, in the earth deposits, of many species of tropical plants, and the skeletons of animals common to the tropics. We can therefore conclude that, in those mystifying periods, our now rugged Upper Peninsula was covered with a tropical growth, such as palms and other kindred trees and plants; and there then existed here no such thing as our winter climate. The mastodon, elephant and other animals and reptiles of monstrous size and hideous forms peopled the tropical forests; but where is there any evidence of the existence of man? When did mankind first appear on the scene? These are questions yet unanswered, but as the archaeological studies of America are yet in their infancy, we may yet expect developments that will prove the existence of man in this locality at a very early age. There is much reason for such a hope because of the satisfying results of researches thus far made.

It is no longer justifiable to deny the existence of man in a somewhat progressive stage during those periods, and that man existed within and in many widely separated parts of the United States during at least a portion of the time of the mastodon, the first quaternary period, is established by proofs that seem incontrovertible. In looking for evidence of such remote conditions we cannot be confined to our present boundaries, but may consider the evidence existing in the whole country as probably indicating the conditions here. In the western interior, imbedded in the same stratifications of the earth's formation are found the skeletons of the mastodon, and not only the bones but the tools of the human, and the presence of tools alone in connection with the undisputed formation of a period is most convincing evidence of the existence of man, for man is the only tool-making and tool-using being known to all history. The "Calavarus skull" to which the most scrutinizing criticism has been directed by the foremost of our scientists, has convinced the world of the existence of its living origin at a time many thousands of years ago; for it was found by a miner, buried in the auriferous gravel deposits of an earlier age, since which there has been great changes in the surface formation of that Californian section of the country, and this skull was found one hundred and thirty feet below the present surface and underneath a heavy lava bed. These

auriferous gravels of the western mountain regions are the deposits of ancient rivers with courses vastly different from those of the present day, and in many instances buried hundreds of feet by the deposits of subsequent ages. They are much sought and explored because of their richness in gold, and in these workings, in other parts of California, flint implements have been discovered so imbedded as to leave no question of their existence and the existence of their makers at the time those ancient rivers were depositing those gravels in their channels. Great numbers of skeletons of the mastodon and other prehistoric animals, have been found further north in the mountain sections of Washington and Oregon embodied in the gravel deposits of the same geological period as that in which the Calaveras skull, and the flint implements referred to were deposited, thus proving the practically concurrent existence of man and mastodon in the western part of the United States. In 1902 the Lassing skeleton was found in Kansas in undisturbed strata of the Missouri, and is pronounced by eminent archaeologists, such as Dr. Winchell, to be of an age ante-dating ten thousand years ago.

The discovery of tools, or implements, in the pre-glacial deposits at Trenton, New Jersey, and at other places east and south, is taken by conservative scientists as authentic proof of the existence of man at least during if not before the era of the glaciers, while, to these proofs are added the distinct evidences of camp-fires that had burned near what are now the banks of Niagara river, and then were the shores of Lake Iroquois, before the formation of the lakes in their present geographical positions. With what may thus be considered as authentic proof of the existence of man in the extreme east and west, and thus his probable existence throughout this entire country during if not before the glacial period, it becomes of interest to inquire as to that period and as to its effect upon pre-existing man and animals.

THE LONG GLACIAL PERIOD

The former tropical conditions were overcome by an uprising of the earth's surface at the north, and the ice period appeared; and the existence of a long continued glacial period over a large portion of the country, including the whole of the Upper Peninsula, is thoroughly established; but the length of that period is entirely a matter of conjecture, and as to whether there was one or more than one such period is a matter of dispute. There is no dispute but that the entire Upper Peninsula was buried beneath a massive sheet of ice, and it is probable it so continued for centuries, and with ice from three thousand to five thousand feet in thickness. A generally accepted theory of the cause of the glacial period is that the surface of the earth in this region and to the far north, following the tropical period spoken of, was gradually raised to an altitude far above that of the present, so that with the perpetual cold climate caused by the extreme altitude the continuously falling snows formed into a cake of ice, that, with successive melting and freezing of its surface, crept southward until it enveloped practi-

cally the whole country north of the present location of the Ohio and Missouri rivers and from the Atlantic ocean to the Rocky mountains.

Many evidences have been produced in the southerly portion of the ice-covered territory to prove that there were two such glacial periods separated from each other by sufficient space of time to effect geological distinction in the record of their deposit; though there seems a strong tendency to believe that the one glacial period may have been so affected by formative or astronomical conditions that the southern boundary of the ice field receded to the north and again advanced to the south, thus leaving indications of two glacial periods in the southernmost part of the glacial territory when it was one continuous period in the more northern portions; indeed, there are many who believe, and with apparent sound reasoning, that the recession of the ice age is still in progress, and that the fields of ice at present in the vicinity of Mount St. Elias, and in Greenland, are a remainder of the same continuous sheets of ice that enveloped this country something like ten thousand years ago.

There is no question but that the departure of the ice, and its accompanying conditions, worked great changes in the surface of the earth in this vicinity. When the ice had so far departed as to have its southern boundary about midway of the state of Michigan, the lakes of this region were formed materially different from what they are at present. Their present outlet through the St. Lawrence river then continued to be a solid mass of ice, affording no outlet whatever. The lower portion of the present Lake Michigan had its outlet through the state of Illinois, along about the course of the present drainage channel into the Mississippi river. Lake Iroquois existed as an immense lake, covering the territory now covered by both Lakes Erie and Ontario, and much other surrounding territory, and that, too, found its outlet to the south, and its waters found their way with the then natural drainage of the country to the southward into the Gulf of Mexico. With the passing of time, the surface of the northern country gradually lowered and the ice field continued to recede until the natural drainage of this lake region changed its course, and the waters of our lakes found their way out through the St. Lawrence. Lake Iroquois was drained off until her surface had fallen many hundred feet from its highest altitude, and the waters were divided into the two present lakes, Erie and Ontario. It was at this period that the waters of the Niagara river flowing from Lake Erie into Lake Ontario began to cut the famous gorge which now furnishes such a Mecca for tourists, and at the same time is the most authentic evidence of the period of time that has existed since the departure of the glacial era. It is generally conceded, from computations as to the amount of cutting accomplished, that this has taken ten thousand years; and corroborative evidence as to the extent of this period since the ice age is found in the wearing of some of the rocks along the shores of Lake Michigan. We may therefore safely conclude that man existed in these parts more than ten thousand years ago.

What man's condition and habits of life were then, and what they have been for a great portion of the time since, remains a mystery. One thing it is reasonable to suppose, and that is, that if the Eskimos and the red men are from the same original source, the ice age formed the barrier which so completely divided them that their appearance, habits and methods of life are now quite distinct. The Eskimos may likely have adapted themselves to the glacial conditions, and lived as they now live on such means of subsistence as the ice regions afford, while the ancestors of the red men may have pushed to the south in advance of the advancing ice, and continued their existence, and probably a slow development, under the light of a sun that perpetuated their copper colored complexions.

The departure of the glacial period, which had found the country supplied with mammoth forests, left it denuded of all forms of vegetation, and, in many places, of the soil on which to raise any kind of vegetation; the action of the ice, and of the succeeding floods having served to leave great areas where the bare rocks, polished and figured as they were, constituted the remaining surface. We may therefore conclude that after the departure of the ice fields it was many centuries even before there were any great inducements to man to inhabit this part of the country. The elements, by their processes of decomposition and erosion, had vast amounts of work to perform before there existed the soil sufficient to nourish, support and develop the forest life that has succeeded in many sections, while in other parts of the territory, if there was left a semblance of soil, it is questionable as to the time required to give it fertility, and as to the time when the climate became sufficiently modified to encourage vegetable growth.

FORESTS SUCCEEDING FORESTS

But the time came when the desolation wrought by the ice age was supplanted by the growth of beautiful forests which have in turn gone to decay and been replaced by succeeding forests. How many forest epochs there may have been we know not, but that forests of one kind have given way to those of different growths is established beyond question of doubt. The writer has seen the removal of a pine stump of a tree about four feet in diameter, and underneath and at the point of the division of that stump into its massive roots was an old and fairly well preserved stump of a preceding generation, and apparently of hardwood.

What part was played by man while these formative changes were taking place in our country throughout this period of approximately ten thousand years we shall probably never know, but that he existed in or about this country, and continued in or long ago returned to this section is established to a reasonable certainty.

That the men of the period antedating the advent of the white men attained a considerable degree of intelligence and ingenuity is strongly evidenced by the remains of habitations in the forms of cities that ex-

isted, we know not how long ago. Whether those more advanced races became extinct and were succeeded by races of entirely different origin, or whether they degenerated, and successive generations lost the arts of their forefathers, furnishes a wide field for speculation. Whatever may have been the vicissitudes in the life of man, and much as we might like to know thereof, antecedent to the coming of Europeans to this country, there is comparatively little evidence thereof to be found, except in the life as it was lived by the people found here on the advent of the white men, their existing traditions and such ruins as remained.

CHAPTER II

AS FIRST SEEN BY MAN

TRADERS FIRST IN NORTHERN COUNTRY—IDEAL HUNTING GROUND—THE PIONEER MISSIONARIES—PICTURED ROCKS DESCRIBED IN 1834—ST. MARY'S RIVER AND ISLAND OF MACKINAC—THE RESTFUL GREEN BAY REGION

To one familiar with the interesting topographical features of the section of the country under consideration there is no occasion to wonder at the large amount of attention it commanded from the earliest pioneers, the missionaries and traders; and later from those attracted hither for permanent settlement. The wonder, if any there be, is, as to why permanent settlement and the development of our natural resources followed so tardily the footsteps of discovery. Such a query, however, finds satisfaction, and the delay is in part explained by the history that was then making in the old world, monopolizing there the attentions of the government and the people of France which might otherwise have been showered upon, and have assisted in the earlier development of the French possessions hereabout; and later by the controversies existing here that made early settlement too hazardous to be inviting. But there were attractions here that the lapse of centuries did not efface. The glittering promises of great wealth which the country afforded, and which promises were communicated to the people of the mother country through the missionaries and traders, have made good in the varied avenues of exploitation, trade and development. Peltries, lumber, mining (both copper and iron) have yielded their fortunes to many and have distributed their products to the farthestmost points of the wide world. Many lesser industries have influenced in a large measure the attractiveness of the country, but those named are the major industries to date, and undoubtedly furnished the main attractions to the first permanent settlers.

TRADERS FIRST IN THE NORTHERN COUNTRY

Before the permanent settlers, however, came the traders, facing grave dangers and great hardships, attracted by the most readily de-

veloped of those resources, the trade in furs, wherein was large profit on small investments. The topographical features of the country were such as to make it of the best in that direction. Glancing at the map, and remembering that in those days the only avenues of travel and transportation that would accommodate traffic to any extent were the waterways,—the rivers and lakes of the country,—the long shore boundaries of the Peninsula, on the north by Lake Superior and on the east and south by Lakes Huron and Michigan, become attractively apparent. We observe further that this long, narrow stretch of territory between these two great avenues of commerce has numerous rivers that pierce the interior from either direction so that almost the entire country could be traversed by small boats. The country was then only a part of the great new world and knew no territorial boundaries; but natural boundaries and advantages seem to have signalized this as the favorite abode of large numbers of wild animals and birds and many varieties of the best of fish, from the lithe and gamely trout of the sparkling brook, and the sporting bass of the interior lakes, to the ponderous sturgeon, the mammoth trout and the palatable white fish of the lakes and bays. The lake boundaries afforded by Lakes Superior, Huron and Michigan, as above mentioned, were matched by boundaries of almost equal attractiveness on the west and southwest, where the beautiful Menominee river carries its immense volume of water in continuous flow over a series of falls and rapids a distance of about three hundred miles from the northern source of her tributaries to their outlet into Green Bay at the southern extremity of the peninsula; while almost within a stone's throw of the starting point of these waters to the southward other streams formed and carried their waters to the north and into Lake Superior. The River St. Louis, which now forms the most northwesterly natural boundary of the peninsula, has its source much farther from that of the Menominee than do some of the other streams that flow to the north.

The topography of the country is such that the bench, or divide between the northerly and the southerly slopes, is within a few miles of the northern boundary of the peninsula, and this divide is so pronounced as to in places assume the proportion of a mountain range, as illustrated in the Porcupine and Huron mountains; while for the entire course from the easterly to the westerly boundary the altitude of the divide is such as to make almost precipitous the descent to the boundary line of Lake Superior. The summit of the mountains north of Lake Michigamme is twelve hundred and fifty feet above Lake Michigan, and the waters of Lake Michigamme are nine hundred and sixty-six feet above the waters of Lake Michigan. The southern watershed, therefore, includes a very large portion of the Peninsula. It is traversed by numerous large rivers, the Menominee, Escanaba and Manistique, with their tributaries, and numerous other rivers of lesser proportion, which serve to furnish extensive and convenient highways for travel and traffic, all with their trend to the southward and their outlets into Green bay.

Practically all this country was heavily timbered with a mixture of evergreen and hardwoods that at once were most beautiful to behold, changing with the changing seasons from the varied hues of green and grey that characterize the freshness of spring, through the heavier shades of massive green that sheltered the ground from the summer's heat, to the varied and most beautiful of autumn foliage that the hand of nature has ever set as an example to the lovers of art, and to the snow-bedecked evergreens that lend their picturesqueness and a charm to our northern winters.

IDEAL HUNTING GROUND

Penetrated as the forests were by the numerous and beautiful streams, they furnished, also, appropriate settings for many crystalline lakes, set like jewels to further adorn the already attractive landscape. The combination of forest, lake and stream this country afforded when the pioneer first set foot upon the soil seems to have been the culmination of nature's ideal of a hunting ground.

As a fitting complement to the situation many of the lakes and streams had shallow parts where an abundance of wild rice grew, furnishing an attraction to many varieties of water fowls and fur bearing animals; and there were openings upon high lands that supplied an abundance of natural grasses, and an opportunity to the red men to cultivate Indian corn.

Naturally such a country was peopled with an abundance of game, including animals, birds and fish, and thus, naturally also, it was the home of many Indians and the visiting and hunting place of many more that roamed about the country, or came periodically from their homes in other parts of the interior.

Thus, with the means of access from the seaboard and the settlements of the east, afforded by the Great Lakes, to the extensive lake boundaries and the river highways of this Peninsula, and with the great abundance of game and the presence of the Indians it is not strange that their first appreciation of the country was in the advantages offered by way of trade in peltries that could be had in abundance almost without price, and that could be readily sold at handsome profits sometimes amounting to hundreds of per cent. So, from a commercial standpoint the richness of the country was first seen through the eyes of the traders and their couriers du bois, and they were so intent on commercialism, on the dollar that seems to have been worshipped then almost as much as now, that they thought not of history or of posterity, and as a consequence made few records. Their presence here in those remote times would probably have hardly been recorded were it not for the fact that the missionaries came about the same time, or followed early in their footsteps. There are numerous things in history that lead one to believe that these early traders preceded the missionaries, and that the reports carried by them as to the natives that were here, and as to their savagery and barbarous conditions of life, were the inducements that

brought the missionaries who came with the bible and the cross to Christianize the people that were native, rather than to exploit the country for the purposes of settlement.

THE PIONEER MISSIONARIES

These missionaries were intelligent, educated men, and while intent upon their religious missions and perhaps thereby held more closely within the channels thereof, they were nevertheless observing, and some of them were enterprising. They heard from the Indians of the deposits of copper and were supplied by them with specimens of this mineral which they sent east with their reports, thus arousing there the commercial interest which more recently has developed our mineral resources to such an extent as to already put into deep shade the early reports that, though glittering, were received with but scant credulity.

The missionaries also observed and reported upon the picturesqueness of the country, and although these features were mentioned with appreciation, it is for prophesy rather than history to treat of them from a commercial standpoint, and I mention them now as a practically undeveloped asset, among the abundance and varied assets with which nature endowed this favored peninsula.

Some of the most beautiful scenes, and we may mention the Quinnesec Falls of the Menominee River, that were first appreciated only as an object of picturesque grandeur, rivaling in beauty the Falls of Niagara, have sacrificed something of their primitive attractiveness at the hands of man in order that the immense power capable of being generated might be utilized to run the massive machinery in and lift the burdensome tons of ore from the near-by Iron Mountain mines. Little did the first white man to set eyes upon that cataract dream of the changes that would be wrought from that scene of beauty to one of extensive utility in a time so soon to come.

If we may be pardoned a moment for dropping into the perspective, we may say, little do we of the present dream of the commercial utility to which some of our natural resources,—our picturesque scenery, bracing atmosphere and convenient outing places,—will be put a few years hence. The money-earning capacity thereof will be realized when these advantages shall be properly equipped to accommodate, and shall be truthfully and attractively portrayed to the great masses of people in our inland cities who annually go far and spend much upon less attractive, less comfortable, but more widely advertised summer resorts; and faintly can we comprehend the extent of the manufacturing industries to be developed here because of the cheap power to be furnished by our rivers, and the competition in transportation afforded by our waterways.

Returning to our subject, we can not presume to describe all the objects that have been attractive and have yielded up an abundance, or are offering a promise of abundance in the lines of both beauty and utility, for our command of language cannot fittingly perform such a

pleasurable undertaking; however, as properly belonging to the picture of the Upper Peninsula as first seen by white men, we mention as some of the most prominent features, the rapids of the St. Mary's River, the Island of Mackinac, or Michilimackinac as at first called, the Pictured Rocks, and Grand Sable Island, as objects so grand as to inspire the awe of all who behold them, besides which there are many lake shores that are beauty spots for summer outing, and many lakes that offer attractive facilities for boating, bathing and fishing.

PICTURED ROCKS DESCRIBED IN 1834

Of the "Pictured Rocks," as well of their grandeur, as of the dangers of the sea as it beats upon them, and of an experience therewith,—Mr. Thomas L. McKenna, of the Indian department, in his "Sketches of a Tour of the Lakes," in 1834, relates his approach to the Portailié, of the French, now called the Pictured Rocks, and says: "Their beginning is in the Doric rock which is about two miles from the line of towers and battlements which compose the grand display of the Pictured Rocks; and seems to have been sent in advance to announce to the voyageur the surprising and appalling grandeur that awaits him ahead. We passed this Doric rock about one hundred yards, and landed. Our barges, as usual, behind. I lost not a moment in going to examine it. * * *

"The Doric rock rests on a basement of sandstone, with irregular, step-like ledges of the same material, three in number, going from it into the lake, and stands about twelve feet back from a perpendicular line drawn from the last step. From the water to the base of the rock it is about thirty feet; and from the base to its top it is about forty feet. The center of the covering or arch is about three feet thick,—and where it rests on the pillars, about twelve. From the floor to the center of the arch is about thirty-seven feet. Between the second pillar of the southwest, or right of the view, and a third column in the rear, is an altar; and to the right of that again an urn. * * * The place seems to have been provided by nature for a place of offering, whether to Diana, or which of the Gods or Goddesses, there are no means of ascertaining. A beautiful tree rises out of the very center of the arch. * * * I found, on examining this rock, which I did in all its parts, that the Indians had used it as a place of resort, for the ashes of their fires were yet several places within it.

"When, or for what purpose this rock was so fancifully formed no man living can tell. There are no records that contain the secret. It is among the wonders of nature, and seems, with other like evidences, to attest the truth of what has been often asserted before, that this globe has been the theater of violently contending elements, of whose fury we can now imagine but little, and which under the direction of Him who holds them all in the hollow of His hand, have long since been confined there and ceased their mighty strife. That water has been the agent of all this variety there can be no doubt. Its marks are perfect,

but the floods, tired of lifting their heads so high, are content, in this age of the world, to lash the bases of these towering elevations.

“* * * Our company preceded us to pass along the coast of the Pictured Rocks, and make the traverse to Grand Island before the air should stir in the morning, or the lake get in motion. For to be off the line of these Pictured Rocks in heavy barges, and the wind blowing hard from the north, or northwest, there is hardly a possibility of escaping.

“We took Mr. Lewis in our canoe to make some sketches of the Pictured Rocks. We embarked a little after sunrise, and soon reached the angle of a rock which commences this long line of awful grandeur. It is wall-like, and perpendicular, and higher than the capitol of Washington. It makes a sharp angle, the edge of which is as well defined as the north or any other corner of that splendid building. It staggers one's faith to believe that anything short of architectural skill, and human hands, could finish off such an angle. On turning it, a semi-circular formation, like the half of an immense dome, commences, the radius of which is not short of three hundred yards. The surface is smooth and stained in places with an iron-brown color, which is occasioned by the drip of water from above, and an oozing of it from numerous little cracks in its sides. These rocks are about three hundred feet high. Many of them rest on arches, and all of them, whether on arches or columns, or unbroken at their base, rise immediately out of the lake. They do not run their whole extent of twelve miles on a straight line, but have more the appearance of an irregular echelon,—for a mile they will be thrown regularly back, and continue a solid wall, on nearly a straight line for a mile or two, then fall back again, or advance. At one point one of these huge rocks juts far out into the lake, but without losing its connections with those upon its right and left, and resembles a castle with its towers, embattlements and embrasures. It would seem to have been put out thus in advance to protect the interior line of walls upon its right and left, and to have been built by giants.

“We had only got fairly out, and in view of these wonderful formations and in the deep and green looking water of the lake, with Grand Island stretching out obliquely to our right, when the wind freshened, and the swells began to roll in upon these rock-bound shores, and dash and foam at their bases. The reaction from this commotion drove us farther out into the lake; there we were met with increasing billows which stilled the chanting of our voyageurs, and put them to the exercise of their skill in preserving themselves and us. I noticed when a wave larger than the rest was about to be met, their paddles were instantly suspended, and the canoe allowed to pitch over it with as little onward motion as possible. I soon discovered the object was to avoid driving her under the succeeding wave, which, on account of her being so sharp, would have been done had the suspension in paddling not been observed. Thus stationary, she rose over the waves that would meet her, when instantly the paddles would ply again. But with all this precaution the swells would dash over us, and make it necessary

for the sponge to be kept constantly employed. These canoes are bailed by means of sponges large enough to take up a quart or half gallon of water at a time. The barges were just in view inclining over to the western end of Grand Island, and about five miles ahead. They had got out of the reach of the billows, their force now being broken by Grand Island. I confess I felt some apprehension. No one spoke. To make the shore was not possible; to have attempted it would have been certain destruction; and the east end of Grand Island was at least ten miles distant. We had no alternative but to keep on our course. In an hour we were in still water, when our voyageurs, all wet, and ourselves also, except where our great coats guarded us, began to chatter again, and pass their jokes upon the bowman in whose face many a swell had broken in making this traverse.

“The appearance of the southeastern shore of Grand Island, in going up between it and the Pictured Rocks, is strikingly magnificent, not only in regard to its extent, but to the mimic cities that line its shores, high up above the lake. The appearance would deceive anyone who did not know that the island was not inhabited. Buildings of various forms and dimensions, appearing to be of stone and brick, and wood, with spires and steeples, are as regularly shown in this distance of ten miles, as if they were real; and serve not a little to soothe one, even with a knowledge that all this is owing to the broken up rocks, similar in their character to the portailé, or Pictured Rocks, opposite to them; because the fancy will not let go its hold of images of domestic life, and the pleasures of the social state. * * *

“It appears to me that Grand Island was once connected with the main; and that the swells of the lake, propelled by the northeast wind, and driven by their fury diagonally across the lake, broke down the connecting materials of earth and rock which once joined them.
* * *

“The Pictured Rocks terminate opposite the western end of Grand Island. For the whole way they are discolored, or stained, with the dripping of water from the crevices in their sides, and are to the eye like grey sandstone, stained with yellow and brown and even green. Their tops fringed for the whole distance with a thick growth of verdant trees gives a beautiful finish to their summits.

“I omitted to notice a sheet of water that flowed out from the grove near the Doric rock, of fan-like appearance, small at the top, and widening at the bottom to ten feet. It came over from an elevation of about twenty feet above the lake. We saw several of these; some gushing out of the sides of the Pictured Rocks, and others flying over from the level of their tops, the issue of little streamlets from level country beyond. We more than once rested on our paddles to observe these lovely adornings of a region otherwise picturesque, but made more so by these cascades.”

Of other interesting scenery along the Lake Superior coast there is a vast abundance, and the early writers were greatly attracted by it.

Mr. McKenna, on his first setting paddle into Lake Superior, and witnessing the unlimited expanse of water ahead, wrote of it as "a glorious mirror, where the Almighty's form glasses itself in tempests; in all time. Calm or convulsed, in breeze or gale, or storm." And again on landing at Granite Point he says of it: "And here huge rocks, split into chasms, into which the surge of the lake enters, but to recoil from the onset, and to demonstrate how immovable is the barrier against which these ceaseless attacks are made, stand holdly out. Descending from rock to rock for about thirty feet, I seated myself on a ledge that projected far out into the lake, to survey the scenery, and contemplate the motion of the waters that, in towering waves, would roll against these rocks as if asleep and unconscious of their approaching destiny, till awakened by the shock of the contact, when they would mount high in the air, and fall back broken into a thousand parts, and be swallowed up by their successors, which, on reaching the same point met with the same overthrow."

Of Keweenaw point the same author writes: "Opposite a spur in the mountain, the lands rise in rocky and broken precipices, displaying a grandeur, and a barrenness equal to anything of the kind I have seen. It is nearly all rock; the shores are cut out into little bays, into many of which we entered, whilst the rocky projections of the mountains hung over us as if to threaten us with destruction. Huge masses of rocks, that had parted from the mountain, were lying out in the lake, some fifty and a hundred yards from the shore, between which, and others, that formed a kind of passageway, and with perpendicular walls, our little bark was passed on the smooth surface of the waters."

A person familiar with Lake Superior could write chapters concerning its barren and broken shores, Grand Sables Pictured Rocks; its beautiful islands, wonderful moonlight scenery, crystalline waters, and of the most gorgeous of aurora borealis with which the hand of nature decorates the most favored parts of the universe.

ST. MARY'S RIVER AND ISLAND OF MACKINAC

Beyond the power of my pen to describe are the varied scenes of the St. Mary's river, where the waters of the largest of earth's inland seas find outlet through a channel, the descent of which at the rapids, is about eighteen feet in the distance of three-fourths of a mile, and through which the waters plunge and dash and foam as if angered at the broken and jagged rocks that dare impede their passage. These rapids were considered hard to "shoot" by the skilled oarsmen of those early days, but the present-day visitor to this beauty spot of Michigan can still find representatives of the red race, each ready, for a modest consideration, to carry his passenger in his light and bounding canoe, down through this seething, boiling and dashing channel; and they do it with such skill as to compel the admiration of all and to invite the venturesome to make the trip. Passing the rapids, the river widens gradually, and is filled with beautiful islands of various sizes, and fur-

nishes a scene of quiet beauty and natural splendor, vying in attractiveness with, and yet in wonderful contrast to, the magnificent turbulency of the rapids. To those natural attractions, the government has added those of its monster locks, and its power canal, giving to it recognition as the foremost of the world's water-highways.

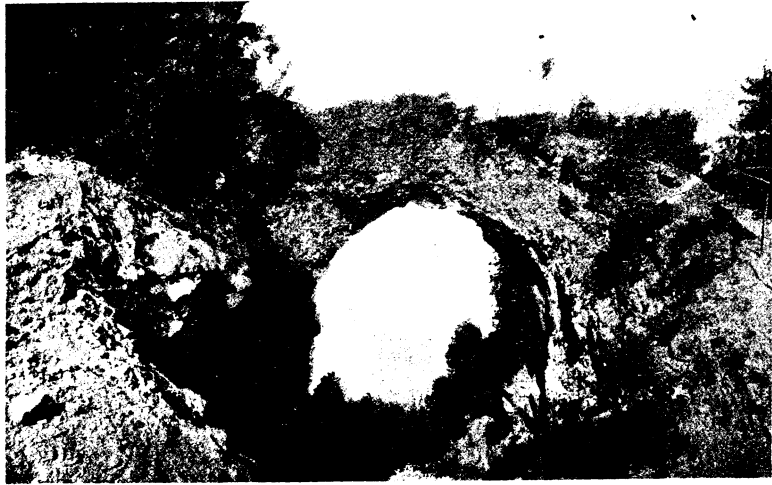
The group of islands, known as the "Beavers" always have been and still are objects of beauty and attractiveness; and these, as well as their advantages in the way of fishing and of seclusion, have given to them a part in history, the story of which, if fully told, would rival the most daring stories of frontier life.

Of the Island of Mackinac, and the islands that cluster around it, what shall I say? Again a master hand is needed to portray the beauty and grandeur which the hand of nature crowded together in a small area. Fortunately, however, the world knows of the beauty of this island and of the important part it has played in national and international history. The world of today, however, sees it with its national park, its military fort, and its magnificent hotels and residences; the resort of many in the hot summer months. The first white men saw it as a favorite home of some and the resort of many Indians; and, as their canoes approached from the Lake Huron view, the island rose above the surface of the water in the form of a Great Turtle, and in its grandeur, looming to a magnificent height, beautifully bedecked with forest growths and ornamented with some of nature's most lavish adornments of arches, pinnacles, domes and precipices. As these magnificent heights were scaled, the grandeur of the surrounding view was almost beyond conception. Lake Huron, specked over with its islands, stretched far to the west, varying and beautiful. To the northwest was the mainland of the peninsula, the Rabbit's Bask and to the west was the opening into Lake Michigan, the second largest fresh water sea in the world; and around, and within view were Bois Blanc, Le Schneau, and other islands, in beautiful settings of changing hues, the better to adorn the scene. Of nature's adornments, naturally, Arch Rock, or the Giant Arch, commands first attention. Approaching this along the shore trail, so as to view it from below, we find the shore at this point some forty or fifty rods in width, covered with large fragments of rocks that have apparently succumbed to the battles of the elements and let go their hold from the cliffs above which rise to a height of approximately two hundred feet above the shore. From this precipice a rocky projection stands out to the northeast at this point, and therein is an arch-like opening through which ascent can be made by clambering with difficulty, over a steep embankment of loose rocks and pebbles; and at an elevation of about fifty feet up this embankment, the climber stands directly under the Giant Arch which has a rugged outline, with one base resting on the rocky projection and the other upon the main ledge or hill. The span of the arch is about fifty feet and its height in the center, from the shore, is about one hundred and fifty feet. The view through the opening of this arch is magnificent, changing with the changing hues of the sky and the forms and movements of the clouds.

A good climber can proceed up the embankment, and, by scaling several precipices and almost vertical and craggy rocks, reach the surface through the arch, and, once there, the grandeur of the view repays the effort, the worn fingers and the torn clothes which the climb has cost.

The writer was one of a small company to perform this feat and does not regret it, though once is enough. The most common method of reaching the top of this arch is over the hill road where one can ride directly to it.

Chimney Rock is another of the natural attractions of the island. It stands on the side of a hill which slopes to the westerly or south-



ARCH ROCK, MACKINAC ISLAND

westerly coast. The Chimney consists of rocks which tower about fifty feet above the present surface of the hill at that point. It is evident from the way the rocks are piled together that they were at one time embedded in the earth, in that form, when the surface of the island was at or above the top of the present "chimney;" and, as by the processes of erosion, the earth was torn away and the surface lowered, these rocks so rested together that they have retained their position, and now stand there resembling a great chimney.

Many other interesting features of the island that were, perhaps, among its minor attractions when first seen by white men, have come into prominence, and are now objects of interest to tourists because of their connection with subsequent important historical events.

THE RESTFUL GREEN BAY REGION

To adequately describe the beauties of Green Bay, with its indented bays, and settings of islands, is beyond the writer's power. It still re-

tains much of its original attractiveness and is annually receiving more and more of the recognition that is its due from the tourist world, and many of its bordering hamlets, with their sandy bathing beaches and attractive fishing facilities, are already thronged during the summer months with those who have learned that here the advantages for rest, recreation and recuperation are actually superior to those of the noted and more costly outing places of the Atlantic coast.

As the explorer pushed inland, he was, of course, at first compelled to follow the course of the many streams, and here again the varied decorations of the scene bore evidence of the lavish hand of nature. Amidst primeval forests, the most beautiful that the eager eye of an explorer ever rested upon, were miles upon miles of the most picturesque of rivers, bedecking the face of the entire peninsula like strings of glittering gems, while the innumerable lakes, of various sizes, added to the beauty and grandeur of the Upper Peninsula landscape, as well as to its attractiveness from the standpoint of the hunter and the tradesman.

To mention all the many, many attractive features that met the eye of the first white men, is now impossible, but enough of grandeur, of beauty and of virgin splendor and purity, as well as wealth of natural resources, still remains to make of this small area a very desirable locality for pleasure seekers, health resorters and sportsmen, and last, but not least, for business men of every calling.

It is pleasing to note that the public is recognizing the importance of preserving some of the beauties of nature with which this locality has been endowed. Besides the National Park at Mackinac, several of the cities have already adopted measures of preserving as natural public parks, some of these beauties of nature, more attractive than the hand of man could plan or execute. Of these, Presque Isle park at Marquette, and the John Henes park at Menominee are among the most notable. As closely connected with like interests in the Upper Peninsula it is of interest and value to her people that the state of Wisconsin has dedicated as a state park a large tract on the eastern shore of Green bay, in Door county, where the natural and primitive beauty is to be preserved.

CHAPTER III

INDIAN HISTORY

THE ANCIENT CAVE MAN—SUPERNATURAL BELIEFS OF THE INDIAN—DEATH AND THE HEREAFTER—THE DELUGE AND RACIAL ORIGIN—MEDICINE BAG AND MEDICINE DANCE—TRIBAL GOVERNMENT AND SOCIAL CUSTOMS—UTENSILS, WEAPONS AND SPORTS—MAGIC ARTS AND SECRET INSTITUTIONS—PICTURE WRITING—HORSES INTRODUCED

It is difficult for Americans of today to realize that they are a conquering people; and that to make room for the prosperity and advancement of the present day, a powerful race has been vanquished and displaced, and the surviving remnants perverted and degraded. But the truth of this is patent to anyone who pauses to think of the matter. The Upper Peninsula of Michigan is one of the spots where the disintegration of this race began.

THE ANCIENT CAVE MAN

Their history goes back to the cave men who fought for their existence with the elephant, mastodon, megatherium and other gigantic beasts of the pre-glacial period. These progenitors of the Indians in America had only their hands, supplemented by the clubs and rocks which nature provided, to defend themselves, or with which to procure their food; for man was, in that pre-historic time, only a carnivorous animal, not much higher than the beasts with which he fought. The great physical changes of the land forced new conditions upon this animal that alone stood upright; the fight for life developed shrewdness and a sort of skill, and, in the end, these are always superior to brute force. In time the cave man grew bolder as he became a more successful hunter; he dwelt in forests, as well as caves, and so the evolution of the Indian, as the white men, with their limited geographical knowledge, called him, had its beginning. The story of this evolution is written in the mounds which hold their dead, and the weapons, tools and ornaments which they have left scattered over the entire country. The builders of these earth mounds had reached a degree of semi-civilization and they were more sedentary than the tribes about them, and possibly more

peaceful. They built these mounds not only as burial places for their dead, but to guard their villages, and for use in their religious rites. As their animal instincts developed into mental attributes, fear, which is the father of religion, compelled them to propitiation and semi-worship of things feared. They were mentally many ages beyond the primitive cave men; they had added vegetable foods to their flesh diet; the cultivated maize, squash, beans and grapes in fields outside their mound-protected villages. They were manufacturers to the extent that they made nets and traps to catch fish and game; and from the bones and skins of the latter made household utensils and clothing. They apparently knew no metal but copper, from which they made chisels and axes, as well as ornaments. They carved beads and other articles from sea-shells, as well as bones, proving that they had commerce with people living near the sea. In spite of the progress they had made, they were swept out of existence by the fierce hunting tribes who are the more immediate ancestors of the Indians, and although they were forgotten—for who can say without question just who the mound-builders were?—the knowledge of their rude arts was continued, and increased, by their successors.

These Indians were slow to change and have preserved their physical and mental attributes until modern times. As a whole, the race seems to be fragments of various tribes of men; their languages and dialects, which are many, being mostly derivative. When discovered by the white men, they were probably at their highest epoch as a nation. Physically they have not changed; the straight black hair, glazed eyes, high cheek bones, red color and fine soft skin are still typical, and their mental traits, though modified by environment, seem as nearly indestructible as their physical.

SUPERNATURAL BELIEFS OF THE INDIAN

The natural Indian, before the greed, deceit and injustice of the whites had obliterated the good, and fully developed the evil, cruel side of his nature, was possessed of many admirable qualities, such as temperance, truthfulness, honesty and courtesy. He respected old age and was tolerant with and pitiful to the weak and unfortunate; hospitality was with him not only a virtue, but a strict duty. Physical bravery was, without doubt, the quality most admired. Pride, independence, and an intense love of personal freedom were qualities encouraged in the Indians from boyhood. So strong was this last sentiment that at times it proved a source of weakness, as it frequently prevented combined action at critical periods. The Indian in his primitive condition was jovial, happy, loyal to ties of kinship, and his family; fond of games and sports, and story-telling,—whiling away the long winter hours with endless tales of ghost and spirits, of war and the chase; fond also of music, and dancing and dreaming; though all their arts were of the coarsest and crudest development. In addition to these good qualities, they possessed intense cruelty, a lax morality, superstition, cannibalism and remorseless revenge. The notions of the Indians concerning the

spirit world are beyond ordinary credence; they believe in a soul of the universe (Gezhia or Gitche Manito) who dwelt in the sky; a great and good spirit that made the world and ruled the sky and earth. They also believed in an evil spirit (Matche Manito), typified by the serpent, equally powerful with the good, who sought constantly to undo his benevolent work. The "evil one" lived in the solid earth and might be propitiated by gifts, especially libations. This belief in the duality of spirits of every degree was universal.

The Indians had no word for "God;" Manito and Oki merely meant anything endowed with supernatural powers. They believed every man might become possessed of a personal Manito, inferior however, to the Great Merciful Spirit. The control of this was obtained by fasting and prayer. The training of Indian children includes fasting at the transition period; when a boy was about sixteen he smeared his face with white clay, seated himself upon some exposed rock or point, and constantly called upon his Manito to make him a great warrior. After four or five days of fasting some beast or bird would appear to his hunger-crazed mind, and this would be adopted at once as his "medicine." Some portion of the object that thus appeared must always be carried upon his person to keep him in touch with his Manito and insure success. This suggests the fasting and vigils of the candidates for knighthood of medieval Europe. Girls, when fasting, retired to the depths of the forest and prayed for power to become medicine women. There are records of many women, famous for their gifts of second sight and other necromantic powers. The Indians did not understand the elements, so they deified them, as well as most natural objects, such as trees, rocks, cataracts, animals and birds. In the north, thunder, and in the south, the sun, were personified as among the highest gods, while the winds, the four brothers, were venerated by all. The birds typified the winds, the serpent was the visible expression of lightning. All tribes agreed upon water as holding all else in solution before time began; its force and immensity awed them. It produced nothing of itself, hence the necessity of some creative power to act upon it. This power was typified by the winds which blew over it; the wind, personified by birds, such as the raven or dove, brought the earth forth. The moon represented water; she was the universal mother, and brought the harvests and protected the new-born babe and its mother. The moon was also identical with night, and all the dread powers it encompassed; she carried the deadly miasma in her mantle, and the hunter dared not sleep in her rays, or leave his freshly killed meat exposed to them; confusedly interwoven with this was the symbol of the serpent, suggested by the winding rivers and the connection between lightning and rain. Dogs bore some relation to the moon; hence to water, and the custom of whipping dogs, soundly, during an eclipse was common. The "big dog" was swallowing the sun or moon, and whipping the small dogs would distract his attention and cause him to desist. Among our northern Lake Indians it was the custom, during a severe storm, to tie the legs of a dog together and throw him into the water to appease the anger of the water spirits.

Primitive man understood animals no better than he did the elements; he had always been matched against them and often overcome. He knew animals communicated with each other in some mysterious way; that they did not fear the dark which was so full of terrors for him; they came and went so silently, and got their food so easily, that he looked upon them vaguely as his superiors, and built up a half worship of them, as well as of the elements. The animals ate each other and were strong, so the Indians ate their enemies that they might become possessed of their strength and good qualities.

All American Indians paid great attention to the flight of birds whose motions were considered ominous. Those of the carnivorous species signifying war, and the gathering of these to fatten on the bodies of the slain after battle is the image most used in their chants. These are believed to have knowledge of the times and places of conflicts, as they are supposed to associate with the gods of the air, who rule in battle. The grizzly bear also typified war, while the antelope meant peace; and these typifications are almost endless.

There was no attempt to impute to the Great Merciful Spirit the attribute of justice, or to make man accountable to him here, or hereafter. Benevolence and pity were his chief attributes. However, he did not take upon himself the righteous administration of world affairs, but left them to be governed by spirits, good and bad, in human form. The Indian prophets paid minute attention to the clouds, their size, shape, color, motion and relation to the sun and horizon. Important events were often decided, and predictions founded on such observations. The imagery of the celestial atmosphere with its warfare of thunder, lightning, aurora borealis, and storms, is much employed in their personal names, and is highly poetic. They built no temples to observe their religion, but made their sacred fires in the recesses of the forest. They sung hymns to the sun as the symbol of the Great Spirit; the constellations were studied, and various attributes assigned to them. The great bear is called "The Seven Persons," or the "Broken Back," while the pleiades are the "Grouped Together Stars," or the "Seven Stars." Venus is known as "Belonging to the Moon," and the Milky Way is the "Ghost Road" or "Spirit Road," or sometimes the "Wolf Road," and is believed to be a short trail from the world to the Sun Lodge. They did not offer human sacrifices to their deity, though occasionally such sacrifices were made to the Morning Star. Fire was one of their ordinary symbols of worship, though in this they never used common household fire, but obtained their sacred fire by percussion, mostly with flint.

Most Indians believed that the soul remained with or visited the body for some time after death; hence the habit many tribes had of building coverings over the graves, and depositing food, weapons and household articles in them, that the soul might not suffer during its wanderings. They believed that the soul of man was immortal, and to some extent in the transmigration of souls; that the vital spark passed from one object to another, usually animate, but not necessarily, as it might for a

time dwell in a tree, or river, or a cataract; what determined the change does not appear, but apparently the superior will of the individual dictated the form of future life.

Some tribes believed in reincarnation; it is related that one Indian chief, who died about two hundred years ago, was reincarnated five times, being known during each period of life on earth by a stab in the right groin. There are many similar stories, and in some tribes there was a confused belief regarding two souls, one a spiritual, which was immortal, and went to the abode of spirits after death, and the other, material, which eventually died. The Indians held the head to be the seat of the soul, and that is one of their reasons for the preservation of skulls and scalps.

“Neither the delights of heaven, nor the terrors of hell were held out by the Indian priests as an incentive for well-doing, though they believed they would be rewarded for great deeds done on earth. Different fates awaited the departed soul; depending on the manner of death, the observation of certain sepulchral rites by living relatives, and also on certain arbitrary circumstances beyond the control of the individual, though this condition might be ameliorated by intercession of the ‘jossakeeds’—possibly this hinted at some vague idea of Divine judgment.”

DEATH AND THE HEREAFTER

The Indians had a horror of death; they feared the mystery and the loneliness of the departing spirit, and for this reason, though they fought by stealth to preserve themselves, they held it the highest form of courage to meet death unflinchingly when it was inevitable. The reason a dog was killed on the grave of a warrior was to afford companionship to the soul. After horses became known to them the favorite animal of this sort shared the fate the dog had previously shared; that the warrior might ride care-free into the Happy Hunting Grounds.

A great many tribes placed the home of the soul in the sun, “either east whence he comes, west where he makes his bed, or south where he goes for winter. Wherever he lived was the spirit’s abiding place, the heaven of the Indians, where the warriors hunted the spirit game, or chanted their own glory and praises endlessly, and the women escaped from the drudgery, privation and subjection which was all their lot while on earth. However, not all might arrive there, as many obstacles were to be overcome before the weary souls could reach a haven of rest; these varied with the different tribes; sometimes it was a deep and swift river to be crossed on a bridge formed from a sapling, lightly supported, and the soul while crossing must defend itself from the attacks of a dog. The Chippewa name for this bridge was the owl bridge (Ko-ko-ka-jo-gan). The owl was an emissary of the dead. The Chippewas also told of a great water that must be crossed in a stone canoe. Another Algonquin story is of a rushing stream, bridged by an enormous serpent; the souls that passed these bridges in safety entered the ‘Happy Land’ where they dwelt for a time, or perhaps for eternity, for beliefs differed,

some holding that the spirit returned to the bones which had been preserved on earth for this reason, and that these were re clothed with flesh, and the being resumed its earthly habits. The bones were the seed which, planted in earth, grew again. This belief extended to animals also."

The Indians do not look upon this return to earth as either a reward or punishment. The souls which failed to pass the bridges were swept away to shift for themselves. The idea that souls were sent to torment for sins committed in the flesh was not originally part of the Indians' belief, though they gradually acquired this notion as the result of their contact with Europeans, and their Christian instruction. The nearest they came to the idea of a conventional hell was that souls might be parted and live in separate regions. Most Indians believe that the world would eventually be destroyed by fire, and some believed that just before this catastrophe occurs, blood and oil will rain down from the sky.

The bodies of the dead were never burned except among a few extreme western tribes, but were treated with great respect. After death the body was wrapped in the finest clothes, and all the ornaments possessed in life, as well as useful articles, were placed upon it, and it was then enclosed in a bark or wooden shell, and sometimes placed aloft on poles or platforms, and sometimes hidden in caves. When the flesh had disappeared the bones, with their trappings, were buried and the "ad-jedatig," or grave post, was set up. This had the totem of the family carved upon it, inverted, however. It was the work of a person especially designated for the purpose, to gather up these bones and deposit them in trenches with their accompanying tools and ornaments.

In common with other races of the world, the Indians have traditions concerning a deluge which destroyed all mankind except a chosen few. The following is one of their legends concerning this flood: "When Kitche-Monedo, the Great Spirit, first made the world he filled it with a class of beings who looked like men, but they were perverse, ungrateful, wicked dogs, who never raised their eyes from the ground to thank their Creator for anything. Seeing this, the Great Spirit plunged them with the world itself into a great lake and drowned them all. He then withdrew the earth and placed upon it a very handsome young man, but he was lonesome, and looked so sad that Kitche-Monedo took pity on him and sent a sister to cheer his loneliness. After many years the young man had a dream, which he told to his sister. Said he: 'Five young men will come to your lodge door tonight, to visit you; the Great Spirit forbids you to answer or even look up and smile at the first four, but the fifth you may welcome. The first of the five strangers who came to her door was Usama, or Tobacco, and having been repulsed he fell down and died. The second, Wapako, or pumpkin, shared the same fate. The third, Eshkossimin, or melon, and the fourth Kokees or bean, were likewise repulsed and died. But when Tamin, or Montamin, which is maize, presented himself, she opened the skin tapestry door of her lodge

and gave him a friendly reception. They were immediately married, and from this union the race of Indians sprung. Tamin buried the rejected suitors, and from their graves grew tobacco, pumpkins, melons of all sorts, and beans; and in this manner the Great Spirit provided that the race he had made should have something to offer him as a gift at their feasts and ceremonies, as well as something to put into their kettles with their meat."

THE DELUGE AND RACIAL ORIGIN.

There are many of these legends in regard to the deluge. Some tribes say that "when the earth was destroyed by water the people made rafts on which to save themselves, but something like large white beavers cut the strings that bound the rafts, and drowned all but one family, and two of every sort of animal."

Some Indians have traditions of a "race of giants, swift of foot and powerful enough to kill buffalo with their hands. They were so large and strong that they defied their Maker and derided him. The Ruler tried to kill them by shooting the arrows of lightning at them, but these glanced off without harm; so he sent a great rain and the ground became so full of water, and so soft, that these heavy people sunk in it and were drowned."

Among the Indians the fossil remains of elephants, mastodons, and other huge animals are said to be the bones of these people. Other tribes that have a similar legend say the rock pinnacles, common in many states and often of fantastic forms, are the remains of these giants. Following the destruction of this race, "the Great Ruler made another race which he again destroyed because it was too powerful; then he made a man and woman and placed them on earth; other people and animals he made in the sky, and sent the lightning, his messenger, to place them on earth, and having enclosed them in a cloud of lightning sent them down with a crash that sunk them all in the ground which was still wet and soft. The lightning felt so grieved at the result that he cried. Now, whenever he strikes the earth he is reminded of that mishap and cries; hence the rain and thunder. All these men and animals being thus struck underground were in confusion, until one day the mole burrowed to the top and the sudden rush of light put his eyes out; so he decided to remain beneath the surface, which he has constantly done ever since; but the rest crawled up through the hole made by the mole, and their distribution over the face of the globe began." In the perplexities they encountered during their first days they were, according to tradition, constantly assisted by the magic articles contained in a medicine bag given by the Great Spirit to a young boy; so it is youth, personified, that conquers the world, and this was merely a race, in its youth, working out its destiny.

It was the young spirit which made way through the pathless forest and over foaming rivers and deep ravines, but the ignorance and superstition of the race demanded some visible object as a proof of su-

pernatural help when any difficult thing had been accomplished, and the medicine bag furnished this object. To it they attributed the production of animals, fish and snakes unknown to them before. They were not many degrees removed from the cave man who seldom ventured far from his lair, and the things of the forest and field were all new to them so they were glad to believe the magic bag contained the first arrow point as a model for future weapons, and the seed of corn and tobacco for food and comfort. The primitive Indian gave his imagination full play in finding reasons for the existence of things, and their condition; thus the first cedar was bent because it had supported the weight of the Indian race and saved them from destruction, and the crooked tendency of these trees was thereby established for all time. The crow was turned black in a futile effort to bring fire from the sun, and the swallow received his black feathers in a like vain attempt. Almost every natural object had some such notion connected with it, and volumes might be filled without exhausting the material in this line.

The Indian legends in regard to their origin are almost endless. They declare themselves to be aborigines, a declaration only supported by fable or allegory. One authority will declare they climbed up the roots of a tree to the surface of the earth, while another that they casually saw daylight through the top of a great cavern, and climbed to find it. They claimed mysterious kinship with animals that burrowed, always the tradition, or memory, of cave or underground life, clung to them, which at least suggests that they are descendants of the primitive cave men, and that their line of life goes back unbroken to the beginning of life on this continent. In their traditions they skip thousands of years from the flood to the present time, and fill the interval with the wildest mythology, or demonology. Each leading family has some great hero or Manito who overcame these demons and delivered the Indians from their spells; whether you call this hero Manabozho, Neo, Glooskap, Hiawatha, Tiawa or Hinun, depends merely on the locality; the office is the same—to benefit mankind—just as it was the office of the evil qualities, personified as Artotarho, Malsum, Enigon-ha-het-gea, and others, to destroy them.

One tradition of the Indian origin runs thus: “Neo, the spirit of life, lived in upper space; Atahocan, was the master of Heaven; Tarenyanagon, who is variously known as Michiabou, Chiabo, Manabozho, and the Great Hare, was the keeper of Heaven; Agreskoe was the spirit of war, and Atahentsic was the woman of Heaven. One of the six men originally created fell in love with Atahentsic, and she returned the affection. When Atahocan discovered this, he cast her out of Heaven, and she fell headlong through space until she rested upon the back of a great tortoise lying on the water; while resting there twins were born to her, one Inigorio, or the good mind, and the other Enigon-ha-het-gea, or the evil mind; thus good and evil came into the world at the same time and were equally active. The tortoise expanded and finally became the earth. Atahentsic had a daughter who bore two sons, Yoseka

and Thoitsaron. Yoseka killed his brother and became ruler of the earth; he was the sun, and his grandmother, the heaven-born Atahentsic, was the moon."

MEDICINE BAG AND MEDICINE DANCE

Still another tradition is that a great Manito came on earth and married a mortal woman. She bore four sons at one birth; Manabozho, the friend of the human race; Chibiabos, who has the care of the dead and presides over the country of souls; Wabasso, who fled to the north as soon as he was born, in the form of a white rabbit, and was considered a very powerful spirit; and Chokanipok, the man of flint, or fire-stone. The mother died when they were born and Manabozho accused Chokanipok of causing her death. The contests between them were long and frightful; the face of the earth was torn up and transformed during their struggles, and fragments of flesh were torn from Chokanipok and turned into stone. All the flint stones scattered over the earth were produced in this way and furnished men with the element of fire. Manabozho finally destroyed him by tearing out his entrails, which were changed into vines. Manabozho taught men to make axes, lances, arrow-heads, and all necessary implements of bone, stone, and wood. He also taught them to make nets, snares and traps. He and Chibiabos lived together and spent all their time planning things for the good of men. The Manitos who lived in the air, earth and water became very jealous of them. Manabozho warned his brother of their evil intentions, but one day Chibiabos wandered out on one of the lakes, and the Manitos broke the ice beneath him and hid him in the bottom of the lake. In revenge Manabozho waged war against the Manitos and sent a number of them to the deepest abyss. He then smeared his face with black and sat down for six years to lament; uttering his brother's name all the while. The earth was neglected, the whole country in dread. To appease his anger, the older Manitos, who had not been concerned in the death of Chibiabos, built a sacred lodge close to that of Manabozho and prepared a sumptuous feast. They then assembled in order, each carrying a sack made from the skin of some favorite animal, such as a beaver, otter or lynx. These were filled with precious and curious medicines culled from all plants. The Manitos exhibited these and invited Manabozho to the feast; on consenting he uncovered his head, washed off his mourning paint, and followed them; when they reached the lodge they gave him a cup of liquor made from the medicinal plants. Immediately after drinking he felt the most inspiring effects. They then commenced their dances and songs. Some shook their sacks at him, some exhibited bags made of the skins of birds out of which smaller birds would hop, and others did curious tricks with their drums; all danced, sang, or acted with exactness of time, motion and voice. Manabozho was cured, and he ate, danced and smoked the sacred pipe with them. In this manner the mysteries of the great medicine dance came into the world. The Manitos then united to bring Chibiabos to life. They did so, but he was not

permitted to enter the sacred lodge. They gave him a burning coal through a chink, and told him to go and reign over the land of the dead, the country of souls; they bade him make an everlasting fire for his uncles and aunts (all people who should die thereafter) and make them happy. After this Manabozho visited the Great Spirit, returned and confirmed the mysteries of the medicine dance, and supplied all whom he initiated with medicine for the cure of all diseases. It is to him we owe the growth of all medical plants, and the antidotes for all poisons. He entrusted the growth of them to Misukumigakua, mother of the earth, to whom he made offerings. Manabozho continued his friendly offices; he killed the monsters, whose bones are found buried in the earth; he cleared the streams and forests of the obstructions which the bad spirit had put there, and made them fit for habitation; and he placed four good spirits at the four cardinal points, to which the Indians always point in their ceremonies.

The spirit of the north gave snow and ice to enable men to pursue game and fish; the spirit of the south gave melons, maize and tobacco; the spirit of the west gave rain, and the spirit of the east, light. Manabozho also commanded the sun to make his daily walks around the earth. Thunder is the voice of these spirits, to whom the Indians offer the smoke of Saman (tobacco). The Indians believed that Manabozho still lives on an immense flake of ice in the Arctic ocean; they fear that some day the white race will find him and drive him off, and then the end of the world will come, for as soon as he puts his foot on the earth again it will take fire and every living thing will perish.

The Indians accounted for their ferocious cruelty and destructive nature, which so long retarded their improvement, by saying they were governed by Artotarho, the entangled one, whose head, like Medusa's, was covered with writhing snakes; he represented cunning, fierceness and cruel skill in war. It was Artotarho, the spirit of savagery, who overthrew the flourishing communities of the Mound Builders of pre-historic America, and destroyed their villages, gardens and mounds. For ages he was dominant among the Indians, but opposed to him was Iiawatha, literally the "river maker." His name implied peace, inter-tribal friendship and treaty. He induced the restless Indians to settle in villages, to add cereals to their flesh diet; and he taught them all the arts of life; to fish, trap game, make all necessary utensils and weapons, and build coverings for themselves. He was the spirit of progress and improvement.

Personifications are merely arguments for the types they represent, and the two just mentioned indicated the change from absolute savagery to semi-barbarism. Manabozho was a blending of the two; of the cunning and shrewdness of Artotarho, with the wisdom, skill and benevolence of Iiawatha.

TRIBAL GOVERNMENT AND SOCIAL CUSTOMS

The Indian form of government was patriarchal and democratic. It consisted principally of a collection of families grouped together as a

tribe under one governing, but not arbitrary chief. The families forming a tribe each had its own distinctive domain, or totem, a symbolic association which, once adopted, was recognized and respected by every possessor of a like symbol. So strong is this recognition that even such enemies as the Sioux and Algonquins said they must be kin, for they had the same totems.

The origin of the totems is given in many legends, of which the following is one: "In the days when all was new, the Holder of the Paths of Men, the Sun Father, created from his own person two children who fell to earth for the good of all that lived. These children cut the face of the earth with their magic knife and were borne down upon their magic shield into the caverns where men dwelt. These caverns were very dark and men crowded each other as their numbers increased, and they were very unhappy. At last the children of the Sun Father heeded their supplications and led them out of the cavern, eastward, toward the home of the Sun Father; but, lo! the beasts of prey, powerful and like gods themselves, would have devoured the children of men, so the Two Brothers thought it unwise to permit all of the animals to live, for, said they, 'Alike will the children of men and of beasts multiply, and the children of men are the weaker,' so whenever they came across any animals, whether mountain lion or mole, the brothers struck them with the lightning carried in their magic shield, and instantly the beasts were shriveled into stone. They then said to the stone animals: 'That ye may not be an evil unto men, but that ye may be a great good unto them, have we changed you into rock everlasting. By the magic breath of prey, by the heart that shall endure forever within you, shall ye be made to serve instead of to devour mankind.' These beasts represented by stone fetiches were adopted by men as their guardian spirits, each family in the old days having one."

Intermarriage carried the totem of one family into another tribe, as the warrior followed the clan of his wife and became a member of the family into which he married. The warrior's totem was never changed, merely added to the other; his name might be changed, however, for any act of unusual prowess or skill.

Another legend concerning totems is, that many ages ago the "Grand Mother of Life" brought from her home in the setting sun nine separate forms of animal and plant life; these were the deer race, the bear race, the sand race, the water race, the hare race, the prairie-dog race, the rattle-snake race, the tobacco plant race and the reed-grass race. Having located them, the Grand Mother transformed them into men and each kept as his distinctive totem the race from which he sprung. The totem was as much of a distinguishing mark of the Indian family as the heraldic devices were in Europe of the families who bore them. Painted upon skins or bark, it marked the warrior's lodge in the village; carved upon weapons, tools and ornaments, it denoted their ownership; in picture writing, the figure of a warrior's totem in connection with other figures, showed his place and share in the transaction represented; and at last

it was carved in inverted order upon his grave post (Ajedatig) to mark his resting place. When one thinks how often the device of the bear or sun appeared among the medieval Europeans of highest rank he is struck by the affinity of spirit, even if the affinity of race is doubtful.

The system of tribal government remained longest with the western Indians. The office of chief was not hereditary, but depended on the personal attributes of the warrior; although preference was given to the son of a chief if he exhibited fitness. No man, lazy in the chase or cowardly on the warpath, could raise himself to the post of honor. The Indians had no belief in caste; to them all men were born free and equal, in a social sense, the only inequality being physical disability. Any man of exceptional courage, eloquence, and personal magnetism might become ruling chief. There were subordinate chiefs and a council of the older men, to assist the head chief. The members of this council were called the Ogemas, equivalent to magistrates. Although the chiefs were the exponents of public opinion, and were eloquent in defending the rights or focalizing the views of their people, it was the council which decided weighty matters, especially in settling land questions. Women were never permitted a seat in the council, but some tribes were so far enlightened that women were represented at their sessions by a chief whose duty it was to look after their property interests; for all property descended in the female line, and "the soil belonged as much to the women who tilled it, as to the men who hunted over it." Property might be willed away, but otherwise descended to the children. If a woman married again, it went to the children of her first husband.

The Indians believed private rights accrued to them from the Great Spirit. An old legend says that "Ilinun, the Beneficent, made the earth and all it contained for the good of mankind, whatsoever is on the land; whatsoever groweth out of the earth, and all that is in the rivers and waters flowing through the earth, and gave it jointly for all, and every one is entitled to his share."

It was not until contact with the whites had developed their greed that they came to think they could sell the land; it belonged to all.

Though the Indians were much attached to their hunting grounds they held no individual rights in them. After a raid they did not usually retain possession of an enemy's hunting ground, but returned to their own. The spoils of war, however, belonged to the individual captor. Might constituted right. No restitution of personal property was ever made to a weaker tribe. Though the head chief demanded and received due respect, it was necessary for him to be shrewd and diplomatic in dealing with his fellows, for the love of personal liberty was too strong among them to permit much arrogance; even in the field the war-chief had to use his powers with caution. This desire for absolute personal liberty was a cause of weakness, for, although they learned the strength of union at an early day, they could not hold together long, and this prevented concerted action.

There are a few instances where women had become chiefs on ac-

count of exceptional bravery, but as a general thing the position of women was menial and despised. Though they were absolute rulers of the lodges, and the mother-right in the descent of property was common to most tribes. It does not follow that the warrior considered them his equals; it was only that they might cater to his comfort and relieve him of all tedious care-taking that he permitted such absolute sway over household affairs. War and the chase were the warrior's sole business in life, and he did not wish to be hampered by domestic details.

War was undertaken more often to avenge a murder than for any other reason; not that murder was considered a crime against moral law, for they had no conception of moral law as the whites understand it, but a crime against the person killed, only. The death of a member of any clan must be caused by malign influence of some other clan, and blood called for blood before the "mourning could be washed from the faces" of the nearest kin. It was the duty of the nearest relatives to accomplish such vengeance. This did not necessarily involve the whole tribe, though it frequently resulted in a general affair.

Women shared this belief and took upon themselves most of the drudgery of life in order that the warrior might always be ready. The wearer of the eagle feather must be a hero, or woman would despise him. How could a hero hoe corn and plant squashes, and still maintain his dignity? To a certain degree the women were compensated, for the warrior would fight till death to protect his wife and children, and many stories are told of warriors who took tedious journeys, or parted with their valued possessions to obtain luxuries for a sick wife, or necessities for their families.

The marriage tie was respected generally, while it lasted, but it was very lax. Polygamy was common; a man usually married the sisters or nearest of kin of his wife in such plural marriages. They all lived together. In many tribes the manner of living was communal, and several families, usually connected, occupied one lodge. In such a lodge the chief matron ruled and apportioned the food and necessities. Crops and stores were held in common, and fish and game were divided equally. The duties of women included the preparing and storing of meat after a chase; the drying of fish, the tanning of skins for clothing, bedding and tepee covering. This art they understood to perfection, and they also knew how to color the skins and other articles, such as willows for baskets, with extracts made from the bark of certain trees, roots or berries. No doubt they knew where to find mineral colorings also. They sewed the skins with thread made from the sinews of deer and other animals, using needles made from fish or other bones; or they laced them with raw-hide thongs, making the perforations with bone awls which they manufactured for that purpose. They cultivated all vegetables known to them, and gathered the wild rice, seeds of plants, wild fruits, and certain kinds of roots for drying. They made a crude sort of clay pottery, and they wove bark fiber into ropes and thread for nets. They made shuttles, scrapers, knives and other household tools from bone,

though the men sometimes made these articles and wooden bows and trenchers.

Upon the woman fell the work of making the poles for the wigwam, of setting them up and covering them, and of taking them down and packing them upon the dog train travois; for dogs were the beasts of burden with the Indians before horses came to them. The women gathered the medicinal herbs, and tended the sick, though in case of cure the priest got the credit. They frequently made the canoes, either of birch bark, or a log burned and dug out and fashioned into shape with the stone axes and chisels that the men were expert in making. Both men and women were skillful in the use of the paddle. Among the tribes where skin boats were used in crossing streams the women made these to transport their children and goods, while the men swam across, or, if possessing horses, crossed with them.

Their method of cooking was crude and difficult: boiling was frequently accomplished by dropping hot stones into the dish containing the food. This method left something to be desired in cleanliness, but white housewives have not scorned to learn from the squaws the art of making succotash and hoe-cake. With all these duties the busy squaws found time to gratify their artistic tastes, as the baskets, blankets, and the bead and porcupine quill embroideries from west to east offer sufficient proof.

They trained their children well according to their tenets. Endurance was the first lesson an Indian received, and it was the last act of his life. It is true that the tiny pappoose was strapped to a board, but it was tenderly cared for, nevertheless, and the board was made comfortable with soft deer skin cushions stuffed with moss or sweet-grass, and was ornamented with the finest bead and plaited grass work that the mother could make. In modern times, after the trail of the white man crossed the land, the board cradle was still further enhanced by tinkling pieces of tin. The lullabys sung were as loving, if not as musical, as any white mother knows. When the mother was busy the board was hung on a tree, or stood in the corner of the tepee. Once a day the baby was unstrapped and permitted to roll upon the grass, or a blanket. This continued for about two years. After release from the board the training of the boy and girl differed materially; the boy equipped with bow and arrows and snares, ran wild. He learned to shoot and fish, and snare game, to swim and jump. Boys flew kites, played tag, hide and seek, blind-man's-buff, shinney, ball and many other games. Incidentally, the girl learned some of these also and she found time to play with dolls and make clothes for them as other girls do, but when she was five she became a carrier of wood and water and had to practice packing and carrying a bundle upon her back, and her toil never ended till she died. Even when the time came to be married she could not choose for herself always, but was really sold by her parents. There were ameliorating conditions, however, for the girl received a trosseau such as white girls do; new clothing of skins tanned soft and white and

fringed, beaded and embroidered; skins for sheets, tanned smooth and whitened with clay; rolls of skins or bark for lodge covering; poles and household utensils of all sorts, were in her marriage outfit. Children were seldom whipped, ducking being a common mode of punishment; but they were given lessons in good breeding that would not come amiss among people claiming more civilization.

The dwellings of the primitive Indians ranged from mud huts to frame houses, the more savage and nomadic the tribe, the less use for a permanent dwelling. The wigwam of poles covered with bark or skins was a common form easily prepared, and after horses came to the Indians, easily carried. The wikiop was a variation of the wigwam, often of bushes tied together to form the most temporary shelter.

The pipe (opuagun) was the most valued possession of the Indian. Like tobacco (na nimau), it was a sacred gift from the Great Spirit. The ceremony of offering its fumes to Him, as well as to the earth and to the four winds, precedes every serious undertaking. The ancient tribes made the pipes of stone or clay, and these were, some of them, smoked without a stem. No material was considered too fine for the manufacture of pipes, and they were highly ornamented with carvings, mostly in imitation of birds, serpents or lizards, and they were often painted or colored. They were a favorite offering to the Manitos, and countless fragments of them have been found in the earth mounds and around their sacred stone altars.

UTENSILS, WEAPONS AND SPORTS

Among the many stone utensils made by the Indians the axe, (agak-wut) is one of the most common. This is properly a pick, as it is not sharp enough to cut down trees. When trees were needed for canoes, or other purposes, they were burned at the base to fell them, and then they were carefully burned to coal on one side, if required for a canoe, and the coal was picked out with these stone axes. A handle was made by twisting a supple withe around the groove of the stone axe, and it could then be used for splitting wood. Occasionally axes are found with an eye for attaching the same to a helve. They are made of many sizes and adapted to various uses.

The bow and arrow, which were the ordinary weapons, are of such ancient and world-wide use that no authentic date is given for their origin. When or how they came into the hands of the Indians no one knows. The stone arrow heads were of many sizes, and suited to the purposes for which they were required; small ones being made for boys who were encouraged in every way to become skillful archers. The shafts were ornamented with feathers, and the owner's distinctive sign was carved upon them. Occasionally the arrow heads were made of copper, and in modern times of iron, often having several barbs on one shaft.

A more prosaic, but nearly as useful an article, was the corn pestle, used by the Indian women for grinding dried cherries and acorns, as well as corn, and by means of which the latter was made into coarse meal so

that it could be used for soup. These pestles were usually made from a semi-hard rock, and usually weighed five or six pounds each.

A very ancient and formidable weapon is called by Schoolcraft a balista. This was made by sewing a large, round boulder into a fresh skin and attaching a long handle to it. After the skin dried it was painted, and was carried by warriors who plunged it suddenly upon the object to be destroyed; with it a canoe could be sunk.

The stone mace, or tomahawk, was something like the axe, only the points were left sharp for cleaving, and there was always a perforation for a handle.

Stone spears were in common use, and chisels or scrapers for dressing skins were likewise made of stone, and were of many sizes.

In some of the games played by the Indians stones of various sizes and shapes were used; and in some parts of the country certain large stones were sacred and were used as altars on which to deposit gifts of tobacco, corn or pipes, to propitiate the Manitos.

The war-club, which was known to most tribes, was usually made of hard wood so carved as to have a heavy ball at one side of the head.

The akeeks, or kettles, were usually made by the women, out of common clay tempered with feldspar, quartz or shells. Vases were also made of such materials, but were usually more finely wrought, and were used for holding the foods deposited upon the graves.

Their medals, amulets, beads, nose and ear drops were often made of shells, as well as of bones. They prized mother-of-pearl very highly, for they invested the sea with mystical powers, and believed the shells to have some of that power.

Their wampum belts, or strings, which took the place of coin, were made of shells. After the white people came among the Indians this wampum acquired a fixed value which varied with the color; purple being the highest, and white, the lowest in value. The wampum belt was passed as a guaranty of good faith in making treaties and in other dealings.

Among northern tribes who lived mostly on fish, a tool for breaking ice was necessary. This was made of a prong from the antlers of a deer or elk, and bound firmly to a long handle.

Beads, bracelets and medals, as well as knives, spears and arrow points, were made from copper, a metal more prized than gold or silver. Iron seems never to have been known among the ancient Indians. The admiration for copper, which was widespread, and the desire of inland tribes for salt and sea shells, led to a commerce between far distant tribes, of no mean proportions. The old trails through Michigan, to the copper country, traces of which still exist, are silent witnesses of this ancient custom of exchanging commodities.

The early Indians were fond of athletic sports. The ring game was a very common amusement. Most tribes played some form of it; details differed, but it was essentially the same everywhere. It was played with a ring of rawhide, usually wound with rawhide thongs to make it stiff.

and it was ornamented with beads and little tags, each of the latter of which had some significance. The players, usually in pairs, each had a straight, slender, pointed stick about five feet long, which they threw at the ring as it rolled along the ground, the object being to thrust the stick through the ring; the players keeping pace with it if possible. Among some tribes cross bars and hooks were lashed to the thrusting pole to complicate the game. The relation of the ring to certain parts of the pole determined the points scored by the owner of the pole. If a player succeeded in getting his pole through the ring he won a feat seldom accomplished. In case of a dispute an umpire was chosen from the spectators, and his decision was accepted without argument; a point which might be commended to white players of modern games.

Another well known game is baggettaway, or la-crosse, named from the long-handled net, or racquet, with which the ball is thrown. This racquet consists of a small bag made of thongs of rawhide woven into a net and bound to a handle. The players are in two parties and the object is to send the ball to the opposite side, a goal having been located. Two forms of this game are played with these instruments. Sometimes the racquet is merely a ring in the end of a stick, just large enough to hold the ball and throw it. Gambling, which is a passion with Indians, is associated with all these games. A warrior will stake his blankets, ornaments, wife, and even his horses, on the outcome of a game at times. The women gambled too; mostly with a sort of dice game, played with five plum stones. These were blackened and marked with various figures, and were tossed in a small basket; the figures uppermost when they fell indicating the score. In some tribes small pebbles took the place of the plum stones.

With the Indians music formed a part of all ceremonies, but it was not of a sort that would mean harmony to white ears, though it meant much to them. In their chants they pictured all the human emotions, of love, anger, fear, hate and hope of life eternal, as well as the pride of victory and the despair of defeat. These chants are preserved on bark scrolls, not in the form of musical notes, but with symbolic figures of birds or beasts which typify human emotions or qualities. The musical instruments of rattle and drum are discordant, but the reed flageolet is capable of sweet, though melancholy notes.

Dancing was not merely an amusement with the Indians, though when the hunt was over and food was plenty they were fond of social gatherings in which both sexes took part. They dressed themselves in their finest robes, smeared their faces with fresh paint, preferably red, and spent their long evenings in feasting and dancing. For special dances, which were mostly performed by men, no clothing was worn but the breach-clout and moccasins, though their bodies were carefully painted, white clay being a favorite coloring for arms and legs, while the face and body were painted red, or occasionally green or yellow, and sometimes with a division of color lengthwise of the body.

One dance was of a commercial nature in which members of tribes

which excelled in the manufacture of certain articles, such as war-shirts, or arrow heads, exhibited these and invited inspection. These primitive commercial travelers went from one tribe to another and were treated as honored guests; the dance being given to advertise their goods was usually peculiar to the tribes they came from.

The war dance was merely the ceremony of enlistment; the warriors being always volunteers. The chief merely invited them to a dance but he could not command them to fight. During the ceremony each warrior struck the war-post to signify his willingness to follow the chief on the warpath.

The scalp dance, which followed a foray, was ceremonial and superstitious. Every scalp taken gave the owner control over the spirit-life of the enemy. This accounts in a measure for the method of fighting by surprises and ambuscade. It was a disgrace to allow a scalp to fall into the enemy's hands. The chiefs exercised great care over their warriors, and every method was used to kill and to avoid being killed.

The medicine dance was strictly religious, though, as with most primitive races, the Indians included with it the art of healing.

MAGIC ARTS AND SECRET INSTITUTIONS

Two of the ancient institutions were known as Medawin and Jeesukawin. The Medawin is the art of magic. Men who professed this formed themselves into bands or societies. There were two classes of magicians; the Medas, who relied upon magic alone, which was furnished by their sacred medicine bags, and the Muske-ke-win-i-nee, who administered both dry and liquid medicines and practiced a very crude and limited surgery. The latter was a physician, and was considered inferior to the Meda.

The Jeesukawin was the art of prophesy, and differed from the Medawin in that the priests or Jossakeeds were not banded together but practiced their arts as solitary individuals. The Jossakeed predicts events; the Meda seeks to propitiate them. The Jossakeed addresses himself directly to the Great Spirit (the Great Bad Spirit is to be understood, unless the word Gitehe is prefixed). Like the Meda, he uses a medicine sack, as their methods are similar. The drum is used for both, but the rattle is confined to the Meda and Wabeno. The choruses and chants of the Jossakeed are peculiar to his office.

A candidate for admission to the Meda undergoes a long period of fasting and prayer; the service being entirely voluntary. After a sufficient time he is further prepared by a sweat-bath, and during this part of the ceremony he is met by the older men who give him objects of magical virtue and healing. He is then initiated into the infallible secrets of the craft. The admission into the Meda is made in public, and with a great deal of ceremony. There are three degrees in the society; the Meda, the Saugemau and the Ogemau.

The lodge in which a Meda is to practice his art is carefully prepared; the magic number four, sacred to the four winds, being shown

by the four posts, four stones, fires and other ways. All shrubbery, or wood detrimental to the patient was excluded, and the shape, position and arrangement carefully planned. The drum and rattle were part of the equipment. After preliminary smoking, dancing and chanting, the patient was brought in and placed in a designated position. No one not invited was permitted to enter. The course of the winds and the condition of the clouds were closely observed during the ceremony. As the lodge had no roof, this was easily done. The Meda was usually applied to, after the physician had failed. He was also consulted in regard to war and the making of treaties.

The Wabeno, which is better known, is considered by the Indians to be a more modern modification of the Medawin. The Manitos showed it to Manabozho to divert him from his mourning for Chibiabos. It admits a class of subjects prohibited by the Meda; love songs being among its mysteries, which are always conducted at night, the magic fire tricks being more effective at that time. The orgies of the Wabenos often last all night and are of the wildest character. The word itself is derived from Wabun, or morning light. The Wabenos were "Men of the Dawn." The whole object of Indian secret societies was to acquire power by supernatural means; to propitiate the spirits by chants, incantations and sacrificial gifts, that they might have success in war, hunting and healing, and above all that they might obtain free scope for their social relations and passions. The Wabeno, in particular, exemplified this.

To understand the secret institutions of the Indians a knowledge of picture writing, which constitutes their literature, is necessary. If this was well understood their real life, and ideals, as well as much of their history, would be more plainly revealed. Though the Indian is averse to expressing his opinion of the Deity, and all religious thoughts, yet he may, under the symbol of the sun and its relation to other objects, express the supreme goodness and loving care of the Great Father, or he may express strength, malignity, or wisdom, with the figures of a wolf, a serpent, or a turtle. He believes his happiness and future security depend upon his secrecy. This even extends to the speaking of their own names, a thing they avoided doing if possible. The Indian could not, however, avoid disclosing something of his inner life when he placed upon skin or bark the figures of animals which represented qualities to him; their position in regard to each other forming the thread of the story.

PICTURE WRITING

Picture writing is no doubt the oldest form of literature, and in some degree has been in use ever since men came upon the earth. The power of imitation seems to have been born with the most degraded cave men, and the desire to make their condition known to their fellow creatures led them to make pictures illustrating their environment. This opens a field of conjecture that takes the mind down through all the ages, and

explains in a manner the ancient idolatry which gave way in time to Christian civilization.

The physical traits of the Indians seem to identify them with the ancient stock of Asia, but they apparently separated and came to America before authentic history began. It is in their picture writing that we must look for traces of affiliation with the ancient Asiatics, whose hieroglyphics form a connecting link. This picture writing was of two forms, one known to the people generally and used for conveying information when traveling, and for marking the grave posts, a duty they were very careful to perform. This common form was called Ke-ke-wi-win. The other was Ke-kee-no-win, which latter was used by the Medas, Jossakeeds, and Wabenos; though many figures were common to both forms the secret magic signs were known only to the medicine men, and those they initiated into the secret. It was not unusual for a hunter to pay a heavy price for a hunting song, whose magic he learned secretly from the priest. The Indians have the utmost faith in the power of the articles in the priest's medicine sack. They believe that an arrow, which had been touched by it, would, if fired into the track of an animal, detain him until the hunter arrived. A similar power could be exerted if the figure of an animal was drawn on wood or bark and subjected to the influence of the medicine, and the incantations. Hunters frequently carried bark scrolls with such pictures thereon when on an expedition, and such drawings were frequent on canoes, weapons and hunting gear.

HORSES INTRODUCED

Horses played a prominent part in the evolution of the Indians. They changed him from a wandering seeker after food, who fought only for food and for self-protection, into an aggressive warrior and raider. Horses came into general use among the Indians by barter with their own race, apparently, but the details as to when and how are entirely lost. The Spaniards had visited the Pacific coast long before the white man knew anything of the mainland of the eastern coast, so no doubt the western Indians had horses at a very early date, and these useful animals spread gradually north and east. Some authorities give the date of their reaching the plains as about the year 1804.

The Indians themselves accounted for the horses as they did for any strange animal, by calling them "under-water animals." They have legends of the horses having been guided to them by their secret medicine, which they call "dream," or "sleep." When the Indians learned the value of horses, horse stealing became a regular business among them and led to more warfare than any other one thing.

The Indians knew the white men long before they saw them, for the stories of their landing spread throughout the various nations. Contact with the new strange people shook the Indians' faith in the old gods, for the white people, who did not believe in Manitos, fared far better than they did. The white men brought them guns, and soon the old

weapons were practically abandoned, and the old skill in using them was lost. While many real benefits were brought to the Indians by the white men, they also brought the curse of liquor, and this proved the undoing of the race.

It was here in the neighborhood of our northern lakes that the disintegration of the Indian race, the owners and possessors of this country for countless years, began.

In closing this sketch of the Indians as a people, the writer feels how utterly inadequate are the ordinary hand and mind for the task. The subject is so large and the life of these people was so full of poetry, and of the most varied and beautiful imagery, of strength, action and freedom, that it needs a master hand to portray it.

Of the ferocity and fiendish cruelty little has been said, though the history of the last hundred years reeks with it. They were savages, driven to bay by deceit, greed and cruelty, and they retaliated like savages, on the descendants of their oppressors. Thus this fair country, with freedom as its watchword, is stained from sea to sea with the blood of a race who had never known anything but freedom until the white men came; and with the blood of their victims, who paid with their lives for the mistakes of their forbears.

Some day a writer will appear who will give to this passing race, in word, the justice they never received in deeds, and future generations will realize the sparkle and vim of the long-past ages, instead of the dregs alone.

Already the new generations of these primitive forest dwellers are adapting themselves to new conditions, and adding to the training of modern life the keen wit and shrewdness, as well as the patience, which has come to them as their heritage from primeval days. This heritage may lift the race, as it already has individuals, to the same standing in the world as that occupied by their conquerors, the white Americans of the United States. This will be after many years, when the old times and traditions are but faint memories.

CHAPTER IV

THE MENOMINEE INDIANS

GENERAL CHARACTERISTICS AND HISTORY—ORIGIN AND TOTEMS—MENOMINEE CHIEFS—MANABUSH AND THE GRAND MEDICINE SOCIETY—CUSTOMS OF PRIMITIVE MENOMINEES—THE STURGEON WAR

When Nicolet, on his famous expedition of 1634, arrived on the shores of Green bay he found a populous tribe of Indians inhabiting the region and dwelling along the Menominee, Oconto and Fox rivers. In the "Relations" concerning this journey these Indians were described as speaking a dialect difficult to understand, but which Nicolet identified as Algonquin. He says, "They were lighter complexioned than other Indians, and expert at hunting and fishing." These were the Menominees. The name is derived from Oma-Nominee, (Mano-me [rice] and ina [man]). It is the Algonquin term for wild rice, which was a staple article of food with them, as it grew plentifully along the rivers and streams. The French called the tribe and grain both, "folle avoine," or "wild oats." There are as many variations of the spelling of this, and the word Menominee, as there were writers to make them.

GENERAL CHARACTERISTICS AND HISTORY

Many early writers agree with Nicolet in giving the Menominees finer general characteristics than were possessed by other Indians. Charlevoix described them as being the finest and handsomest he met, saying: "They were straight, of medium size, well built, complexions fair for savages, eyes large and laughing." He and other writers considered that they were not numerous. Their manner of living—mostly upon fish, grain, maple sugar and wild fruits—made them more sedentary in habit, and less warlike than their neighbors, though, later, when allied with the white settlers in the early struggles between the French and English for supremacy in this country, the Menominees were reported brave and faithful; a record they have maintained ever since. There are traditions to the effect that the Menominees were originally part of the great Algonquin nation which inhabited the Nippissing district in Canada, and that they were either driven out, or separated from

the main body, and, after wandering about some time, and aided by their allies, the Ottawas and Chippewas, drove out the Sauks and Foxes from the land along Green bay shore, and took possession thereof. Such was the report of Jedediah Morse, in his report in 1822. When discovered here by the early white explorers, the Menominees were living on friendly terms with these tribes and with their neighbors, the Winnebagoes. They did not engage much in distant raids, but were willing to profit by the acts of warlike tribes, and occasionally bought slaves from the Sauks and Ottawas who went beyond the Mississippi at times, and captured individual Indians from the western tribes and brought them back as slaves. All these slaves were called Pawnees, though they frequently came from other tribes as well as the Pawnee. The slaves were usually very harshly treated by their Indian masters, though sometimes young girls became wives of their owners and received as much consideration as any Indian woman was accustomed to.

The Menominees do not seem to have played a prominent part in history until about the time of Pontiac's conspiracy. Their relations with the French were most friendly, and in many instances Frenchmen married Menominee women, and the family tie was always a strong point with the Indians.

The Menominees were disposed to be friendly with the English, but the cold contempt of the latter for anything different from their own customs aroused Indian animosity, and it was so tactless and unlike the suave politeness of the French, who carefully considered the Indian's dignity and general vanity, that the contrast was not favorable to the English.

Like all the Algonquin tribes, the Menominees shared in the uneasiness stirred up by Pontiac, the famous Ottawa, who was farsighted enough to see the beginning of the end for his race, and who strove in his own savage fashion to arrest the fate and stay the flood of coming years. There were Menominee Indians among the tribes led by Pontiac, under command of Sieur Charles de Langlade, in 1755, when Braddock's forces were nearly exterminated at Fort du Quesne. They were also with the French at the siege of Quebec in 1759, and several prominent Menominees, among them Glode (Son of old Carron) were in the fight on the Plains of Abraham, and present at the fall of Montcalm. Osauwishkeno (the Yellow Bird), Kachakawasheka (the Notch Maker) and the elder Carron, were also in that battle. There were also Menominee Indians present at Michilimackinac when the massacre occurred there in 1763, though, like the Ottawas, they refrained from taking active part at that time.

It had been part of Pontiac's plan to capture Green bay also, and a band composed of Ottawas, Chippewas and Pottawattomies had been detailed for that service, but the Menominees and other friendly Indians prevented its accomplishment, and when Lieutenant Gorrel, the officer in charge, was ordered to abandon this post and go to Mackinac, a party of Menominees, under Carron, accompanied him. The English

showed their appreciation of this service by commending the Menominees highly, and presenting Carron with a large silver medal, and a certificate recognizing his chieftainship. The relations between the English and the Menominee Indians had become of such a friendly nature that when Sir William Johnson called a council of various tribes, at Niagara, in 1764, to urge friendly relations with the English, a party of four hundred and ninety-nine Menominees went as delegates, though we do not find that they again rendered any signal service to the English until the outbreak of the Revolution. It has been estimated that about one hundred and fifty warriors served in the Revolutionary war.

In 1810 messengers came from Tecumseh and his prophet brother, Elsqatana, inviting the Menominees to join the great Indian federation against the Americans which the Shawnees were trying to effect. The Menominees refused, but they joined the British in the war of 1812 and served under Colonel Robert Dickson in company with a band of Sioux, who, though they were the traditional enemies of the Menominees and Chippewas, made common cause with them at this time, and were in Dickson's attack on the Americans at Mackinaw. They did not, however, take a very active part. Because of that alliance with the British, a treaty of peace became necessary at the close of that war, and one was adopted and signed March 30, 1817—William Clark, Liman Edwards and Auguste Choteau acting for the United States, and the following named chiefs for the Menominees: Tonauapee (Roaring Thunder), Weekey (Calumet Eagle), Muequomota (Foot of the Bear), Wacaquon, or Shomin, Warbano (The Dawn), Inemikee (The Thunderer), Lebarnaco (The Bear), Karkundego, Shashamancee (The Elk) and Penoname (The Running Wolf).

The territory claimed by the Menominees amounted, in a rough estimate, to eight thousand square miles. They claimed all of Green bay and its islands, and on its northwest shore they claimed from Shoskonabi (Escanaba) river to the upper forks of the Menominee, then west and south to the Chippewa and Wisconsin rivers, and to Lake Winnebago, including approximately all the northeast corner of Wisconsin, and about one-fourth of the Upper Peninsula of Michigan. It has been asserted that their western boundary was the Mississippi river, but the true extent of their territory is not exactly known, and it is probable that the Winnebagoes, who were always friendly with them and who were parties to the acts of relinquishment, were co-claimants to part of the territory released. In 1821 the Menominees and Winnebagoes sold part of their lands to a delegation of New York Indians represented by Eleazer Williams, the man who claimed to be Louis XVII, the lost dauphin, son of Louis XVI and Mary Antoinette. In 1822 they increased the tract by selling considerable more of their land, and this was the beginning of what is known as the Oneida settlement in the then Menominee territory.

The Menominees, indeed, went so far in the treaty of 1822, as to

cede to the New York Indians a right in common to all their lands; and this for a trifling consideration. The Winnebagoes were not parties to that treaty. The Menominees soon realized they had been overreached and repented their bargain, and they found an excuse for repudiating the treaty by claiming that several of their chiefs were not present when it was made. In fact, the part of the treaty granting common use of all the lands to the New York Indians was not approved by President Monroe, and so the Oneida settlement was limited to practically the same territory occupied at the present time.

A treaty was made at Butte des Morts, on the Fox River, in 1827, in which an attempt was made to define the boundary lines of the Menominee, Chippewa and Winnebago tribes. This treaty was signed by Lewis Cass and Thomas L. McKenna, as commissioners for the United States, and by many prominent Menominee Indians, among them Oshkosh (Bear's Claw) and Josette Carron (Wabaoqhin); and it was witnessed by Henry R. Schoolcraft and others prominent in early history. This treaty failed to give satisfaction to the Indians, and it was not until 1831 that matters were amicably adjusted, at which time the Stambaugh treaty was signed. There was delay in ratifying this and it was not promulgated until 1832. By this treaty the Menominees protested that they were under no obligation to the New York Indians, but yielded to the wishes of the President of the United States because they were allies and friends, and so would set aside a portion of land for the use of the New York Indians; Nottoways, the Menominees called them. From the land so ceded timber and firewood was reserved for the use of the United States garrison, as also was sufficient land for public highways.

By a treaty made in 1848 between the United States and the Menominees, the latter agreed to sell, cede, and relinquish all their lands in Wisconsin and northern Michigan, wherever situated. As consideration for this, they were to receive certain lands which had been ceded in 1844 to the United States by the Chippewas of Lake Superior and of the Mississippi valley, and were also to receive some lands ceded to but not yet assigned to the Winnebagoes, as well as some money consideration. This treaty was ratified in 1849. The Menominees, however, were unwilling to go to the Chippewa land west of the Mississippi, and especially desired to remain in Wisconsin, and so a supplementary treaty was made in 1854 in which the Menominees relinquished the land theretofore ceded to them, and received in exchange a tract of ten townships, equal to about three hundred and sixty square miles, bordering on the Wolf river in the northeastern interior of Wisconsin. It was well wooded and filled with lakes and rivers, thus affording good fishing and hunting. This is known as the Keshena reservation.

Participation by the Menominees in the conspiracy of Pontiac brought them more or less into history, and it is from this source, as well as tradition, that we obtained knowledge of their civic government. They claim always to have had a first, or head-chief, and a sec-

ond, or war-chief, besides many sub-chiefs who were heads of bands. If the head chief died his son succeeded him, unless someone more popular influenced the tribe in his own behalf. There seems to be two lines, from both of which claimants have arisen to the office of head-chief, but the Owasse, or Bear totem, is recognized by the Indians as traditionally the older and the true line of descent.

ORIGIN AND TOTEMS

The following myth relating to the origin of the Menominee totems will explain the conflict of claims. There were formerly a great number of totems, but many are now extinct.

“When the Great Mystery made the earth he created also numerous beings called Manidos, or spirits, giving them the forms of animals and birds. Most of the animals were malevolent Ana-maqki-u (underground beings). The birds consisted of eagles and hawks, known as the thunderers, chief of which was the Invisible Thunder, represented by Kine-u, the Golden Eagle. When Masha-Manido, the Good Mystery, saw that the bear was still an animal he determined to allow him to change his form. The bear, known as Nanogke, was pleased at what the Good Mystery was going to grant him. He was made an Indian, though with a light skin. This took place at Mi-nikani-sepe (Menominee river), near the spot where its waters empty into Green bay. He found himself alone, and decided to call to himself, Kine-u (the eagle). He said ‘Eagle come to me and be my brother.’ Thereupon the eagle descended and became a man. While they were considering whom to call to join them they saw a beaver approaching. The beaver asked to be taken into the society of the thunderers, but, being a woman, was called Nama-ku-kin (Beaver Woman), and was adopted as a younger brother of the thunderers. The totem of the beaver at present is called ‘Powatinot.’ Soon after the bear and eagle were standing on the banks of a river and they saw a stranger, the sturgeon (Nama-eu). He was adopted by the bear as a younger brother and servant. Likewise Omaskos, the elk, was accepted by the eagle as a younger brother and water carrier.

“At another time the bear was going up the Wisconsin river and, becoming tired, sat down to rest. From beneath a nearby waterfall Moquai-o, the wolf, emerged, and approaching the bear asked why he had wandered to that place. The bear said he was on his way to the source of the river, but was tired and unable to travel further. At that moment, Ota-tshia, the crane, flew by, and the bear called to him and said ‘Crane carry me to my people at the head of the river and I will take you for my younger brother.’ As the crane was taking the bear on its back the wolf called out ‘Bear, take me for a younger brother also, for I am alone.’ The bear accepted him and this is how the wolf and the crane became younger brothers of the bear. As Mo-quai-o, the wolf, permitted Anam, the dog, and Aba-shush, the deer, to join him afterwards, these three are now recognized as a sub-brotherhood. The

wolf is still entitled to a seat in the council on the north (the strong) side, while the Bear claw, Ina-makiu (the Big Thunder) lived at Winnebago lake, near Fond du Lac, Wisconsin. The Good Mystery made the thunderers the laborers, that they might be of benefit to the whole world. When they return from the southwest in the spring they bring the rains which make the earth green and the plants and trees to grow. If it were not for the thunderers, all green things would wither and die.

“The Good Mystery also gave corn to the thunderers—the kind known as squaw corn, which grows on small stalks and has various colored ears.

“The thunderers were also the makers of fire, which they first received from Mana-bush, who had stolen it from an old man who lived on an island in the middle of a great lake.

“The thunderers decided to visit the bear village at Minikani, and when they arrived they asked the bear to join them, promising to give corn and fire in return for rice, which was the property of the bear and sturgeon, and which grew plentifully along the waters of Minikani. The bear family agreed to this, and since that time the two families have lived together. The bear family occupies the eastern side of the council, while the thunderers sit on the western side. These latter are the war chiefs, and have charge of the lighting of the fire.

“The wolf came from Moquaio, O-sepe-ome (Wolf, his Creek); the dog (Anam) was born at Nomawiqkito (Sturgeon bay); the deer (Abashush) came from Shawano Nipe-se (Southern lake), and they joined the wolf at the Menominee river. After this union the bear built a long wigwam extending north and south, and the thunderers built a fire in the middle of it. From this all the families received fire which was carried to them by one of the thunderers. When the people traveled the thunderers went on ahead to a camping place and started the fire to be used by all.”

The following are the Menominee totems at present, arranged according to the respective families and the order of their importance: First—Owasse, Widishi-anum, or bear family; Owasse, bear; Kitami, porcupine; Miq-ka-no, turtle; Ota-tshia, crane; Moqw-aio, wolf; Mikek, otter; No-ma-eu, sturgeon; and Naku-to, sunfish.

Second—Ina-maqkiu, Widishi-anum or Big Thunder family; Kineu, golden eagle; Shawa-nani, forktail hawk; Pinash-in, bald eagle; Opash-koshe, turkey buzzard; Pakash-tshe-ke-u, swift-flying hawk; Pekike-kune, winter hawk (now migrating); Keshewatoshe, sparrow hawk; Maq-kwokani, red-tailed hawk; Kaka-ke, crow; Inaqtek, beaver; Piwat-inot, beaver; Omas-kos, elk; and Una-wanenk, pine squirrel.

Third—Moquai-o, Widishi-anum, or wolf family. The wolf was recognized as belonging to the bear clan, but is properly at the head of the third family; Moquaio, wolf; Anam, dog; and Abashush, deer.

The Owasse, or bear totem, included as a sub-family the two brothers Namanu, beaver (the Beaver was of the Thunder totem also); and Osass, muskrat.

The Kine-u wi dishi amun, or eagle family, was a sub-family of the thunderers and included Pinashui, bald eagle; Kaka-ke, crow; Inaqtek, raven; Ma-qkuana-ni, red-tail hawk; Hinana-shin, golden eagle; Penike Konan, fish hawk.

The Ota tshia, or crane sub-family of the bear, had the following totems: Ota-tshia, crane; Shaka-shakeu, great heron; Osse, old squaw duck, and Okawasiku, coot.

The Mos Widishianun, or Moose family, sub-order of the thunderers, consisted of Mo's, moose; Omaskos, elk; Waba-shiu, marten; and the Wu-tshek, fisher.

After the totems united into a body for mutual benefit they were still, according to the myth, without food or medicine or the knowledge of means to protect themselves and provide necessities. The Good Mystery saw how they suffered from disease and want, and the annoyance of the wicked underground beings, and, having pity on them, sent Manabush, one of his companion mysteries, down to help them. This story is told in connection with the Mitawok, or medicine rites.

These totems, which are the heraldic ensignia of the Menominees, were highly regarded by them. They shared the general belief that there was kinship between the individuals of different tribes, who possessed the same totem, even though the tribes were hereditary enemies. They also disliked to kill an animal of the totem to which they belonged, particularly if this was the same as their personal guardian, or medicine. When this became necessary the hunter first apologized to the animal for depriving it of life, and refrained from eating certain portions of it. For instance no bear man was permitted to eat the flesh of the bear he had killed, though members of the other totems might do so. The hunter might eat the head and paws, carefully placing the bones upon a shelf afterwards. To treat these bones irreverently was an insult.

MENOMINEE CHIEFS

Our historical knowledge of the Menominee chiefs begins with Tsheka-tsheke-mau, or Tshake-tshoka-mau, Old Chief, or the Old King, as he was called by early writers. He was the head of the Owasse, or bear do-da-mi. He was head chief in 1763, and at the time of his death in 1821 he was believed to be a hundred years old. He was no public speaker but a man of good sense, and was greatly beloved by his people. Sometimes he was known as Cha-kau-choka-ma, and also as Chawanau (Shawano) or Southerner. The certificate given him by Governor Haldemand of Canada in 1778, recognizing him as grand chief of the Menominees, bears this last name, owing probably to his having come from a more southern tribe. This certificate is preserved in the cabinet of the Wisconsin Historical Society.

The name Old Chief was undoubtedly given him late in life. He left one son, Akwinemi, who does not appear to have been prominent. This son had two children, chief of whom was Oshkosh, or Bear's Claw.

It will be observed that the Menominees had departed from the ancient mother-right in line of descent, and the children were all of the Owasse, or bear totem, though allied frequently through the mother's line, with other totems.

Oshkosh was born in 1795 and began his career while a youth of seventeen, as he was in the war of 1812, under the special care of Tomah. He also served under Colonel Stambaugh in 1832. His name, Oshkosh, signifies bravery. The Bear signifies courage, as well as wisdom, a quality he was noted for. As an orator he had no equal among the Menominees, and few superiors among the white people. He was not a large man physically, but possessed good sense and much shrewdness. He marred his good qualities, however, by excessive drinking. He was first recognized as head chief at the council at Butte des Morts in 1827. Governor Cass, who had found the Menominees practically without a head, conferred a medal of recognition upon him. He was already very prominent among the Indians, to such an extent in fact that, after committing a murder during a drunken spree, about the time of the council, he escaped with only a severe tongue-lashing from the woman who was next of kin to the victim; though she might, by taking a pipe and a war club and laying them at the feet of any Menominee chief, in accordance with their custom, have demanded and secured immediate vengeance.

Oshkosh was married several times; his first wife being Bambani (Flying about the Sky) of the Ina-maqui dodami (the Thunderers). There were three children from this union, Akwinemi, Niopet and Kosh-ka-noqui. On the death of Bambani, Oshkosh married Shakanou in (Decorated with Plumes). She had no children. Later he married Tomokoum, who had one daughter, Kino-ke. This daughter married first Charles McCall, and second, her cousin, A-pain-sia. Oshkosh died in 1858, and was buried near Keshena on the present reservation. His name is perpetuated by a prosperous city in Wisconsin. His oldest son, Akwinemi (In the Mouth of Everybody) succeeded him in 1859. He was born in 1822. In 1871, while under the influence of liquor, he stabbed a man, and as a result he was deposed and imprisoned. He tried to recover his office after his release from prison, but did not succeed, and never regained his influence.

His brother Niopet (Four in a Den), succeeded him and still holds the office of head chief. He and his brother claimed to be the only full blooded Menominees at the present time. Through his mother, Niopet writes the totem of the thunderers with that of the bear. He is described as "being about five feet, nine inches tall, of light brown color, high cheek bones and decidedly like a Japanese in appearance (a likeness that is frequently noticed in various tribes). He is a judge of the Indian court, a man of honor and veracity, and is universally respected. He is also one of the chiefs of the Mita-wit, and is enthusiastic in his devotion to the traditions and rites of this ancient order. In spite of his own convictions, he has permitted and even urged his

children to adopt the Christian religion. His wife, Wa-benomita-nou (Wabeno woman) of the Pa-kaa-qkiu dodaim, is a sister of Shunien (Silver Money) head of one of the Menominee bands, and both are descendants of Tomah: his grandchildren. She is described as quite good-looking but rather stout. She has had fourteen children; two sons, Reginald and Earnest, being now living. Reginald, who is well educated, was a student at the Normal School in Lawrence, Kansas, and is direct heir to the office of head chief. He married a Miss Roey Wilbur, who has some Menominee blood. Their son, born in 1893, continues the Owasse dodami as the ruling totem. Earnest, brother of Reginald, lives at Keshena, the headquarters of the tribe. He is steady and gives promise of making a good citizen.

The second line of Menominee Chiefs claim descent from Thomas Carron, a French half-breed trader, who, with some of his descendants, figured extensively and creditably in Menominee history. Old Carron, as he was familiarly known, was born near Montreal about the year 1700, and his mother was an Abanaki Indian. The Indians called him Karon, or Koro. He came to Green Bay shortly after its founding. His wife was a Menominee woman named Waupesésin (Wild Potato). She was a sister of a prominent Menominee chief. Carron was well liked by the tribe. At the time of Pontiac's conspiracy, an attempt was made to get him to carry the wampum belt to the Menominees and to use his influence in persuading them to join Pontiac's forces. His brother-in-law, Wau-pe-sepin, acted as emissary to him, but Carron declined and helped to keep the Menominees on a friendly footing with the English, who appreciated his assistance and rewarded his devotion. He was also on good terms with the French, and in 1763 was spokesman for the old chief, Sheka-tshekiue-mau. Carron was regarded as the handsomest man among the Menominees. He had two other wives besides Waupesésin, and had children by all of them; so his descendants are numerous. One of his wives was a Sauk woman whom he met on a war expedition against the Pawnees. His children by his Menominee wife were Konot, Tomah, Karon or Shekwauene, Aia-mita, and three daughters, one of whom was named Katish. These children were all of the Pa-kaa-qkiu, or prairie chicken dodami.

Carron died in 1780, at the age of eighty years, and was succeeded by Konot, his oldest son. This is the Menominee version of Claude, or Glode as it was generally called. Konot was born in 1716 and was tall, well proportioned and of great personal strength. Sometimes at ball play when two or three would spring on him to hold him back, he would dash ahead, not minding them in the least. As an orator of his tribe he was noted, and his speeches were sensible and to the point. He was also a very successful hunter and trapper, accomplishments which endeared him to the Indians quite as much as did his gift of speech. Konot was married twice, but the names of his wives are not known. Their children were Konot, Carron, Dzho-seqkwaio, Shanot, Margaret and Ashawa-Kanou. The last named daughter of Konot, or

Glode, married a mixed blood Ottawa named Kakwai-tosh, and had six children, whose names were Nika-naw-ohano, known as Louis Bernard Kakatosh; David Kakatosh; Sabatis, known as Jean Battiste, or John Kakatosh; Shanik, or James Ka-ka-tosh; Margaret and Susan. Louis and John are now well known citizens living in Menominee. David and John served honorably in the Civil war. David lives at Keshena reservation. Margaret, now Mrs. LaFrambo, lives in Menominee and is a respected citizen, as are in fact the entire family. This account of the Kakatosh family is in accordance with the record in the Smithsonian report of 1892 and 1893, but John and Louis Kakatosh both insist that their mother Ashawakanau, was the daughter of Tomah, and not of Glode, and that therefore their descent should be traced through Tomah's line. In proof of this John Kakatosh says he remembers his mother's account of her brother Josette, who died in 1831, and also remembers the death of her youngest brother, Glode or Konot, son of Tomah by a second marriage. This uncle of John and Louis Kakatosh was frozen to death at Lake Winnebago, New Year's day, 1847. John says he had seen him the day before, and that he himself was then fifteen years old. His mother and his brother Louis attended the funeral. Ashawakanau died July 15, 1849, at Bay Settlement, Wisconsin, at the age of sixty-five years. The Ottawa mother of Kakatosh, who was the father of John and Louis, was named Oke-wa. She became Christianized, and was baptized Margaret at Green Bay. She lived to be one hundred and twenty-five years old, her death occurring at Bay Settlement about 1859. The following story was related by her to her grandchildren, and John Kakatosh, who personally knew White Hawk, once a prominent chief, heard the same story from him also. I give it in the idiom of the narrator.

"When all were Indians here, the Big Medicine man-warrior was in New York, and gathered all his neighbors to go to Quebec. He was head chief of Menominees then, Medicine Man and Warrior. At Quebec he made lots wigwam; had about three hundred men besides women and children. He told his neighbor 'tomorrow will see a big thing come over from the East;—a vessel.' Those Indians were afraid of the vessel coming. Medicine man said 'Don't you run away; he is going to be our friend.' The Frenchmen took a yawl boat and came ashore. Medicine man called to the Frenchman 'Que bec,' meaning to get off the boat, to come ashore, and so the Frenchmen called the place Quebec.

"The Frenchmen gave the Indians lots of blankets and guns. Then the Frenchmen started to go back across the ocean, and when the Frenchmen went out past a big point they saw the English boat on the other side of the point. Both boats went across the ocean and each claimed to have found the place—discovered it—but the Indians knew the Frenchmen were here first.

"The English and French governments said 'We'll fight for that.' Frenchmen buried a silver cup at Quebec to mark their discovery.

Englishmen, when they came west, spotted a tree and marked the time and how many there were. That was around the big point from Quebec. When Englishmen came back and Frenchmen pointed out the buried cup the English said 'You must buried it today, you got no sign in the tree.' They then commenced to fight:—the English and the French. French officer got wounded with bullet in belly and died before morning. The Frenchmen told the English to use the Indians well, just like their children, and that is how the Frenchmen and the English, and the Indians, came together in Canada." John Kakatosh says that his mother got this story from her parents, and that it was exactly the same in meaning, as that told by White Hawk to him.

Tomah (Carron) was born at Old Carron's village on the west bank of the Fox river, opposite Green Bay. He was generally regarded as a chief, in early life, and was as influential, though not so high in rank as was his brother Konot, or Glode. After Konot died Tomah became practically the head of the Menominees, though the Old Chief, Shekatshokee-man, was nominally head chief and outlived Tomah. Mr. Grignon says of Tomah that "He was about six feet in height, spare, with dark colored eyes, handsome features and was very prepossessing;" also that "his speeches were not long, but pointed and expressive. He was firm, prudent, peaceable and conciliatory." Captain Zebulon M. Pike, who met Tomah in the spring of 1806, above Clear Water river on the upper Mississippi, where Tomah and his band of Menominees had been on a winter hunt, says of him: "This Tomah is a fine fellow, of a very masculine figure, noble and animated delivery, and seems to be much attached to the American people." He also says: "This chief was an extraordinary hunter; for instance, he killed forty elk and a bear in one day, chasing the former from dawn until eve." The following story, told by Mr. James W. Biddle, illustrates Tomah's prudence and foresight: "In 1810 or 1811, when Tecumseh was forming his great Indian confederation to drive back the encroaching Americans, he visited Green Bay and obtained a council and hearing from Tomah and his people, whom he addressed in a manner he best knew how to do. In true Indian spirit he pictured the glory and certainty of success, and as omens, recapitulated his own prosperous career, the number of battles he had fought, the victories won, the enemies slain, and the number of scalps he had taken. Tomah was sensible of the effect of such an address upon his people and feared its consequence. As he was opposed to leading them into war, his reply was calculated to allay the feeling engendered and he closed his remarks by saying to his people: "You have heard the words of Tecumseh:—heard of the battles he has fought, the enemies he has slain and the scalps he has taken." He then paused, and while silence reigned supreme, he slowly raised his hands, with his eyes fixed on them, and said in a lower, but prouder voice "but it is my boast that these hands are unstained with human blood." The effect was tremendous, and admiration was forced from those who did not approve of the moral implied. The gravity of the council was disturbed for a moment

by a murmur of approbation, and then he concluded with remarking that he had ever supported the policy of peace, as his nation was small and weak; that he was fully aware of the injustice of the Americans in their encroachments upon the lands of the Indians, but that he saw no relief by going to war, and would not lead the tribes to do so, but that if any of his young men desired to leave their hunting and follow Tecumseh, they had his permission to go. His prudent council prevailed. Tomah and about a hundred of his warriors accompanied Colonel Robert Dickson, in 1812, in the capture from the Americans of Fort Mackinac, but they did not do any fighting. Oshkosh was, on this expedition, under Tomah's special care. In 1814, with about eighty Menominees, he again accompanied Colonel Dickson and took part in the battle in which the American commander, Major Holmes, was killed.

Tomah was of the Pa-kaa-qkiu dodami. His first wife was a Menominee woman named Kina-komi-qkin (Wandering Around). By her he had two sons, Josette and Ma-qkatabi. Tomah is said to have separated from this wife and afterwards to have married two sisters, by one of whom he had four children, of whom one was named Glode.

It is stated that Tomah died from excessive drinking, owing to mortification at his treatment by the English, who surprised him by a change in their policy. According to Mr. Grignon and Mr. Biddle, this occurred in 1817, though Tomah's grave-post upon Mackinaw island, where his death occurred, bears the date of 1818. He had been on a trip to Drummond island to receive the usual annual gifts from the English, and these being refused he felt too chagrined to return to his tribe. He was deeply mourned by his people, and his funeral was conducted with their most elaborate ceremonies.

Tomah's son, Josette, who succeeded him, was born in 1800. He married Wabaoqkin (White Wing). They had seven children: Tomah, Aqkiwasi, Shunien, Keshiene, Wabeno Mitamu, Oke-mawabon and Kosev. Keshiene owed his name (Swift Flying) to a vision his father Josette had while fasting, of myriads of eagles and hawks, representatives of the thunderers, flying swiftly by. The reservation in Wisconsin bears this name Keshena, as it is usually called. Keshiene succeeded his father, but Oshkosh acted as regent during his minority. Keshiene was married twice and had four children. His brother, Shunien, is head of one division of the Menominees, and their sister, Wabeno-mitamu (Wabeno Woman), is wife of Niopet, present chief of the Menominees; thus uniting the Carron and Oshkosh families.

There are eleven bands of Menominees named after their respective heads: Oshkosh, Aiamiqta; Shakitok, now under Niaqtawaponi, second chief of the tribe; Manabusho, LeMotte, Piwaqtinet, Peshtiko, Opopesha; Keshok or Keso; Aqamot, now under charge of Matshikineu; and Shunien. These bands are mostly on the reservation at Keshena, though a number of Menominee families live at Bark river, Indian Town and other points in upper Michigan. Many of the Menominees are devoted Roman Catholics, and do not practice their ancient religion,

the Mitawit, or Grand Medicine. The present chief, Niopet, is an ardent believer in the ancient rites, and endeavors to have his people preserve the customs and traditions handed down from the beginning of the race.

There are four divisions of the Grand Medicine—the highest, Mitawit, conducted by the Mide, or medicine man, whose profession includes incantation, exorcism of demons, and the administration of magic remedies; the second, the Jessaked, or juggler, who prophecies and counteracts the evil charms of rivals; third, the Wabeno, or daylight man, whose orgies last till daylight, and who claims ability to prepare luck charms for the hunter, and love powders for anxious lovers; the fourth is the mash-kiki-winine, or herb doctor, who possesses knowledge of medicinal plants and administers “medicine broth.” All practice their arts alone except the Mide, who are organized into a society called the Mide-wiwin, composed of both sexes and an indefinite number. This order is divided into four degrees, and admission into it is important and necessarily difficult. The male candidates have usually been designated for this purpose at an early age, and from such time the parents gather presents of all sorts to defray the expense of the preliminary instruction by the Mide priests, and of feasts and ceremonies of initiation. Often the family is involved in hopeless debt to meet these demands, but the honor is so great that relatives will usually assist to fulfill the obligations.

MANABUSH AND THE GRAND MEDICINE SOCIETY

This Grand Medicine Society perpetuates the history and traditions of the Menominees from their beginning, and also the coming upon earth of an intermediary between them and Kitshe-manido, the Supreme Spirit. The work of this intermediary is to teach the art of living, and the means of warding off disease and death, as well as to guide them in their relations with the Spirit World. He is called Manabush (Manabozho) by the Menominees. There are two distinct ceremonies—one for initiation into the society, and the other a feast for the dead, to “release his shadow” and permit it to go to the Land of Mysteries, or the setting sun. Sometimes these are united, as when a child selected for the society, dies. The feast for the dead is followed at once by the initiation of a substitute, usually the chief mourner. All of these ceremonies include the rehearsing of the story of Manabush, which has many variations, but is commonly as follows:

“The daughter of Nokomis, the Earth, was the mother of Manabush, who was also the fire which comes from flint. The flint grew out of the earth and was alone; then the flint made a bowl and dipped it into the earth and slowly the bowl full of earth became blood and this gradually changed into Wabus, the rabbit. The rabbit grew up, took on human form and became Manabush. He was angry at finding himself alone on earth, and also because the Ana-maqkiu (Wicked Underground Spirits) annoyed him constantly. It was the flint that told Manabush he

was alone, while he was rubbing a piece of it upon a stone to form an ax. While Manabush was thinking of what the flint had said he saw Moquaio, the wolf, who was also alone. Manabush welcomed the wolf for a brother and changed him into a man, and they built a wigwam on the edge of a lake where they lived together. Manabush warned his brother never to go upon the water, or cross the ice, but one day while hunting Moquaio found himself on the edge of the lake opposite his wigwam, and disliking to make the long journey around, ventured out upon the ice, and when upon the middle of the lake the ice broke and the Anamaqkin pulled him under and he was drowned. Manabush knew his brother was killed and mourned for him four days; every sigh causing the earth to shake and tremble, thus forming the ridges and ravines. On the fifth day while hunting, Manabush saw his brother approaching, and the wolf said to Manabush: 'My fate will be the fate of all our friends and descendants. They will die, but after four days they will return again!' Then Manabush knew that what he thought was his brother was only a shade, and so he said: 'My brother, return to the place of the setting sun. You are now called Naqpote, and will have the care of the dead.' The shade said: 'If I go there and our friends follow me we shall not be able to return again to this place.' Manabush again said to his brother 'Go Naqpote and prepare a wigwam for our friends; build a large fire that they may be guided to it and that on their arrival they may find an abode.' Then Naqpote departed to abide in the Land of the Shades, the setting sun; where the world is cut off. When Manabush found himself deprived of his brother he looked about and found there were many people—his uncles and aunts—also children of Nokomis, the Earth. They too were harassed by the evil spirits who had destroyed Naqpote. Manabush determined to destroy these evil ones, and so cried out four times for the waters to disappear from the earth, which they did, leaving many of the Anamaqkiu stranded in the mud, while on the shore lay the chief of them all, Misikinebik (or Mashenomak), the Great Fish. Just as Manabush was about to kill him the small spirits caused the water to return, and they all escaped. Then Manabush made a birch bark canoe and pursued Misikinebik, and as he went along he taunted the evil spirit and challenged him to battle. The great fish paid no attention at first, but merely sent the smaller Manidos to attack him. Manabush repelled them and at last Misikinebik got angry and, rushing out suddenly, swallowed Manabush. When the latter found himself inside the great fish he looked about and found many of his people there, among them the buffalo who had wandered from the prairies to find the rich grass near the lakes. Some of those who had been inside the fish a long time were weak and sick, and some had already perished, while others were freshly caught; (moralists can observe the effect of sin upon the human race, in this primitive variation of the story of Jonah).

“Manabush asked many of them how they came to be there, and told them they must go to his grandmother's shore, and that they would

have to help him in order to be released. So they all began to dance inside of the Misikinebik, which made him so sick that he swam rapidly towards the shore, and meantime, Manabush took his short knife and began cutting into the body of the fish, just over his own head. Soon the people began to chant 'I see the sky;' and Manabush kept cutting at the body which was soon stranded on the beach, where the people escaped through the opening made by Manabush. They were all pleased with Manabush, who soon left them and traveled towards the rising sun. One day when approaching a high mountain he saw a large white bear, Owasse, basking in the sun. This was one of the most powerful of the evil mysteries, and Manabush approached cautiously, fitting an arrow to his bow string, and shot it through the body of Owasse, killing him. The blood ran down the mountain side and the stains thereof are still visible. Some of the medicine used by the Mitawok is obtained from there. Manabush afterwards gave the skin of the bear to Manakua, the badger."

In the following myth the Menominees account for the possession of tobacco, which is used in the ceremonial smoke that precedes every serious undertaking, and is also placed on the altar stones as a gift to the spirits, and on the graves of their dead.

One day Manabush was passing a high mountain when he noticed a delightful odor arising from a crevice in the rock. He knew this mountain to be inhabited by the giant who was the keeper of tobacco. Manabush went to the mouth of a cavern which he entered, and followed a passage till he came to a large chamber inhabited by the giant, who asked him very sternly what he wanted. Manabush told him he wanted some tobacco. The giant refused this and told him to come again in a year, as all the Manidos had just been there for their annual smoke. Manabush saw many bags of tobacco lying around and, snatching one, he darted out of the mountain followed by the giant. Manabush went to the tops of the mountains and leaped from peak to peak, but was followed so closely by the giant that when he came to a certain large peak which formed one side of a deep canon, he suddenly laid down flat and the giant leaped over him into the chasm below. The giant was much bruised but managed to climb nearly to the top of the cliff where he hung; his finger nails being worn off. Then Manabush grabbed him by the back and, drawing him up, threw him violently on the ground and said to him "For your meanness you shall become Ka-kuene (grasshopper, the jumper) and you shall be known by your stained mouth; you shall become the pest of those who raise tobacco." Then Manabush divided the tobacco among the people, giving each some of the seed. Another exploit of Manabush was the obtaining of fire, a sacred element with the Menominees as with all other Indians. When he was a youth, Manabush said to Nokomis: "I am cold, we have no fire, let me go and get some." His grandfather tried to dissuade him, but he insisted and made a bark canoe. Then he assumed the form of a rabbit, which he could do whenever he chose, and started in the canoe

eastward across a great water to an island where an old man lived who had the fire. When the rabbit reached the shore it was still night; so he traveled along till he came to the old man's wigwam. This old man had two daughters who saw a little rabbit, wet and cold, as they came out of the sacred wigwam, and they carefully picked it up and carried it inside and put it near the fire to get warm. They permitted it to remain near the fire while they attended to their duties. The rabbit hopped near and tried to get a coal, but when he hopped the earth shook and woke the old man, who asked what made the disturbance. The daughter said it was nothing but a poor little rabbit they had found. When the girls were again busy the rabbit grasped a stick of burning wood and ran to his canoe, pursued by the old man and the girls, but the rabbit reached the canoe safely and put off with such speed that the rush of air caused the brand to blaze, and the sparks burned him in many places. When he reached shore Nokomis took the fire from him and healed his wounds. Nokomis gave the fire to the thunderers and they have had it ever since.

A myth of this sort might be related for every acquirement of Manabush. The story of his origin has many variations; one being that he was one of a pair of twins born of a virgin mother, who, with one of the children, died. Nokomis took the other, wrapped it in soft dry grass and put it under a large wooden bowl at the end of her lodge. After that she buried the mother and child, then she sat down to mourn four days. At the end of her mourning she heard a slight noise and looking under the bowl she beheld a little white rabbit with quivering ears. She took it up and said "Oh my dear little rabbit, my Manabush." When it began to hop about the wigwam the earth trembled, and so the Ana-magkiu knew a great manido had been born, and at once set about destroying him.

According to both Menominee and Chippewa legends there was a time when Manabush lost his power through foolish actions. The myths contained in the travels of Manabush illustrate this. This includes the story of the birds; of his meeting the mink, whose entrails he turned into vines; of his experience with Pa-skose, the buzzard; of his visit to the eight sisters in the north, two of whom were evil spirits, and of his living with Paskineu and his sister, who governed all the birds. The latter myth contains the story of the magic red birds. There are many myths besides, relating to Manabush. It is said that when Nokomis made dishes of bark and caught sap from the maple trees it was thick like syrup, but Manabush feared that his people would become idle and vicious, if they obtained food so easily, so he sprinkled the trees with water, and after that the sap was thin like water and required much labor to prepare it.

After relating all or parts of these stories, the priests who conduct the Mitawit go on to tell why the Mitawikamok came to be constructed, of the gifts and privileges received by Manabush, and what he and those who came after him as members of the Mitawit should do. Mana-

bush has charge of the western portal of the sacred lodge. A path leads from this to the rising sun, and a short distance up the path sit two old men facing each other. When Manabush reached this place the oldest man said: "My son, follow this path until you come to a ridge; ascend this and you will find a tree growing on one side of the path. The roots of this tree reach to the four worlds below, while its branches ascend to the opening of the sky where four manidos guard it and watch all who approach. Some enter this opening, but others are obliged to keep on the path. The four Manidos are Kineu, the bald eagle, Pinaskiu, the golden eagle, Mamutsheau, the Indian, and Wapishketa-pau, the white-hair. The last is chief of those who guard the entrance to the sky. The Mitiwok get their sacred staffs from the branches of this tree. From the place of the tree, so the instruction goes, you must go on until you come to a poplar log lying across the path. You must not pass over this, but go around the top end. The small branches typify theft. If you have sinned you will be drawn to them and bite them with your teeth. Further on you will pass a thorn apple which you must not touch, but must pass to the left of it. As you go on, you will come to a stream of water and when you stoop to drink you will observe your hair is turning gray and you will meditate on the days you have lived. As you continue on your journey, you will come to a country covered with green plants. Some of these you must dig, others pluck, for they are 'medicine' which you will give to those who need them. As you look at the sky you will know you can go no further, as this is the end of the path. When Manabush was seated in the sacred lodge the Manido brought him gifts for the good of mankind. Owasse, the bear, gave him power; Wabun, the daylight, gave him light; Paka, whose bones rattle and who causes those who dream of him to faint with fear, came from the rising sun and gave him his power of terror. Then Misiqkwan, the red dawn, and Massina, the turkey, gave him the red color that the Mita might paint themselves. The turkey also gave the bars from his tail that there might be a division of time for the Mita to dance. Ku-ku-kum, the great owl, promised to watch by the dead so that their graves would not be disturbed. Waku, the fox, lent his voice to be used in lamentation. Wikek, the otter, gave Manabush the Kona-pamik, the sacred shell. From the south came Keso, the sun, and he said 'I will appear above you when all are gathered in the Mita-wikomik. As I go westward you will see my path which you in time, must follow.' "

From the west came the thunderers. They brought the dark clouds with them which they gave to Manabush to cover one side of the lodge. From the sky came the voices of two old men who said they would put some stones near the lodge to be heated in the fire, and water to pour upon them. This steam bath is still one of the rites of the Mitawit.

The north wind gave his healing breath, to prevent sickness. Then Nokomis made a bag for Manabush in which he put medicines for all diseases. After that Manabush called upon the four mysteries of the

sky to grant him favor and they consented and instructed him to fast, and dream, and pray to secure his personal Manito; also to take the black ashes from the fire and blacken his face when he fasted. They gave him the drums to be used in "making medicine" and the rattle to invoke the manitos; also the wigwam, with four posts wrapped in bark, in which to fast and dream in order to gain the power of second sight. They taught him to make hunting medicines, as well as those for the sick. There were many kinds, as for instance, the sturgeon scale and red medicine which were good for hunting deer; another for a different animal, and so on. They taught him to make traps and nets and all sorts of tools and weapons. Manabush also taught the people the game of baggataway, or la-crosse, as the French called it. This is described in connection with the Chippewas, the game being identical with that played by the Menominees.

In performing the ceremonies of the Mitawit, either for initiation of a candidate into the society, or for the benefit of the sick, three sets of four each of the chief medicine men are chosen; each set having special duties to perform. Two assistants are also chosen, whose duties are to arrange the interior of the medicine lodge, locate the presents on the pole placed horizontally in the center, and so on. A location for the Mitawikamik is decided upon and the "medicine women" selected who are to build it. These are usually the wives of the chief medicine men. The lodge is usually a frame of poles brought together at the top to form an arch, then covered with rush mats and bark. It is often sixty or seventy feet long and twenty feet wide, always running east and west, with openings at these ends. Cedar boughs covered with mats are placed around the interior near the walls for seats. The presents are hung from poles across the center near the top. The mat on which the candidate finally kneels is placed near the west end; the space between the seats forming the path followed by the medicine men. When the wikomik is ready the giver of the feast presents the chief medicine man with tobacco, which is divided into small parcels and at once sent by courier to members of the society. The messenger merely places it before the person for whom it was intended, who says, "When and where." The courier informs him, and departs to complete his work. If the ceremony is one of initiation by proxy for a deceased candidate, which is often the case, the grave is first visited by eight of the most prominent chiefs, accompanied by the mourners and family, and all move westward until the grave is reached. They then form a circle around it; the chief or Shaman, then strikes the grave box with his ceremonial baton (a sharp stick having cuts made near the top to form circles of shavings, suggestive of plumes, at the base of each cluster, of which there are three or four, there is a band of vermilion an inch wide) and, referring to the death of Naqpote, he tells his listeners that the dance to be held is for Naqpote; that he may return and transport the shade of the dead, over whom he is officiating, to the Mitawikamik. He says also that if the Indians desire a meeting of the mitawit, they

must first hold a feast at the head of the grave, as Manabush has directed. Continuing the narrative in the past tense: The Mita women and relatives of the deceased then spread the feast, which usually included dog's flesh as one article of food. After the feast the chief priest handed his baton to an assistant, who made a speech relating the qualities and exploits of the deceased, if a warrior. This assistant passed it to another; often five or six speeches would be made. During this time the chief priest took the grave post and painted a band of vermilion near the top of it and as many crosses as there were speeches made. He also outlined in vermilion the totemic figures which had already been carved upon it, in inverted order. As the sun set, a procession was formed back to the medicine lodge along the south side to the eastern entrance. The four highest officials entered and seated themselves upon the north (the strong side) and the others followed and seated themselves in accordance with their official standing. The ceremonial smoke was then indulged in; the smoke being blown first to the four points of the compass, and to the sky, by the chief priest. When the pipes went out the chanting began. In this was related the story of Manabush and his instructions to the people. The chief priest reminded them that the Mitawikamik had been built in accordance with these instructions and that all their ceremonies had come to them from Mashu Mando through Manabush. Other medicine men spoke for the south side of the lodge, saying it was the duty of the strong to help the weak. These chants, which were accompanied by drums and rattles, were a repetition of set phrases, in which the medicine women and men joined after the priest had given the sentence.

If a candidate is being initiated these addresses are made to him as he stands before one of the medicine men, his position being changed, as the ceremony varies. He finally kneels upon the sacred mat at the western portal and as the medicine men dance past him each thrusts his sacred bag towards him, uttering a curious cry as he does so. Finally one thrusts his bag into the face of the candidate who at once falls forward, shot by the magic shell which conveys to him mysterious power. While unconscious the medicine bags are laid upon his back. Then the chief priest raises his head, and removes the sacred shell from his mouth. The candidate, having recovered from his stupor, takes the medicine shell in his right hand and performs a peculiar dance in stooping posture all around the lodge, exhibiting the sacred shell. The medicine men do likewise and, as they gather in the western portal, each pretends to swallow his shell. He would now only have to breathe upon his medicine sack to make its power felt. The candidate then receives his medicine bag, usually made from the skin of some animal and often highly ornamented. He goes about the lodge testing its powers, thrusting it at someone, who would at once fall unconscious, but who quickly revived and joined in this shooting of magic, which lasted some time, being the only ceremony the women took active part in. There are a great many ceremonies attendant upon a Grand Medicine dance.

Constant feasting and smoking, and games of all sorts, and feats of jugglery, are interspersed with the rites in the lodge. The Indians are particularly fond of juggling tricks, many of which seem very transparent in method. The jugglers use a wigwam of four posts covered with bark, like the one given to Manabush, in which to consult the spirits. When one enters he addresses the four points of the compass to invoke the manidos from each. The lodge sways and a great deal of noise ensues, ending in a dialogue between a loud and a fine voice, these jugglers apparently being masters of ventriloquism. They claim to handle fire with impunity, to cause storms or allay them, to bring rain or drouth, to cure disease, or cause it by magic means, to be able to transport themselves from one lodge to another unseen, and so on.

Sometimes they were bound when they entered the Tshisaqkau. Like the Wabeno men, they practiced their arts alone. Owing to the fact that the Menominees do not use the bark picture rolls any more, the ceremonies of the Mitawit are quite different from the original, many of the ancient rites being omitted. The gathering for a medicine dance is a gala occasion and it is customary for the participants to wear their most elaborate costumes. They deck themselves with bead bags, baldrics and garters, amulets, medals, strings of beads and shells, bracelets of fur and metal, headdresses of feathers, or, in modern times, of wool or silk, scarfs, moccasins, beaded or embroidered with colored porcupine quills, but most important of all the medicine bag, containing the sacred shell and other magic articles. In addition to all this fine apparel, the face and body were painted. Formerly when the society conferred four degrees, there were certain arrangements of color to designate each of these; for instance, the mita who had received but one degree, adorned his face with a band of white clay, across the forehead, extending to the angle of the eyes; also a spot of green was placed upon the breast. No regularity is now maintained; the coloring, if used at all, being more fantastic and a matter of personal taste. The women merely redden their cheeks and placed a spot of blue, or some other color, on the forehead.

The ceremonies go on all day and into the night and last a week or more at times. One which took place in 1909 lasted for eight days. After these are over the gifts are distributed among the medicine men.

The Wabeno, like the juggler, practices alone. He claims to heal by medical magic. If a hunter had been successful owing to his "hunting medicine," he gives part of his game to the Wabeno who furnished it. The Wabeno then invites his friends to a feast, though all are free to go. This always takes place at night and is kept up with boisterous singing and dancing until morning; hence the name "men of the dawn." During the feat the Wabeno entertains his guests with exhibitions of his magic skill, imparted to him by the evil spirits. He appears in the form of different animals, or as a ball of fire; handles fire or hot materials without injury, and so on. The Wabeno claims knowledge of plants and animals. (The evil spirits live in the ground and have

charge of these things.) Besides "hunting medicine" he makes love powders, which will move the most indifferent person to affection for the one wearing such medicine. The Menominee love powder (*tako-sawos*) is compounded of vermilion and powdered mica, together with some article belonging to the person whose affection is desired; a hair, or finger-nail paring, or shred of cloth is enclosed in a thimble or small bag, and constantly worn about the person.

The Wabeno seems to be a more modern institution than the Mitawit and pertains to the physical rather than the spiritual condition.

The Wabenoak claim to have been more powerful than the Mitawok and tell many stories to prove this.

The fourth class of shamans are called *Me-moak*, literally, the dance, but usually called the dreamers. This form of religion came to the Menominees in 1880 from the west. They assert that the Great Spirit had become offended, owing to the neglect of old rites and ceremonies of the Mitawit, and wished to give the Indians a purer and better form of religion. For this the inclosure is built in a circle. When a meeting is to be held the chief, or *Ok-we-man*, informs the four (*Na-nampweqtawok*) or braves, who summon the other members. When they enter the circle, which typifies the sky, they go in at the western entrance and passing to the left, seat themselves around the sides. The pipe is then lighted and passed around four times. The chief brave then seats himself on one side of the entrance and an appointed old man on the other. No one is permitted to pass out after this except the messenger, who brings food and water, and the pipe man.

The ceremonies consist of singing and dancing accompanied by the drum, and speeches made by an orator, or one of the braves. If any one objectionable enters, the drummer carries the drum out of the eastern entrance which is the signal for dispersing, the members all departing by the western doorway.

The worship of the dreamers seems to be a mixture of their mythological ritual with a degenerate form of modern Christianity. In addition to the stories of *Manabush*, which formed the foundation of their religion, the Menominees had many folk tales with which they whiled away long hours. One or two will illustrate the form of these.

"Once on a time *Keso*, the sun, and his sister *Tipa Keso*, the moon (literally 'Last-night Sun'), lived together in a wigwam in the east. The sun dressed himself to go hunting; took his bow and arrows and left. He was absent so long that when his sister came out into the sky to look for her brother, she became alarmed. She traveled twenty days looking for the sun; finally he returned bringing with him a bear he had shot. The sun's sister still comes up into the sky and travels for twenty days, then she dies and for four days nothing is seen of her. At the end of that time she comes to life and travels twenty days more.

"The sun is a being like ourselves. Whenever an Indian dreamed of him he plucked out his hair and wore an otter skin about his head over his forehead. He did this because the sun wore an otter skin on his

head. (This custom of plucking out the hair and substituting an otter skin is obsolete.)”

Of the aurora borealis they say: “In the direction of the north wind live the Mana-baipwok (giants) of whom the old people tell. They are friends of the Indians, but we do not see them any more. They are great hunters and fishermen, and whenever they go out with their torches to spear fish, we know it because then the sky is bright over the place where they are.”

There are numberless such stories, in which the qualities or attributes of animals, as well as inanimate objects are accounted for.

The weapons of the Menominees were formerly of stone, in the form of axes, arrow points, clubs and knives; though these latter were often made of clam shells, particularly when used for scraping, or other household purpose. The making of these stone articles was discontinued about a hundred and thirty years ago. The Menominee bow was made of ash, ironwood or hickory; the latter wood being preferred. Occasionally they were made of two kinds of wood glued together. They were often ornamented by having the ends, which extended beyond the bowstring, carved and painted. They were carefully made and smoothed, and sometimes rubbed with brains of the deer or moose. The arrow heads when inserted were wrapped with sinew, smoothed tight with glue made from deer hoofs. The wooden shafts were always well seasoned, made very straight and ornamented with paint and feathers. These were bound to the end of the arrow shaft with fine sinew, the feathers having been first stripped from the midrib, and the adhering skin placed smoothly upon the shaft. The Menominees, like other Indians, occasionally used poisoned arrows in warfare. These were treated by dipping them in rattlesnake virus, or in decomposed flesh.

The Menominees came to a knowledge of fire arms when Nicolet arrived among them in 1634. It is recorded that “this marvellous man” appeared at the gathering of Indians whom he had summoned by his Winnebago runners, “in a robe of China damask decked with flowers and birds of various colors and carrying thunder in his hands.” The firing of his pistols caused the women and children to flee in alarm.

CUSTOMS OF PRIMITIVE MENOMINEES

The quivers used by the Menominees in early days were made of skin with the fur on, or buckskin tanned and embroidered with beads or porcupine quills.

Two forms of traps were used by them for animals; the dead fall, and the snare of rope, or sinew. Another trap, or weir, for taking fish, was made by setting across a stream stakes interwoven with branches close enough to stop the fish, but not the flow of water; the top forming a crude bridge. The fish were taken in fiber dip nets. This device was called Mitebegamen, Mitchi kan or Mackihiganing (from which the word Michigan is derived). This form of fishing was used in spring and summer. In the winter fish were speared through the ice, often by

torchlight at night. The pipe, which was of equal importance and more highly valued than weapons, because of its mysterious attributes, was originally made of stone. Red pipe-stone, obtained by barter from the Minnesota Indians, was a favorite material owing to the ease with which it could be carved when first quarried, as well as its beauty when hardened by exposure. These pipes were large, sometimes four inches deep. They were often ornamented with carving, and were used with or without a long reed stem. The Menominees had tobacco which they preferred, but when the supply was short, or for medicinal purposes, they smoked *Kin-ni-kinic*, made from the inner bark of the red willow, also from leaves of the red sumac, bear-berry and other plants. When smoking socially the indulgence was individual and the pipe was not passed. When in council, the chief filled the pipe, passed it to his right-hand neighbor who lighted it, gave a few whiffs, and passed it back to the chief, who gave the ceremonial whiffs with it, and passed it to the man on his left. It continued around the circle to the left; the last man removing the ashes and returning it to the owner. The Menominees used both pipe and tobacco as offerings to their *Manidos*.

The primitive Menominee wigwam was made of saplings set in the ground and brought together at the top in a conical form. These were covered with bark, or rush mats leaving a smoke hole at the top. They made various temporary shelters, while hunting or fishing, by tying the tops of bushes together and covering with bark or brush or any convenient article. Sometimes short stakes were driven parallel and roofed with brush or bark; being merely high enough for a man to lie down in.

The beds in early days were pine or fir boughs covered with fur skins, though, if the wigwam was to be somewhat permanent, a framework was made of notched stakes driven into the ground and poles laid upon them, then bags of grass or moss, or boughs were placed upon these for mattresses. For babies, the cradle-board was used, the mother carrying it slung upon her back when traveling; the tump line being across her forehead—a favorite way of carrying heavy parcels. When too large for the cradle-board, the child slept in a crude hammock. Indian babies seldom cry.

The Menominee women were experts at weaving mats of cat-tails, bullrushes and splints or bark fiber. The leaves of rushes were picked green and steeped in boiling water to bleach, and were often colored with poke berry, squaw-root, or other vegetable dyes. The warp was made of basswood fiber. Various figures were woven in by means of the different colored filling.

Cord, twine, thread and rope were also made from the basswood fiber, the bark being removed in sheets and boiled in lye-water made from wood-ashes. When the material was soft it was drawn in bunches through holes made for the purpose in the shoulder bone of a deer, or any large bone. Sometimes flat stones with holes drilled in them were used for the same purpose. After the hard woody substance was re-

moved the fiber was made into hanks, and afterward twisted to form twine for nets, rice bags, or whatever was needed.

The Menominee snow shoes were similar to those in use at present, made with an ash frame, somewhat boat-like in shape, divided into three sections; the space between being filled with network of sinew, or buckskin. The heel was thicker than the rest of the frame. They differed from the Chippewa shoes by having a transverse toe; though children's snow shoes were often made with a somewhat pointed toe. They varied, however, to suit the owner.

For packing the granulated maple sugar the squaws made mokaks of birch bark, oblong and larger at the bottom than at the top. A cover was stitched on. They were of many sizes, some holding fifty pounds of sugar. The buckets for gathering sap were also made of birch-bark folded at the bottom, and the seams which were stitched with fibre thread, were covered with pine pitch. These were carried, two at once, suspended from a wooden yoke which fitted around the neck and shoulders. Mortars and pestles, troughs for sap and trenches for food, as well as spoons and bowls, were formerly made of wood—usually basswood. Spoons were also made from shells. Sap was boiled originally in bark dishes by means of heated stones. Many shapes and sizes of baskets were made from black elm splints and osiers, which grow abundantly along the swamps; these were often colored and woven in figures.

The women tanned the deer-skins used for moccasins, clothing and so on, and they are still more successful than the whites in this process. The skin was scraped on the inside with knives of shell or stone; soaked in water; rubbed, kneaded and twisted around a post to remove the water; stretched upon the ground or a large piece of wood, and the hair scraped off, rubbed with the brains of a deer to keep it supple, stretched and pulled until dry, and finally cured by hanging over a low fire. The Menominee women were formerly skillful at embroidering with beads and porcupine quills; the latter being brilliantly colored for the purpose. The art is nearly forgotten now.

The Menominees made fine birch-bark canoes; the men sharing this labor with the women. White cedar was usually used for the frame work and after the bark was stitched in place the seams were covered with pine pitch, and the inside lined with thin slats of wood to protect the bark. The paddle was usually about four feet long, about one-half being handle. When alone the occupant sits or kneels at the stern, or narrower end of the canoe; if there are two one sits in the bow and paddles on the opposite side from the steering paddle. Frequently a canoe would be loaded almost to the water's edge with women and children, but so expert were the boatmen that an accident seldom occurred. Dugouts were more common than birch bark canoes, requiring less labor to construct. Butternut was a favorite wood for these. When not in use the canoe was pulled out and overturned to allow the bottom to dry.

Cooking over an open fire would be almost as novel now to a Menominee woman as to a white one, but that was formerly their only method.

The food was mostly game, fish, maple sugar and rice, supplemented with berries, fresh and dried. The Indians made festivals of the berry picking, beech and butternut gathering, as well as of the sugar making. The gathering of wild rice was an important affair as this grain was their staple article of food.

When the proper season came, women and sometimes men, paddled through the dense growth along the lakes and rivers, usually two working together. One managed the canoe, while the other bent the rice stalks, often three or four feet high, over the edge of the boat and beat the heads off upon a mat in the bottom. After a load had been collected, a hole was made in the ground, about six inches deep, and two feet long, lined with buck-skin, or a mat, and the rice was put in and beaten with a stick covered at the end. To separate the hulls from the grain, a windy day was usually chosen, and sometimes the rice was laid on a mat and fanned with a bark tray, or, sometimes it was put into a fiber bag and beaten, and the hulls fanned off, after having been placed on mats or bark trays. When clean and dry it was preserved in bags. In serving, it was boiled and eaten with maple sugar, salt appearing to have been unknown to the Menominees, though an article of barter between many tribes. Sometimes rice was cooked with meat, or with vegetables, or fruits, or as soup. The Menominee housewife varied her cuisine just as her white sister does.

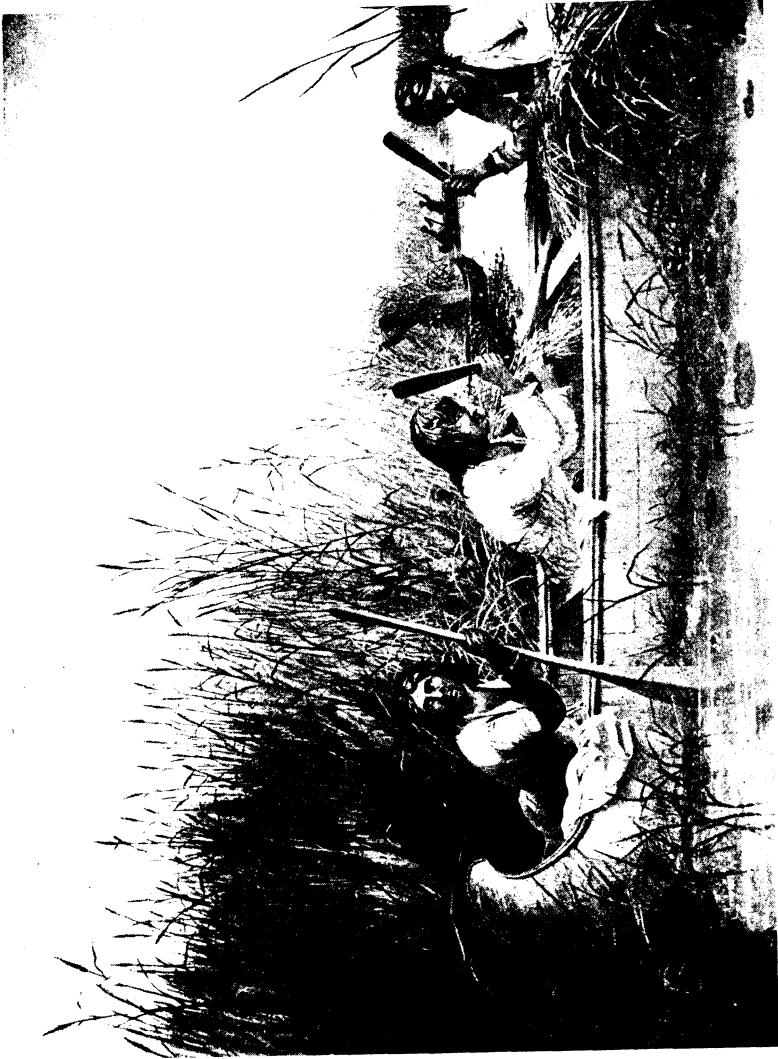
After the whites came, berries as well as maple sugar had a commercial value. The Indians also gathered snake-root, ginseng, and sarsaparilla, which they sold to the whites, or used themselves. Snake-root and ginseng are somewhat rare in the Upper Peninsula at the present time.

Long after this northern country began to be settled by whites the Indians kept up their ancient customs. There are people still living who remember their method of building a long fence by felling trees in wind-rows along the edge of a favorite feeding ground. The hunters lay upon platforms, built upon top of this fence concealed by the branches; as the deer reached this barricade they turned and fed beside it, or ran along to find the openings purposely left in it, making them an easy prey. As late as 1854 the Indians from Mackinac still followed the custom of going to Flat Rock (Escanaba) where they had such a fence twenty miles long, extending from the shore towards the interior. In a short time they could get hundreds of deer.

Their ancient marriage customs also were celebrated as lately as 1908. At a feast given at White Rapids, after the civil marriage had taken place, the ceremonial smoke, beating of drums, chanting and orations, were all carefully observed; while the bride remained in customary seclusion for three days.

THE STURGEON WAR

No history of the Menominee Indians is complete without a reference to the Sturgeon war; the beginning of hostilities which permanently



INDIANS GATHERING WILD RICE: ILLUSTRATIVE OF EARLY MEMORINEE DAYS
[From painting in the Capitol at Washington, D. C.]

weakened the Menominee tribes. The version quoted is by George Johnson.

“Long before the white men set foot upon Indian soil, or made any discovery of this continent, a bloody and cruel war took place, and the after warfare between Sioux and Chippewas originated at this early period. At the mouth of the Menominee river there existed an extensive Menominee town governed by a head chief (name unknown) of great power and influence, who had control of the river at its outlet. There also existed four Chippewa towns upon the river in the interior, governed by a chief whose fame and renown were well known. This Chippewa chief married the Menominee chief's sister. The two tribes lived happily together as relatives and allies until the Chippewa chief's son had attained the age of manhood. At this period the Menominee chief gave directions that the river should be stopped at its mouth in order to prevent the fish, particularly the sturgeon, from ascending it. This high-handed measure caused a famine among the Chippewas who depended upon the fish as a food supply.

“The Chippewa chief was informed that his brother-in-law, the Menominee chief, had directed the barring of the river at its mouth, and so caused the famine among the Chippewas. Upon this information the Chippewa chief held a Smoking Council with his tribe, and gave directions to his son to visit his uncle, the Menominee chief, and request him to throw open the river, in order to allow the fish to ascend and thereby stop the existing famine. In the meantime the Menominee chief heard that his nephew was preparing to visit him, and gave orders to have a small bone taken from the inner part of a moose's fore-leg. This was pointed and sharpened. The Chippewa youth, in obedience to his father's commands, proceeded upon his voyage to visit his uncle, the Menominee chief, and, upon his arrival at the Menominee town, called upon him and besought him in a respectful manner to throw open his river to relieve their brethren and starving children. ‘Very well,’ replied the haughty Menominee chief; ‘You have come, my nephew to request me to throw open my river, alleging that your people are in a starving state. All I can do for you, my nephew, is this,’ and taking the sharpened bone in his right hand, with his left hand he seized his nephew's hair upon the crown of his head and passed the bone through the skin between it and the skull, and letting go his hold the sharpened bone remained cross-wise upon the youth's head. ‘Now,’ said the chief, ‘this is what I can do conformably with your request.’

“The young Chippewa withdrew from his uncle's presence without making any comments upon the reception he had met with, and immediately proceeded on his way homeward, encamping several nights and avoiding the different villages. Finally he reached his father's village, with his head covered. On entering his father's lodge he laid himself down without saying a word or uncovering his head. The heralds soon proclaimed this throughout the village. On the following morning the young man broke silence and, calling for his father's messengers, or-

dered them to cut and mix a sufficient quantity of tobacco for the whole tribe. When the tobacco was prepared he was informed that it was ready, and he forthwith directed that the elders and all the braves and warriors should be sent for. When all were assembled the young man got up and uncovered his head and showed the assembled multitude the condition he was in; the bone still sticking upon the crown of his head, and his face and head much inflamed. He related to them the reception he had met with from his uncle, and then, addressing himself to his father, said to him that he must not on this occasion say a word of dissuasion for it would be of no avail. He then addressed the tribe, and told them that he had been shamefully treated, and that they must prepare their war-clubs and be ready to start on the following morning. The consent was unanimous, the war-party was formed, and on the following morning took their departure. The young man was on this occasion leader and war-chief. On reaching the Menominee town strict orders were given to take the Menominee head chief alive and destroy all who resisted.

“This order was fully obeyed and every living soul in the town met with the fate thus decreed at the hands of an exasperated foe, except the head chief, who had been overpowered and bound with leather thongs so that escape was hopeless. The young Chippewa leader then ordered the young men to catch, on the shoals of the barred up river, small sturgeon of various sizes. One was selected of the size of a carp, and the bound Menominee chief was then accosted by his nephew and reminded that he had caused the outlet of the river to be barred up and so caused a grievous famine among the Indians of the interior, and for that outrage and the penurious love he bore for the sturgeon, he would be permitted to keep and cherish that fish. But the punishment of the Menominee chief was such as could scarcely be described in print. After his degradation he was unbound and allowed to reflect upon his folly and seek his tribe. The barred up river was thrown open and relief soon reached the famished Chippewas. This was the beginning of a war replete with murders and cruelties unparalleled in Indian history.

“The Menominee tribe then passed their wampum belts and war-pipe to the following tribes, and formed an alliance with them: Sacs and Foxes, Pottawottomies, Kickapoos, Winnebagoes, Sioux, Opan-anagoes, Shawnees, Nantowas and Wabanakees—all were engaged in the warfare against the Chippewas.

“Fortunately for them, the Chippewas had three mighty and valorous warriors of great power at Sault Ste. Marie. The principal leader was Nabanois, of the crane totem, the other two were the great chief at La Pointe, of the tribe of Ah-ah-wai (whose name is unknown) and the great chief and war-leader of Nipigon, of the tribe of the king-fisher, or Kish-kemanisee. The latter chief pushed his warfare east, among many tribes, and finally reached the Atlantic coast in pursuit of his enemies. His hieroglyphics have been discovered on one of the islands in Boston bay. The same signs also exist on Lake Superior, near the Yellow Dog

river, and upon the north shore near Gargantwois. This chief pursued his enemies with unrelenting fury, winter and summer, and maintained and kept possession of the Chippewa country. One of their great war-paths was along the Tahquahminong and Manistic rivers and from Chocolate river into the Shoshquomabi (Escanaba); and another from the L'ance-Kewynon (La Anse) and down the Menominee river. The Menominees never recovered their lost prestige."

CHAPTER V

THE CHIPPEWAS AND OTTAWAS

ANCESTORS OF THE CHIPPEWAS—HISTORY OF THE OJIBWAY NATION—NOTED CHIEFS—DOMESTIC AND FAMILY LIFE—RELIGION AND MYTHOLOGY—DANCES—MOURNING FOR THE DEAD—DISPLACE THE MASCOUTENS—OTTAWAS AND HURONS.

When Jean Nicolet, with his Huron companions, ascended the St. Mary's river on his famous journey which brought him finally to Green bay, he passed the nation of Beavers, formerly called Amicways. They lived at one time upon the Beaver islands near the Michigan shore, but afterward moved to the Manatoulin islands, a locality to which all Indians in the vicinity attached much importance, believing it was the abode of spirits, a belief easily suggested by their natural beauty and the frequent mirage in their neighborhood. The Beaver tribe was no doubt a branch of the great Algonquin nation, which had separated from the main body in its westward migration. The tribe was esteemed one of the noblest, and claimed descent from the Great Beaver, a Manido next in importance to the Great Hare, which was the principal Algonquin divinity.

ANCESTORS OF THE CHIPPEWAS

At Sault Ste. Marie Nicolet found a powerful nation. They were called Baouichtigonin by the early French writers ("Relations" of 1640). There are several variations of this name given in the different "Relations." The Iroquois called them Estiaghicks, or Stagigroone; the Sioux called them Raratwaus, and the French called them Saulteurs. All of these names refer to their location near the Falls. The Iroquois word contains also an allusion to their Algonquin descent. (The French traders called all northern Indians Ottawas, or Saulteurs, regardless of tribal distinctions.)

These "Men of the Falls" were the immediate ancestors of the Chipewa or Ojibway nation, one of the largest and most powerful of the northwest tribes. Like the Menominees, they came from the Nipissing country. Their territory when discovered by the whites extended along

the St. Mary's river, which they held in company with their kinsmen and allies, the Ottawas, clear across the Upper Peninsula of Michigan on Lake Superior, and as far south as the headwaters of the Menominee river. They controlled many islands including Mackinaw, and across northern Wisconsin west to the headwaters of the Mississippi and south to the Chippewa rivers.

There were many roving bands of Chippewas, known by local names. The most noted and powerful of these was the Muk-kund-was, or pillagers. They claim to have separated from the main tribe at La Pointe, and moving westward, settled at Leech lake, Cass lake and Lake Winnibegush. They were fierce fighters and had many noted chiefs. Their exploits often brought disaster on the other Chippewa bands. In all traditions the Chippewas are called Anishon-abeg (original people), and, like all Algonquin tribes, have traditions of their eastern origin. They refer to old wars with eastern tribes. Their progress from the east was no doubt slow, covering many generations perhaps, and they drove before them all weaker tribes that stood in their way. Among these were the Sauks and Mascoutins, whom the Algonquins displaced and compelled to find new homes.

When first visited by the whites, the Chippewas were powerful enough to maintain themselves against the Sioux on the west and the Iroquois on the south. They had at this time (1634) long been in possession of their tribal seat at Sault Ste. Marie, and referred to ancient tribal stations at Chegoimagon (La Pointe) on Lake Superior and Poo wateeg, on St. Mary's river. Their language, which is the purest form of Algonquin, helps to identify them as the Nipercineans, or old Algonquins who inhabited the western part of Canada when it was discovered in 1608 (approximately). These Indians were under the government of a Mudjekeewis or chief, ruling by blood descent. They told the French that formerly their language was much purer, and their manners less barbarous. Many Indian tribes have traditions of a golden age when they dwelt in peace and happiness. The name Chippewa, or Ojibway, is comparatively recent. Some writers have supposed the word to be derived from Chemaun (canoe) and Abwi (paddle), owing to their undoubted skill as boatmen. There seems to be no strong authority for this derivation, however. In appearance the Chippewas were tall, well developed and good looking, dignified and self possessed in manner, active and intelligent, fine hunters and skillful trappers; and many of them fine orators. With these people the French made an early and unbroken alliance. The traders easily learned the Algonquin language which brought them in close commercial relations with many tribes who spoke dialects of this language. The Indians seemed to acquire the French language more readily than they did the English when it came to them. Their close affiliation is demonstrated by the fact that the Indians of today speak a French patois, as well as their own language. Friendly relations between the French and Indians were cemented by mutual interests, and soon by family relationship, owing to inter-marriage by the traders with Chippewa women.

Nicolet has recorded this friendly attitude of the Indians toward the whites at their first meeting, and Fathers Raymbault and Isaac Jogues, who visited Sault Ste Marie in 1741, corroborated this. They were given a cordial reception, rest and refreshment by the Chippewas. They also obtained much information from these Indians, concerning the Great Lake (Superior), and the fierce tribe called Nadoussioux (Sioux, or Enemies-snake-like-ones) who lived beyond its borders and would not permit the Chippewas to enter their hunting grounds. The history of the Jesuit fathers in Michigan is closely woven into that of the Chippewas and Ottawas.

HISTORY OF THE OJIBWAY NATION

The Chippewas were allies of the French in their colonial wars with England which broke out in 1754, after years of bickering. Many of them were in the siege of Quebec; and Montcalm was a great hero to them. Led by Pontiac, whose mother was a Chippewa, under Sieur Charles de Langlade, they helped defeat Braddock in his ill-starred campaign against Fort du Quesne (1755). It was with great difficulty that the English gained their allegiance after the French had been overcome.

In the period which elapsed between the surrender of the French in 1759 and the treaty of peace of 1763, much ill feeling had been engendered among all Indians by their untactful treatment by the English. The Chippewas, naturally warlike and full of a deadly hatred for the English, fell readily in with the schemes of Pontiac, the Ottawa. In the massacre at Fort Mackinaw in 1763 they took the lead. In spite of repeated warnings Captain Etherington, who was in command, neglected all precautions and was trapped by a simple trick. The Indians of whom there were many, including Menominees and Ottawas as well as Chippewas, organized a game of baggattaway, or La Crosse. In this game there are two post goals at a long distance apart and the players, who are evenly divided as to numbers, seek to drive the ball (pik wakwad) by means of a long handled racquet (pagaadowan) to opposite points. Captain Etherington was watching the game on which he had laid wagers. As if by chance the ball was thrown into the fort, the Indians rushed in pell-mell after it; and, once within, the Chippewas seized the weapons which the squaws had already carried in under their blankets, and the massacre began. Most of the inmates were killed but a few were taken prisoners, and among the latter were Captain Etherington and Father Jonois, missionary at L'Arbe Croche. They were reserved for a more cruel fate, but happily escaped, partly through the good offices of the Ottawas and Sauks. A trader, Alexander Henry, who escaped through the friendly offices of an Indian named Wawatam, who had adopted him for a brother, has related that the scene was horrible. "The Indians, with reeking scalps at their belts, tore out the entrails of the dead, or dying, and, scooping up the blood, drank it in handfuls." Afterwards many of the slain were boiled and eaten by the

Chippewas. Henry's friend, Wawatam, took part in this cannibal feast. Menominees and Ottawas took no part in the massacre. The French were not molested and were apparently on good terms with the savages. The chief who led the Chippewas in this massacre was Minavavana. He was very tall and unusually fierce and stern in aspect. He is often spoken of in history as "The Grand Sauteur." It had been part of Pontiac's scheme to destroy the fort at Green bay, and Chippewas, Ottawas and Pottawattomies, who formed sort of an alliance known as the "Three Fires," were designated for this work, but they were prevented by the Menominees from carrying out the plan.

In the War for Independence the Chippewas sided with the British, and many American scalps hung at their belts. In defense of the Indians it may be said that the countless cruelties which marked the border warfare, were not usually of their own volition: they were usually instigated by white men who knew perfectly the Indian manner of fighting.

The Chippewas made peace with the United States government in 1785 and 1789. This did not last long, however, and in 1790 they joined the Miami uprising under Little Turtle, but they were completely defeated by General Wayne in 1793, and the next year again made a peace treaty with the United States. Many of the northern Chippewas joined Tecumseh in the Indian confederacy of 1810. They also fought with the British under Colonel Robert Dickson and were in the attack on the Americans at Ford Mackinaw in the war of 1812-14. The Chippewas were first recognized formally by the American government as a treaty tribe in the treaty of Greenville in 1794, in which they, with the Ottawas, ceded the island of Michillimackinac and other dependencies to the United States government.

When the French traders reached Lake Superior, 1650 to 1654, they found the Chippewas and Sioux in active hostilities. This continued until modern times and northern Michigan, as well as Wisconsin and Minnesota, was the scene of many wild battles, one of the most noted of which belongs to Grand Island. In the year 1819-20, thirteen Chippewa young men left the island to take the war-path against their ancient enemy, the Sioux, their sole object being to wash away in blood the stain of cowardice which had been cast on them by others of their tribe, who lived higher up the lake and nearer to the enemy. Before setting out they appointed a runner who was to watch the enterprise, and in the event of their destruction, return with tidings of it. Soon after reaching the Sioux country they fell in with a party of four times their strength. They immediately chose their fighting ground, placed the runner where he could observe them safely, and made the onset. In this attack they killed twice their own number, then fell back and entrenched themselves as best they could. The Sioux greatly enraged, followed them up and killed every one. The runner at once set off and returned to Grand Island to report their deeds of bravery and their death. It was to stop this warfare, which arose mostly from the Chip-

pewa boundary controversies, that the treaty of Prairie du Chien was made in 1825. This proved unsatisfactory and in 1826 Governor Lewis Cass and Colonel T. L. McKenna, who had been appointed commissioners, met the Indians at Fond du Lac (Lake Superior) and arranged a treaty with them in regard to the boundary line with the Sioux. Henry R. Schoolcraft, Indian agent, accompanied this expedition. The Chippewa treaty of Prairie du Chien related to the difference between the Chippewas and Foxes; the latter, being allies of the Sioux, had been driven southward by the Chippewas. Since that time a great many treaties have been made with the Chippewas in regard to their location on reservations, timber rights, and so on.

At the present time the Chippewas are gathered, except a few scattering families, on fifteen reservations; eleven of which are in Minnesota, and the other four in northern Wisconsin. The largest of these reservations are Red Lake and White Earth; though the Lac de Flambeau (Torch lake), La Pointe and Fond du Lac agencies in Wisconsin are best known to northern Michigan people.

NOTED CHIEFS

Of the many noted Chippewa chiefs who led their warriors to battle in early days, one of the foremost was Waub-ojeeg, the White Fisher. He was born at Chegoimagon (La Pointe), sometime between 1750 and 1759. His father was Mamongizidic, ruling chief at La Pointe, by right of descent. His totem was the Adike, or reindeer. Mamongizidic and his tribe had always been firmly attached to the French, and his family traditions state that he had visited Montcalm and carried a speech from the French general to his tribe. He led the Chippewas in the siege of Quebec. For two years after the massacre at Michillimackinac, the English would not permit any traders to enter Lake Superior. The chief therefore visited Sir William Johnson to ask that traders might enter the lake, and he received from the English commander a gorget and belt of wampum.

“The French cause fell while Waub-ojeeg was still bound to his Indian cradle,” and he grew up with vivid ideas of English supremacy. As soon as he came into authority he welcomed the English traders. Waub-ojeeg was early noted as a brave warrior, and as a hunter was unexcelled, and the following incident relates to his skill in this respect. He had gone out from his hunting lodge, early one morning, to set marten traps. Having set about forty he was returning when he met a large moose in his path which seemed inclined to give battle. Waub-ojeeg was armed only with a small hatchet and knife and tried to avoid him, but the animal came at him in a furious manner. He took shelter behind a tree, dodging from tree to tree as the enraged animal pressed upon him. At length, as he fled, he picked up a pole, and, quickly unloosing his moccasin strings, he bound his knife to the end of it. Then, placing himself in a favorable position, as the moose came up, he stabbed him several times in the throat and breast. At length the animal fell

dead, and Waub-ojeeg cut out its tongue as a trophy. Those who went after the carcass found the spot looking like a battle field, and the moose an unusually large one.

While a mere youth, Waub-ojeeg joined his father's war-parties against the Outagamies (Foxes) and Sioux, for although the Chippewas had formerly been well received by the Foxes the latter had secretly allied themselves with the Sioux. The White Fisher was looked upon as a successful war-leader and defender of his people. For twenty years, beginning about 1770, he was the ruling spirit of his tribe. In appearance he was spare and lightly built, "standing six feet six inches in his moccasins." His eyes were black and piercing. In spite of his light build he was strong and active. He was seven times a leader against the Outagamies and Sioux, and three times severely wounded. His war parties were all volunteers. (This was the case with all Indians. Persuasion might be used but not coercion). The first party consisted of forty men, the last of three hundred, gathered from along the lake shore as far as St. Mary's river. In the last of the battles in Wisconsin Waub-ojeeg and his men crossed over to the St. Croix river which they descended after a five days' journey. Meantime the Sioux and Foxes (Outagamies) had decided on a foray against the Chippewas, and accordingly ascended the St. Croix river, and the two war-parties met unwittingly, early on a foggy morning near the falls of St. Croix. A skirmish of the scouts ensued. Waub-ojeeg soon arrived with his full force and a bloody battle took place. Neither party knew the full strength of the other. At length the Sioux and Foxes, being outnumbered, fled, and the Chippewas ever after claimed the country down to the lake at the foot of the St. Croix. This limit was conceded to them in the treaty at Prairie du Chien in 1825.

The war song Waub-ojeeg made and chanted for his followers on this occasion so impressed them that the words were preserved. The following metrical translation was made by an Irish gentleman, John Johnson, who married O-shau-guseoday-way-gua, daughter of Waub Ojeeg, and mother of Mrs. Schoolcraft.

WAUB-OJEEG'S WAR SONG

On that day, when our heroes lay low, lay low,
 On that day when our heroes lay low—
 I fought by their side, and thought, ere I died,
 Just vengeance to take on the foe, the foe,
 Just vengeance to take on the foe.

On that day, when our chieftains lay dead, lay dead,
 On that day when our chieftains lay dead—
 I fought hand to hand, at the head of my band
 And here, on my breast, have I bled, have I bled,
 And here, on my breast, have I bled.

Our chiefs shall return no more, no more,
 Our chiefs shall return no more;
 Nor their brethren of war who can show scar for scar
 Like women their fates shall deplore, deplore,
 Like women their fates shall deplore.

Five winters in hunting, we'll spend, we'll spend,
 Five winters in hunting we'll spend;
 Till our youth, grown to men, we'll to war lead again,
 And our days, like our fathers we'll end, we'll end,
 And our days like our fathers we'll end.

Waub-ojeeg died in his family lodge at Chequamegon in 1793, surrounded by his children and relatives.

DOMESTIC AND FAMILY LIFE

Though the existence of the Indian race, like that of the white race, depended upon the women, they were always slaves, practically, and for the most part, spent their lives in hopeless drudgery and obscurity; their condition unrecognized and their self-denial and devotion unrewarded. Occasionally, as in the following sketch made in 1826, of Mrs. Johnson (Oshau-guscoday-wag-gua), daughter of Waub-ojeeg, we catch a glimpse of the real nature of the Indian woman under improved conditions. The writer says, "She is a Chippewa, with no white blood, large, but uncommonly active and cheerful. She dresses nearly in the costume of her nation; a blue cloth petticoat, a short gown (tunic) of calico, leggins worked with beads, and moccasins. Her black hair is plaited and fastened up behind with a comb (it was characteristic of the Chippewa women to wear the hair bound up). Her eyes are large and intelligent, and teeth fine. Her high cheek bones, compressed forehead, and jutting eyebrows denote firmness of character and vigorous intellect. As a wife she is devoted to her husband; as a mother, tender and affectionate; as a friend, faithful. She manages her domestic affairs in a way that might afford lessons to the better instructed. She understands English but will not speak it (this was characteristic of all Indian women). As for influence, no chief in all the Chippewa tribe exercises it with equal success, when she finds it necessary to use it." This was put to the test in the treaty of cession in 1820 when, at a critical time, she sent for some of the principal chiefs and demonstrated to them their own weakness and the power of the United States, and, by convincing them of their own mistaken views and the friendly intentions of the government, produced a change which resulted in the conclusion of the treaty. Her suggestions were always for the good of her people and never in opposition to the government. One of her daughters became Mrs. Henry Schoolcraft. She resembled her mother in her soft silvery speech, but not in complexion. This daughter (Jane) was educated in Europe, having accompanied her father there, and was very highly accomplished. She dressed for the most part like the white women of her day. Some of her descendants are living in Chicago at present. The other children of Mrs. Johnson were not so highly educated as Mrs. Schoolcraft, but were naturally intelligent and refined. Their descendants are still residents of upper Michigan.

Among well known chiefs of modern times who were instrumental in effecting permanent peace with the whites, as well as with the Sioux,

were Shingauga-w-ossin, of Sault Ste. Marie; Waubeshkeepenaas, of Ontonagon, and many others, heads of bands not located in northern Michigan.

Though the Indian men left the care and training of children entirely to women, still they were not devoid of natural affection, as this story of Bianswah will prove. "The son of this aged Chippewa chief was captured by the Foxes during the father's absence from the wigwam. As soon as Bianswah heard this, he followed direct to the Fox village knowing well what the fate of his son would be. When he arrived they were just in the act of kindling a fire to roast the captive. Bianswah stepped boldly into the circle. "My son," said he, "has seen but few winters; his feet have never trod the war-path; but the hairs of my head are white; I have hung many scalps on the graves of my relatives, taken from the heads of your warriors; kindle the fire about me, and send my son home to my lodge." His offer was accepted and the old man met his death at the stake, without a groan. The son, who took his father's name, lived to avenge the father's death very thoroughly in after years.

Another chief of early days, whose name has come down in history, was Andag-weos. He was particularly noted for his peaceful disposition and far-seeing intelligence. To the whites he was a guardian spirit; often saving them from murder and pillage. He was cotemporary with Waub-ojceeg (1750 to 1795).

The war spirit has long since died out with the Chippewas, and they live quiet, uneventful lives upon their reservations. Even their ancient heraldry, their totems, seem forgotten, and only those living at outlying points still practice the Medicine dance, the religion of their fathers. The head chief of the Red Lake band at present (1910) is Ray-bay-nodin, a dignified, unostentatious American citizen.

The weapons and tools used by the primitive Chippewas were like those used by other Algonquin tribes; arrow-heads, axes, hammers, and household implements of all sorts made of stone, bone and so on. The tips of deer, elk and moose horns made the ice chisels used in the winter fishing. They have bowls, spoons, platters and mowkoes made of birch bark and wood. They made ornaments from mica, shells, fossils, agates and red pipestone; this latter being a favorite material for pipes, obtained in Minnesota. They have highly prized knives and arrow points made of obsideon which they must have obtained by barter with western tribes. They made many tools, ornaments and weapons of copper; these being usually hammered into shape. The Chippewas probably received these first from the Mascoutins whom they claim to have driven out, though it was an Algonquin who told Champlain of the copper to be found on the shores of a river near a great lake, and who gave Champlain a piece of it. He also told him that the Indians melted the copper, spread it in sheets and smoothed it with stones.

The Indian method of obtaining the copper was simple. After removing the covering, the metallic veins were heated by having fires

built upon them and then water was thrown upon the heated surface. When friable, stone mauls were used to break off the ore. Many of these mauls were found in old mines. Stone and copper wedges were found also. If in the course of their mining a deep trench or pit had been made, a rude ladder, made of a tree trunk with the branches sawed off, leaving stubs for steps, was used to reach the lower level.

The Chippewas dressed in animal skins, particularly deerskin, tanned, soft and smooth, and often ornamented with embroidery of beads, or colored porcupine quills, or bands of fur; the garments being the tunic, trousers, leggins and moccasins for men, while the women added a skirt to these. After dealings with the whites began, the deer-skin skirts and trousers were soon replaced with woolen garments. Their wigwams were commonly covered with bark, though skins were often added. Their beds and robes were made of skins, with and without fur. The Chippewa women excelled in the preparation of wood fiber for nets, snares and other necessities.

Fish and maple sugar were staple articles of diet, and were important articles in their trading with the whites. They were great flesh eaters, and hunting was a passion with them. Among their delicacies was the beaver tail which none knew how to prepare better than the Chippewa women. Wild grapes, plums, cherries, berries, nuts and roots of certain plants, made welcome additions to their fare, when in season. They cultivated corn, potatoes, squash and beans, but not so extensively as the Iroquois and other nations. As in all Indian tribes, the drudgery of gathering, preparing and preserving all food fell upon the women. The men merely killed the larger game; though both men and women fished. The women were the manufacturers. They finished the canoes, which they were as expert in handling as the men; built the lodges, dressed the game, tanned the skins, and, in addition, they had entire care of the children, until the boys were old enough to go on the great hunts, or the war path.

RELIGION AND MYTHOLOGY

Like all Indians, the Chippewas speak most of their remote past. Fire worship was part of their religion, and they have a tradition that an eternal fire was kept burning at Chegoimegon (La Pointe). One Chippewa legend concerning the origin of the world and of the Indian tribes is as follows: They called the continent a little island, Minnisa. "When the Good Spirit created this island it was a perfect plain, without trees or shrubs. He first created an Indian man, then an Indian woman. They multiplied and when there were about ten, death was known to have come in the midst of them. The first man lamented his fate; he went to and fro, up and down the earth, saying, 'Why did the Good Spirit create me, that I should so soon know weakness, death and frailty?' The Good Spirit heard him and was touched by his appeal. He therefore commanded those beings he had created in Heaven to assemble a great council. The Good Spirit addressing the council said:

'What shall we do to better the condition of man, for I have made him weak and frail?' The host assembled said: 'Oh Good Spirit, thou hast formed and created us and Thou art self-existent, knowing all things, and thou alone knowest what is best for thy creatures.' This consultation lasted six days and during that time not a breath of wind blew to ruffle the waters. This calm is called Umwatig by the Indians. On the seventh day not a cloud was seen; this is called Nagheezig. On the seventh day the Good Spirit summoned his messenger, and having placed in his right bosom a piece of white hare skin, and in his left a piece of the head of a white headed eagle, both of which were painted blue, representing peace and commemorating the six days consultation in Heaven, sent him to earth. The messenger was instructed to tell the first man that his lament had been heard, and that he brought good tidings. He told the Indian that he must conform himself strictly to the Good Spirit's commands. He also told the Indian that he had brought to him a piece of white hare skin, and a piece of white eagle's head, and these must be used in their Medawi, or Grand Medicine feast, and whatsoever they should ask on these occasions would be given them, and the life of the sick should be prolonged. The messenger also gave him a white otter skin, painted on the back of the head with a blue stripe; the paint used being part of the blue sky they so loved and admired (The blue paint, used on pipes, pouches and facial decoration, was typical of this, and signified peace and kindness). The messenger also held in his hands a bunch of white flowers and plants, which he said he had been directed to scatter over all the earth, that the Indian might find them when he wanted them for healing the sick. At this time a very large tree was sent down and planted in the middle of the island. Its roots, which were very large, extended to the edges of the island, east and west, so the winds could not uproot it. On the east side was a blue mark, indicating the sky. The messenger instructed the Indian how to use the bark in connection with other medicinal herbs, cautioning him always to take it from the east side.

The mythology of the Chippewa embraces not only a Great Spirit, good and evil, but also countless minor deities. One of these is Chebiabose, keeper of the Land of Souls, same as Nagpote of the Menominees. Another is Pauguk, who appears as a human skeleton, armed with bow and arrows. He corresponds to the Menominee Paka (Fear of Death). Many of their winter tales are of giants, portrayed as cannibals, and fairies having supernatural powers. A greater number of these stories are of wizards, sorcerers and the evil spirits of land and water. Manabozho (Manabush, in Menominee dialect) is prominent as one of the demi-gods. He appeared in countless forms with all the attributes of a god, and the weaknesses of a man. Though he could change his form at will, he was often in straits for a meal, but he always had his magic drum and rattles to summon supernatural help. He had power to send birds and beasts on all sorts of errands, but, when they danced before him, did not hesitate to snatch a fat duck for a meal. Manabozho is

connected with the Chippewa version of the deluge, and recovery of the earth. The account quoted was given by a Chippewa chief named Oshwegwum (Log on a Stream) to Colonel McKenney in 1826: "The earth was made by Nanibozou (a local form of Manabozho). He and two wolves were out hunting; after two days one wolf parted from them and went to the left; the other continued with Nanibozou and was adopted as his son. Nanibozou knew there were devils in the lake, so he and his son (the wolf) went to war with them and destroyed all the devils in one lake; but every deer the wolf started would run into another of the lakes. One day the wolf chased a deer and it ran out upon the ice, the wolf followed and just as he caught the deer the ice broke and both fell in, and the devils caught and devoured them. Then Nanibozou went up and down the shore lamenting his lost son. A loon in the lake heard him and asked what he was crying about. The loon then told Nanibozou what had befallen the wolf, and also told him that he might see the devils if he would go to a certain place where they came out to sun themselves. Nanibozou went, and saw devils in all manner of forms; snakes, bears, and so on. When the two-headed devils got on the bank they saw Nanibozou and sent a very large devil, in the form of a snake, to investigate. When Nanibozou saw the devil coming he turned himself into a stump. The devil coming up, wrapped himself around the stump and squeezed so hard that Nanibozou was about to cry out when the devil uncoiled a little; then he wound himself about the stump and squeezed still harder. The pressure was so great that Nanibozou was just about to cry out with pain when the devil relaxed himself and went back to his companions and told them it was nothing but a stump. The devils were not convinced and sent a bear, the bear hugged and bit and clawed the stump. He did this repeatedly until just as Nanibozou was about to cry out, the bear returned and told the other devils it was nothing but a stump; whereupon the devils all went to sleep in the sun just as snakes do. When Nanibozou was sure they were asleep he took his bow and arrows and shot the two great devils. When the rest awoke, they pursued Nanibozou with a great flood. He heard it coming and ran from hill to hill until he got to the top of the highest mountain. Then he climbed the highest pine tree he could find, but the waters followed him to the top. Then he prayed that the tree might grow; and it did grow but the water rose still higher. He prayed that the tree might grow more, as the water was up to his chin. He prayed the third time but the tree only grew a little. Then looking about, he saw a number of animals swimming, among them the beaver, otter and musk-rat. Nanibozou called them brothers and bade them come to him. When they came he said: 'We must have some earth or we will die.' First the beaver dived down, but he drowned before reaching bottom. Then the otter went down, but he lost his senses before he could get a bite of soil. Then the musk-rat went down, and just as he got a bite of earth he lost his senses and floated to the top. Nanibozou had them all

brought to him and he examined all their claws, but found no earth except a little in those of the musk-rat. Nanibozou took this in his hands, rubbed it and held it up to the sun until it was dry. Then he blew it all around over the water and the land appeared.' When the Chippewa was asked where the musk-rat got the earth, he said he didn't know. He believed Nanibozou lived somewhere towards the rising sun; that he looked like a man and that he had once had a wife but she disappeared. He also said Nanibozou was a twin, born of a virgin mother, and that she and the other son vanished when the twins were born, and were never seen again. This chief said that the souls of the dead went to a large village that had no end to it, towards the setting sun; that it took several days to reach this and that the Great Good Spirit did not live in the village but in the sky.

The Medawin, or Grand Medicine dance of the Chippewas, like that of the Menominees, is founded upon these myths, of which there are many, with Nanibozou, or Manabush, as the central figure. The Chippewas' ritual is much longer and more complete than the Menominees, who borrowed many of their forms from the Chippewas. Manabouzou gave the birch bark chart containing the story of his descent, and the rules for healing the sick, to the otter, which he saw first. This otter appeared at the four cardinal points successively, and then at an island in the center of the water. The otter became the controlling spirit of the first degree of the Medawin, which was guarded by eight spirits. The second degree was owned by the Thunder birds and was guarded by twelve spirits (some tribes make the panther mando the chief deity of the second degree). The entrance to this degree was always guarded by two evil spirits who must be driven away by Manabozho. The third degree was guarded on the outside by two spirits and on the inside by Makwau Manido, the bear spirit, during the day. At night it was guarded by eighteen spirits put there by Kitsche Maimdo. There were always four steam baths, for four successive days, obligatory as a preparation for the fourth degree. This, which is the highest degree, was sacred to Kitsche Maimdo, whose name is always spoken with reverence. The bear spirit and Mide Manidos guard the doors. Following this fourth degree the sacred plants, such as ginseng, bear berry, etc., are given to the candidate and their use explained. The sacred colors were green and red; the green always being at the top of the posts before the entrance. The same arrangement of color is often observed in beaded garters, baldrics, bags and other articles, used in full-dress ceremonials.

After the otter had been initiated into the Medawin he made four prayers, then plunged beneath the waters and swam toward the west, followed by the Arushinabeg (Chippewas). He reappeared at Ottawa island and here the people located and dwelt many years, and conducted their sacred rites. The otter then plunged again beneath the water and wherever he reappeared the Arushinabeg (Chippewas) rested and put up their medicine lodges. This interrupted migration continued until Sandy lake, Minnesota, was reached, and here the otter

disappeared. Before this they had stopped in about thirty localities; among them Mackinaw island, Sault Ste. Marie and La Pointe. This migration of the otter embodies the western emigration of the Algonquin nation. The Chippewas claim to have dispersed into various bands from La Pointe and Sandy lake.

DANCES OF THE CHIPPEWAS

The Wabeno dance of the Chippewas was wilder and far more bestial than that practiced by the Menominees or other Algonquin tribes; some of their forms of worship being too vile for general reading. The good missionaries sought by every means to overcome their low habits, and the Wabeno of later years lost much of its grossness, owing to their efforts.

Colonel McKenna describes a ceremonial dance, in honor of the commissioners who negotiated the treaty of Fond du Lac (Lake Superior) in 1826. He says: "An Indian band of about forty came over from one of the islands; as they landed they came up two abreast, leaping and chanting in time with the drums. They formed a circle in front of the headquarters. The drummer then went around this three times, with a short double step, first on one foot then the other. They were naked, except for the breech-clout, and were painted, some all black some half black and half red, the colors separated by a nicely divided line running lengthwise down the spine and in front so that one arm and leg were red and other side black. Their heads were ornamented with feathers, their hair plaited, with little bells and trinkets in the braids. From their belts hung some small looking-glasses, their knives and the skins of birds. Their ankles were bound with bands of fur. Some wore moccasins and some a fox's tail streaming from each heel; others wore leggins. Their faces were painted with red, green, yellow or black—in circles, lines, stars, points, or all together. A little boy about five years old, painted black and wearing an enormous head-dress of feathers, was in the midst, and went through the whole ceremony, keeping time with the drums, and singing, which was a monotonous repetition of a-ha-a-o-eh. During the pauses of the chanting a warrior would tell of his exploits in war and chase. These speeches were met by vociferous shouts.

"This was a ceremonial pipe dance, but it might have been called a begging dance, as the sole object was to obtain gifts, particularly whiskey. They were given a mockoe filled with tobacco and a small amount of diluted whiskey. Each drank a small glassful except those accompanied by children. Each child was entitled to a glassful, which was at once handed to his father. These gifts were distributed by an attendant called Machinewa. Almost every chief had one or more of these, who received and distributed the gifts for the family. There was no appeal from his manner of division. These were followed by about sixty more, even more grotesquely painted than the others; some were white and some red bodies, with white hands and faces. Their hair,

which was generally braided and fastened up, was let down and hung on their shoulders. Some had horns on their heads. They had two little boys with them. They said they did not come to dance in mockery, but because their hearts were glad. Also that they brought the pipe which was the emblem of life and peace. They were received ceremoniously, the pipe was smoked and refreshments were given them."

A Wabeno was given for the same commissioners at Sault Ste. Marie in 1826. "Two women and two girls took part in this. The men, painted and decked with feathers, sat on boughs around the tent as close to the sides as possible. A little girl began the dance. The step



THE SOO OF THE CHIPPEWAS (from old government survey)

of the women was peculiar. They did not lift the feet from the ground, but placed them close together and kept time to the drums with their heels, and moved right and left by turning their feet in those directions, always keeping the body perpendicular. The little girl danced about five minutes, then an old woman arose and danced in like manner. As soon as she was seated an unusually tall Indian, dressed in skins with the fur on, and a fur cap on his head, entered and looked fiercely around, blowing and uttering a sound like eh-eh-eh at every breath. Presently a young Indian entered and seized him by the arms and, being shaken off, caught at his body as though compelling him to surrender some object. Presently each took a drum and went around the tent, stepping in time, and with bodies half bent, and beat the drum in the faces of these seated. After this the older man made a speech to the Great Evil Spirit, to appease him and beg his compassion on them.

The delivery of his speech was attended by violent gesticulations and contortions of the body. Then he went around the tent, again followed by several Indians, all singing and stepping in time, with their bodies half bent over. Then the old man made another speech, and others joined the dance. The rest smoked while this was going on." About eleven o'clock an attendant took Colonel McKenna by the arm and said "Needje Needje, whiskey, whiskey, Wabeno." Sixpence was given him and he soon returned with the liquor. The dancing and speech-making were kept up all night by the priest, or jossakeed. At sunrise the feast was brought in. It was in two kettles, each holding about six gallons. One was smoking hot and looked thin, the other was thicker and colder. Probably both contained dog flesh, as the preparation for the Wabeno had included the killing and dressing of a dog for the feast. In the morning some who had not been at the Wabeno brought their birch bark bowls for some of the soup.

The drums mentioned are used in ceremonies of all sorts and are made of pieces of wood hollowed out, and the ends covered with rawhide, stretched while wet so that it is very tight and resonant when dry. The Mide drum is always round, often large and elaborately decorated, made from a section of a hollow tree perhaps. Rattles used in the ceremonies were made in various ways; often a dry gourd was filled with beans or acorns or small pebbles. The only instrument among the Chippewas which is really musical, according to white taste, is the flute with three holes; played by an expert, this makes pleasant but mournful sounds. It is used mostly in courtship.

The Chippewa faith in dreams lasted until a late day, as the following story told by Plover, a chief who lived on the banks of the Ontonagon river, will show. Plover had a dream in which a tall, handsome man came to him from the westward. This man who did not touch the earth, but remained poised in the air opposite him, told Plover that the world was coming to an end. Then the Plover knew that the apparition was a messenger from the Great Spirit. The messenger told him there were no more Manidos in the ground nor above, nor in the water. All were taken away except four at the cardinal points; when these were taken, it meant the end of time. The messenger told him to go to the northeast and stay there, and as Plover looked about he saw this meant the extreme end of a large lake. The messenger told him also that if he wished to remain and fight his enemies, he had brought him a war club for the purpose. This was very large, made of red willow, and was red all over; but the Plover thought he could not fight, so the messenger left him, saying that was all he wished to know. The Plover began to sing and awoke singing.

The Chippewas were just as superstitious as other Indians. They would not go around Keweenaw Point in early days, but always made a portage.

The story goes that "many years ago some of their people, while going around the Point, attempted to land on Beaver island (Lake Su-

perior). When they approached the island the form of a woman arose and, as they drew nearer, she continued to grow until her size became overpowering and fearful and they fled in terror." They believed the women held dominion over all the beavers on the point and adjacent islands, and interdicted their landing; so from that time on they never disturbed the beavers there. The Chippewas held to this until comparatively recent times, and the beavers were very numerous in that vicinity when the whites came. Then the value of the beaver fur in exchange for white men's goods, especially whisky, which was the most powerful weapon ever used in the downfall of a race, overcame their superstitious fears.

In spite of their warlike habits and gross ceremonies, the Chippewas had many fine traits of character, and some of their legends and myths are full of poetry and natural beauty. The following legend was related by Mrs. Johnson, daughter of Waubo-jeeg, and translated by her daughter Charlotte: "A man from the north, gray haired and carrying a staff, went roving over all countries and climes. After having traveled for four moons without stopping, he sought a spot on which to recline and rest. He had not long been seated when he saw before him a young man, very beautiful, with rosy cheeks, sparkling eyes, and his head covered with flowers; while from between his teeth he blew a breath as sweet as wild mountain flowers. Said the old man as he leaned upon his staff, his long grey beard falling almost to his feet: 'Let us rest here awhile and talk a little, but first we will make a fire.' They brought much wood and made a fire, and each told the other what had befallen him on his journey to this place. Presently the young man felt cold and he looked about to see what had produced the change, rubbing his hands against his cheeks to warm them. Then the old man said: 'When I wish to cross a river I blow upon it and make it hard so that I may walk upon its surface; I have only to speak and bid the waters be still or touch them with my finger, and they become like stone; the tread of my foot makes soft things hard. My power is boundless.' The young man feeling still colder, and tired of the old man's boasting, also noticing by the rosy tints in the east that the morning was near said: 'Now my friend, I wish to speak.' 'Speak;' said the old man, 'my ear, though it be old, it is open; it can hear.' 'I go,' said the young man, 'over all the earth, too. I have seen it covered with snow and the waters I have seen hard, but I have only passed over them when the snow melted, the mountain rivulets began to run, the rivers to move, the ice to melt; the earth became green under my tread; the flowers blossomed and the birds were joyful, and all that was produced by your power vanished.' The old man sighed deeply and said 'I know thee, thou art Spring.' 'And thou' said the young man 'art Winter. I know thy powers are great, but thou darest not come to my country. Thy beard would fall off, thy strength depart and thou wouldst die. The old man felt the truth of this, and before morning was seen vanishing, but before they parted each expressed the hope that they would meet again."

Another story illustrates heroism and superstition. Gitche Gausine was a great warrior. After a great battle with the Sioux some of the skulkers carried the bodies of the slain and made soup of them. Gitche Gausine passed by at the time and they said: "Are you brave enough to partake of our mess and eat the bodies of the slain?" "No," said he, "I killed them, but only base men like you can eat them." After a time Gitche Gausine fell sick and apparently died. His wife, contrary to the usual custom, kept his body four days, insisting that he was not dead; nevertheless she tied to his back the bag in which it was usual to put supplies for the dead. On the fourth day she put her hand on his breast and felt it rise. Soon Gitche Gausine opened his eyes and said: "I have slept long. I have had a strange dream." It immediately occurred to his wife that she had neglected to put his kettle, bow and arrows, and other articles by his side, in the usual way. The thought had just passed when Gitche Gausine said: "Why did you not put the kettle and arrows beside me? Now I know why I came back. I was going along this path and it was very smooth. I saw many people going this path, all carrying burdens of various kinds. I saw many lodges and in them drums were beating and there was dancing in them all, but nobody invited me to dance. I also saw much game, many deer and elk and so on, and felt for my bow and arrows, but had none, so I determined to return. Then I met a woman who said 'You need not return, here is a gun,' and another woman gave me a kettle; but these were not mine and I was still determined to return. On nearing my lodge I found it surrounded by a circle of fire. Making a strong plunge I leaped through the flames, and now I am awake." Gitche Gausine actually received the gifts mentioned in his dream soon after. He said the bag tied to his back was intolerably heavy, and ever afterward he sought to prevent his people from encumbering the dead with so many presents, as it made their journey through the Land of Souls so hard.

These Chippewa myths and legends might be continued without end, as every cove or unusual spot of natural scenery along the islands and shores of the great lakes has its story of giant, fairy or demi-god connected with it. The island of Mackinaw, which is the scene of the final disappearance of Manabozho, according to the Menominees and Chippewas, abounds with such tales. One of the prettiest of these is the story of Osseo, son of the evening star, preserved in Lieutenant Kelton's history of Mackinac: "In the days long gone an Indian lived in the north who had ten daughters, all of whom grew to womanhood. All were noted for their beauty, especially Owence, the youngest, who was also very independent in her way of thinking. She loved to linger and dream in romantic solitudes, and paid little heed to the numerous young men who came to her father's lodge to see her. Her older sisters had all listened to the advice of their parents, and one after another had gone off to dwell in the lodges of their husbands or mothers-in-law, but Owence would listen to no proposal of that sort. At last she married

an old man named Osseo. He was so feeble that he could scarcely walk, and too poor to furnish his lodge like others. Her friends and relatives jeered and laughed at her, but she seemed quite happy and said to them: 'It is my choice and you will see in the end who has been wisest.' Soon after, the sisters and their husbands and their parents were all invited to a feast and, as they went along the trail, they could not help pitying their beautiful young sister who was accompanied by such an unsuitable mate. Osseo often hesitated and looked upward, but they saw nothing to interest him unless it might be the faint glimmering of the evening star through the boughs that shaded their path. One of the sisters heard the old man muttering to himself as he went along and he seemed to be saying 'Showain neme-shin-nosa,' which means 'Pity me, my fathers.' 'Poor old man,' said she, 'he is talking to his father. What a pity it is that he does'nt fall and break his neck, so that our sister might have a handsome young husband.' Presently they passed a large hollow log, lying with one end toward the path. The moment Osseo, who was of the turtle totem, saw it, he gave a loud peculiar cry and dashed into one end of the log. Presently he emerged from the other end, not the decrepit old man, but a young and handsome warrior who, springing back to the road with steps as light as the reindeer, led the party off. But, in turning round to look for his wife, behold, she had changed into a feeble old woman, who was bent almost double and walked with a cane. The husband, however, remembered her loving care while he was under enchantment, and treated her very kindly, constantly addressing her as 'Ne-ne-moosha,' or sweetheart.

"When they came to the hunter's lodge, where the feast was to be given, they found it already prepared, and as soon as their entertainer had finished his harangue, in which he told them that the feast was in honor of the evening or woman's star, they began to partake of the portion dealt out to each of them in accordance with age and character. The food was very delicious and all were happy except Osseo, who looked at his wife, then looked upward, as though he would pierce the atmosphere with the intensity of his gaze. Soon sounds were heard, as from far off voices in the sky; they became more and more distinct, until at last he could understand some of the words; 'My son! my son!' said the voice. 'I have seen your afflictions and pity your wants. I have come to call you away from scenes that are stained with blood and tears. The earth is full of sorrows, giants and sorcerers; the enemies of mankind walk abroad on it and are scattered throughout its length. Every day they lift their voices to the power of evil, and every day they busy themselves casting evil in the hunter's path. You have long been under their power, but shall be their victim no more. The spell you were under is broken; your evil genius is overcome; I have cast him down by my superior strength, and it is this strength that I now exert for your happiness. Ascend, my son; ascend into the skies and partake of the feast I have prepared for you in the stars, and bring with you those you love. The food set before you is enchanted and blessed; fear not to

partake of it. It is endowed with magic power to give immortality to mortals and change men to spirits. Your bowls and kettles shall no longer be wood and earth; the one shall become silver, the other wampum. They shall shine like fire and glisten like the most beautiful scarlet. Every woman and girl shall change her looks and shall no longer be doomed to laborious tasks, but shall put on the beauty of the starlight, and become a shining bird of the air, clothed with shining feathers. She shall dance, not work; she shall sing, not cry.' 'My beams,' continued the voice, 'shine but faintly on your lodge, but they have power to transform it into the lightness of the skies, and decorate it with the colors of the clouds. Come Osseo, my son, dwell no longer with earth. Think strongly on my words, and look steadfastly at my beams. My power is now at its height; doubt not, delay not. It is the voice of the spirit of stars that calls you away to happiness and eternal rest.'

"Osseo alone understood these words. His companions thought them far-off sounds of music, or the singing of birds. Very soon the lodge began to shake and tremble and they felt it rising in the air; but it was too late to run out, as they were already as high as the tops of the trees. Osseo looked around him as the lodge passed through the topmost branches, and behold! the dishes were changed into shells of scarlet color, the poles of the lodge into glittering wires of silver, and the bark that covered them into the gorgeous wings of insects. A moment more and his brothers and sisters and their parents and friends were transformed into birds of various plumage. Some were jays, some partridges, some pigeons, others were singing birds who hopped around displaying their gay feathers and singing their songs; but Owenee still kept her earthly garb and remained a decrepit old woman. Then Osseo gazed upward at the clouds again and uttered the same peculiar cry which he had given when he entered the hollow log. Instantly the youth and beauty of his wife returned; her dingy garments assumed the appearance of shimmering green silk, and her cane was changed into a silver feather. The lodge again shook and trembled, for they were passing through the uppermost clouds, and immediately after they found themselves in the Evening Star, the abode of Osseo's father. 'My son,' said the old man, 'hang that cage of birds which you have brought along in your hand at the door, and I will inform you why you and your wife have been sent for.'

"Osseo obeyed the directions and then took his seat in the lodge. 'Pity was shown to you,' resumed the ruler of the star, 'on account of the contempt of your wife's sister, who laughed at her ill fortune and ridiculed you while you were under the powers of the evil spirit, which you overcame at the log. That spirit lives in the next lodge, a small star you see, at the left of mine, and he has always felt envious of my family because we had greater power than he, and particularly because we had the care of the female world committed to us. He failed in several attempts to destroy your brothers-in-law and your sisters-in-law,

but succeeded at last in transforming you and your wife into decrepit old people. You must be careful and not let the light of his beams fall on you while you are here, for therein is the power of his enchantment: a ray of light is the bow and arrow he uses.'

"Osseo lived happy and contented in the parental lodge and in due time his wife presented him with a son, who grew up rapidly and was the image of his father. He was very quick in learning everything that was done in his grandfather's dominions, but he wished to learn hunting, as he had heard this was a favorite pursuit on earth. To gratify him, his father made him a bow and arrows and then let the birds out of their cage that the boy might practice shooting. He soon became expert and the very first day brought down a bird, but when he went to pick it up he found to his amazement that it was a beautiful young woman with his arrow sticking in her breast. It was one of his aunts. The moment her blood fell upon the surface of that pure and spotless planet the charm was dissolved. The boy immediately found himself sinking, but was partly upheld by something like wings till he passed through the lower clouds; then he suddenly dropped upon a high romantic island, in a large lake. He was pleased, on looking up to see all his aunts and uncles following him in the form of birds, and he soon discovered the silver lodge with his father and mother, descending, the waving bark looking like the gilded wings of insects. It rested on the highest cliff of the island and here they fixed their residence. They all resumed their natural shapes, but were diminished to the size of fairies. As a mark of homage to the Evening Star they joined hands and danced on the top of the rocks every pleasant summer evening. The Indians quickly noticed that these rocks were covered in moonlight evenings with a larger sort of Puk-wudj-ininees, or little men; and they named them Mish-we-mok-in-ok-ong, or turtle spirits.'" To this day the island is named after them. Their shining lodge may yet be seen in the summer evenings when the moon shines clearly on the high rocks, and men who come near these cliffs at night have even heard the voices of the happy little dancers.

MOURNING FOR THE DEAD

The Chippewas in former times buried their dead by enclosing the remains in a box, or bark shell. This was placed upon a scaffold about ten feet high, made of four saplings having crosspieces bound to them with wattap. Upon these the box rested. They often planted vines at the base of the saplings which soon ran up and covered the box. One reason they gave for this method was that they did not like to have their dead put out of sight so soon by putting them in the grave. After a time, when the remains were interred, a covering was built over the grave, made by setting saplings, which were bent together at the top and covered with bark, resembling their wigwams, but lower and longer. An opening was left at one end to insert the dish of food. In case of a warrior, the pole or gravepost was set up in front of the opening. This

was painted red, and ornamented with the metal or other trinkets of the deceased, strips of fur, feathers, bits of tobacco and sometimes scalps (these last were stretched upon a circular framework). The totemic devices were carved in reverse upon this post, and it was customary to light a fire.

The Chippewas of early days had a curious custom which widows were compelled to observe. When a man died his widow must take her best apparel, roll it into a bundle and tie it with her husband's sash, and sometimes his medals and other trinkets were included. This bundle was then wrapped in a piece of cloth and the Indian was obliged to carry it about with her when she went out, and keep it beside her in the lodge. This badge of widowhood and mourning, which is called "her husband," was compulsory until some of her husband's family called and took it away, which was done when they thought she had mourned long enough; usually at the end of a year. She was then free and at liberty to marry again if she chose. The widow had the privilege of taking this bundle to her husband's family and leaving it, but this was seldom done, as it was considered indecorous. The size of the mourning bundle depended on her wardrobe, as it must be her best and she must wear her worst clothing. When the relatives relieved the widow of the bundle, they gave her clothing in place of it. When presents were given to the Indians by the commissioners this "husband" came in for a share, just as though it were a living man. Sometimes a brother of the husband took the widow for his wife, at the grave, when the deceased was buried. This was done by the ceremony of walking her over the grave. He had a right to do this, and, if done, the widow did not assume mourning. If the widow chose to do so, she had the right to go to her husband's brother, and he was obliged to receive and support her.

When a Chippewa mother lost a young child, she frequently made an image of wood or clay representing it. This she dressed in the child's clothing, lashed it to the cradle board (Tik-Kinagou) and went through the pretense of feeding and caring for it, as though it were a child. This ceremony usually lasted about a year. The Chippewa men mourned by painting their faces black.

It is only the old men among the Chippewas who remember these customs of former days. Like all the Algonquin race they are acquiring the habits and thoughts of white men. Only on the distant reservations some of the old ceremonies are kept up, even as we keep up customs of the pagan days of the whites, in some of our festivals.

DISPLACE THE MASCOUTENS

The first white men who came to northern Michigan found Chippewas and Ottawas along the St. Mary's river and in the vicinity of Michilimackinac, but there was a tradition among them that they had by their united efforts displaced another tribe whom they called the Muskodains, probably the tribe called Mascoutens by the French. The first

fight seem to have occurred on the shores of Drummonds island (Portagunasse) and on Point Detour. The Ottawas claimed it was the bones of these Indians which were found in the caves at Mackinaw. It was claimed that they had magicians for leaders, and that their war captain escaped underground at the Point Detour fight. They fled along the shore towards Michilimackinac and finally across the lake and down the eastern shore of Michigan. The Ottawas represented them as powerful and skillful, more than themselves.

The small mounds and ancient garden beds in Michigan are attributed to them. Traces of them are found in Wisconsin, Illinois and southern Michigan. It was they who made the trenches for bones found on Menissing island in Lake Huron. According to Schoolcraft, they were the Indians who worked the ancient copper mines of Lake Superior. The name Muskodain is confusing, Mushkoosa meaning "grass," or "herbage" in general, while Ishkoda means "fire;" hence they were called Little Prairie Indians, or Fire Indians. The difference in the root words is that between Ushko and Ishko. The Ottawas claim to have carried on most of the warfare of extermination, but the noted Chippewa chief, Ishquagauabi, said it was done by the Chippewas and Ottawas jointly. He accounts for the alternating settlements along the east shore of Lake Michigan, in this way. It is believed that they were contemporary or identical with the Assigunaigs or Bone Indians, spoken of by the western and lake tribes.

These nearly forgotten races seem to have been the last link connecting modern history with the mound builders and, like all sedentary people, were exterminated by the fiercer hunting tribes who had not reached such an approximately high plane of living.

Another forgotten tribe which lived in the Upper Peninsula was the Noquets mentioned in the account of Nicolet's journey. They were also called the Roquai. Their home was on Bay due Noquet. They were afterwards classed with the Chippewas. Another tribe was called the Mantoue, or sometimes the Makecoucoue, or the Nantoue. They were sedentary in habit, and lived upon the fruits of the land. They lived near the Foxes and were probably a branch of the Menominees. Nicolet found them upon a lake north of Bay du Noquet.

OTTAWAS AND HURONS

The Hurons were not properly an Upper Peninsula tribe, though the whites found many of them among the Chippewas and Ottawas. When driven from their hunting grounds by the fierce Iroquois, the Hurons, or Wyandots, fled, many of them to the Chippewa country, for refuge. The Iroquois followed and carried their work of destruction into the northern lake country. Iroquois Point, on Lake Superior, commemorates a battle where the Iroquois were so thoroughly defeated by the Chippewas and Foxes, who were allied at that time, that they never attempted further encroachment on Chippewa territory.

The struggling bands of Hurons became identical with the Chippe-

was and Ottawas. The Ottawas were neighbors and allies of the Chippewas and were bound by ties of kinship also, as intermarriage between the tribes was common. They were so like the Chippewas in most ways that they need no especial description. Of the same Algonquin stock, they have the same language, nearly, the same dress, religion, myths and general customs. The Ottawas were less savage and fickle, however, than the Chippewas. They were somewhat in advance of their neighbors in agriculture, partly because they lived, most of them, on the southern mainland, and partly because they were naturally more peaceful and possessed greater intelligence. From the first they were more kindly disposed toward the whites, and often saved them from the attacks of the more savage Chippewas. The one great Indian of this tribe, who helped to make Michigan history, was Pontiac. Though he never lived in the Upper Peninsula, this great scheme for reinstating the Indians in their primeval condition, and restoring their rights as he understood them, involved the Chippewas and other Northern Peninsula tribes. As he was half Chippewa, his mother having belonged to that tribe, and of the otter totem, which gave him high rank among them, the Chippewas were especially drawn to his side.

Pontiac's plan of organizing the Indians and driving out the whites was well conceived, and showed a mind far in advance of his time. With almost supernatural foresight, he saw the downfall of his race in the coming of the whites. This had not been so apparent when there was only the French to deal with; for they amalgamated with the Indians, and were content to live on equal terms of possession, but when the English came the keen mind of Pontiac recognized them as men who would be masters; never brothers of his race. Had the savage tribes who followed him possessed cohesion and self-control, the story would have been different, and Michigan would have waited long for civilization and peaceful settlement. Pontiac was murdered in 1769 by an Indian who had been bribed with whiskey to follow him into the forest and stab him. Had he belonged to a different age and race, history would have called him a great man and a hero.

CHAPTER VI

NATIVE ANIMAL LIFE

LARGE FUR-BEARING ANIMALS—DOG AND CAT FAMILIES—SMALL FUR-BEARERS—BIRDS, FISHES AND REPTILES.

As already noted, the value of fur-bearing animals was one of the first incentives to the exploration of northern Michigan, and the explorers found the country rich in the varieties they sought, and there were many others as well.

LARGE FUR-BEARING ANIMALS

Largest of all the native animals valuable to the fur traders, was the clumsy black bear (*Ursus Americanus*). It is still hunted in the Upper Peninsula though gradually becoming more scarce, and it will undoubtedly soon be extinct. The natural food of the bear consists of berries, nuts and roots, but it seems fond also of strong vegetation such as skunk-cabbage and Indian turnip, the root of which is intensely hot; it also eats spruce buds and bark. It will not attack a human being, unless driven by hunger, cornered or wounded.

The buffalo (*Bison Americanus*) seems to have been formerly in the Upper Peninsula as there are many references to it in Indian traditions, and it ranged the whole country from Montana to Florida.

The woodland caribou (*Rangifer*) was known and hunted by the Indians and first white settlers and its meat was a favorite ingredient of pemmican. The caribou is the only reindeer known as far south as Lake Superior, but it has long since been driven out of Michigan. Its color was a dun grey, turning more white in the winter.

The moose (*Alces Americanus*) was formerly hunted for food, as well as for skins, these being very strong and tough and therefore valuable for clothing, snow-shoes, moccasins and many other uses. The moose is very large, and in color very like the caribou but darker. The head is clumsy, supporting broad spreading antlers. It is very swift, in spite of its clumsy appearance. The Indians are most successful hunters of this animal, for it is very alert and keen of hearing and the Indians know its ways. The food of the moose was usually twigs of trees.

mosses and lichens, though they are fond also of the roots of pond lilies with which our northern lakes abound.

The American elk (*Cervus Canadensis*) was formerly well known, but is now nearly extinct in the Upper Peninsula. It was larger than the red deer which it resembles, and its flesh is coarser, being more like that of the moose. It fed on willow tips, moss, lichens and such products during the winter season when grass could not be had. The antlers of the elk resemble those of the deer, but are much larger and do not have the flat web-like appearance of those of the moose.

The ordinary American deer (*Cervus Virginiana*) has always made the Upper Peninsula its home. The white tailed variety is most common. Its food in winter consists of buds, ferns, bark, mosses and twigs, while in summer it lives on grass and such water vegetation as lilies and cress of which it is very fond. The color, which is reddish brown, turns to a grey-brown in the winter; the young are spotted. Deer hunting has been recognized as one of the principal sports of the Peninsula and it still extensively practiced. They were formerly hunted by running them with packs of hounds which many of the old settlers kept for that purpose, or by means of lights placed upon the hunter's head, or in the bow of a boat at night to attract the attention of the animal and make its eyes visible through the darkness; the natural curiosity of deer leading it to its destruction.

DOG AND CAT FAMILIES

The only member of the dog family natural to the Northern Peninsula is the large timber or grey wolf (*Canis Lupus*). It is very fierce and destructive, and these animals when hunting usually join and form large packs. The color of the American wolf differs with locality, though the type is the same. They are usually grey in color, with white below, but sometimes the tips of the long hair are so dark as to give the animal the appearance of being nearly black. A smaller species, the coyote, which is the jackall of the old world, is found to some extent in recent years in the Upper Peninsula where it seems to have wandered from its natural home on the prairies. It is yellowish grey in color and is more closely allied to the dog than is any other species, and may have been the progenitor of the dogs used by the Indians, as it is not known when or how the northern Indians acquired dogs for their sledges.

Wolverines (*Gulo Luscus*) which were formerly plentiful enough, seem to have entirely disappeared, a distinct gain, for the little beast was ferocious, a notorious glutton and a born thief. He was much hated by the early trappers as he continually robbed their traps and mutilated what he could not eat. The prevailing color of this animal was black and the fur good. The body was short and clumsy. Many curious and preposterous stories are told of its habits; even the Indians recognized its bad qualities, for their word for wolverine meant a "tough fellow."

The red fox (*Vulpes Fulvus*), famous in story, is still common. The

color is reddish yellow on the back and nearly white underneath. The fur of the kittens is very fine and soft, while that of the grown animal is in good demand. The range of the fox is very wide and varies exceedingly. It lives upon small animals and prefers birds and their eggs. Its habits are predatory and sly, and it is bold enough to encroach upon human habitations. Aside from the red fox, there have been occasional specimens of black, and silver grey, and of crosses, captured in this locality.

The panther (*Felis Concolor*) which varies in color and name with the locality in which it is found, is the largest representative of the cat family in the Upper Peninsula. It was well known formerly, but is rare now. Its long lithe body is a tawny reddish brown, though the kittens often have dark brown stripes or spots nearly approaching black. The head is small in proportion to the body. This animal lives upon deer and other small animals and at times is bold enough to attack men. Many stories are told of the stealthiness with which they stalk their prey, and of the paralyzing influence of their screams when they are about to make an attack. The panther is equally at home in the trees and on the ground.

The wild cat (*Felis Catus*) known locally as the "bob-cat" is a species somewhat larger than the domestic cat, and it has a shorter, thicker tail. It is of a grey color, with light yellowish fur underneath, and usually with dark stripes running down the sides and along the spine.

The Canada lynx (*Lynx Canadensis*) has always been highly prized and much sought, on account of its fur, which is very thick and is susceptible of treatment. The color is grizzled grey, lighter underneath. The peculiar ears and large eyes give this animal a savage appearance, which it quite merits, for it has been known to attack men. In habits it is like other cats, and lives upon birds, rabbits and other small animals.

SMALL FUR-BEARERS

The Raccoon (*Procyon Lotor*) so famous in story and song, is still found to some extent. The fur is very good, a long grey hair covering the fine thick under fur. A distinguishing mark is the long tail ringed about with alternate light and dark stripes. Its bill of fare is so extensive that it makes itself a nuisance to farmers. It has a method of souping its food in water, which is probably a relic of its fishing instinct, for it is very fond of fish. This little animal is easily tamed and very cunning in its tricks, but very unreliable and thievish.

The otter (*Lutra Canadensis*) is very much prized for its fine fur, and for that reason has become practically exterminated in this region. Its predominant color is brown, but lighter on the breast and throat. Like the raccoon it has interesting habits, among them being a fondness for sliding down hill. Otter slides were frequently found in early days. This animal can be tamed if taken very young.

The common skunk (*Nephis Mephitica*) has a bad reputation, but its black and white fur is very valuable, and often passes in the market under various more genteel names. It is a pest to poultrymen, but it has some redeeming qualities, for it consumes great quantities of destructive insects and grubs.

The badger (*Taxidea Americana*) has gone the way of the wolverine and the otter. It had burrowing habits and a stout body, with long hair of a mixed color presenting a grizzled appearance. It had a habit, when surprised, of remaining motionless for a long time, and, owing to its color, it often escapes recognition because of its resemblance to a stone or lump of earth. It will eat most anything when confined, but is particularly fond of gophers and mice.

The mink (*Putorius Lutreola*) bears a fur nearly as valuable as seal at the present day. It was formerly very common throughout the Upper Peninsula. Its color ranges from a light yellowish brown to a very dark brown nearly approaching black, the dark fur being most highly prized. The tenacity of life in a mink is wonderful. It frequently gnaws off its own limbs in order to extricate itself from a trap. It is a fierce little fighter and not to be handled carelessly by the trapper. Its habits are semi-aquatic. It can be tamed and likes to be caressed like a cat, but is more treacherous. When trained they make excellent ratters.

The weasel (*Putorius Vulgaris*) is closely allied to the mink but is smaller and more slender. It has a long neck and very short legs. In color it is light brown on the back and nearly white underneath during the summer season, though, like its royal cousin, the ermine, it turns a clear white with the exception of the tip of its tail, in winter. Owing to its swiftness of motion it is difficult to catch, and is a courageous fighter when at bay. It is particularly fond of birds of all sorts, but if poultry houses are well guarded this animal is useful to the farmer in clearing out rats, mice and other vermin.

Of the sables there are two species in the Upper Peninsula, one known locally as the fisher, (*Mustela Pennanti*), and the other the pine marten (*Mustela Americana*). The fisher is the largest, somewhat resembling a wolverine. It lives upon mice as well as fish, and frequently eats the porcupine. It differs from the marten in preferring to inhabit low ground near the water. It is very cunning and vexatious to the trappers, being hard to catch and accustomed to rob the traps. The fur of the marten is very beautiful, and there are really three kinds on one pelt; that next to the skin being soft, short and wool-like, the second growing through this, longer, soft and kinky, and the third or outer coat being of long glossy hairs, bristly to the roots. The color like that of the fisher is dark brown, almost black. The animal is very shy and shuns civilization, preferring the dry ranges of the woods and living by preference in the hollow of a tree, though found sometimes among rocks, or even underground.

The beaver (*Castor Fiber*) was probably the best known and most

profitable of all the fur bearing animals. Its soft velvety brown fur has always been in demand. The Indians prized its flesh, especially that of its flat tail which they esteemed a great delicacy. The beaver is fitted for aquatic life, and besides its mud houses along the banks of streams being well remembered, it is noted for its skill in building dams by felling trees, which it does by gnawing them with its teeth, and then floating twigs and rubbish and plastering all together with mud. Its felling of trees also served a double purpose, for it used the buds and twigs for food. It is easily tamed, and preserves its building instincts while in captivity. Like the otter and hare it was, among the Indians, considered as endowed with unusual supernatural qualities. Because of the value of its fur, it has been so sought after that it has now become nearly extinct in this region.

The squirrel family is represented in the Upper Peninsula by seven species. The largest and hairiest is the woodchuck (*Arctomys Monax*) much celebrated for its ability as a weather prophet. When numerous this "chuck" is a pest, as it eats everything green almost without discrimination. The greyish hair is coarse. The animal is of burrowing habits, though the climbing of fences and on low trees is not impossible to it. Another ground squirrel is the little four-striped chipmunk (*Tamias Quadrovittatus*), the smallest and prettiest of the family and very common. Among the tree squirrels the red squirrel (*Sciurus Hudsonius*) is the best known. It is a lively little fellow, dark reddish brown on the back and almost white beneath, with a tail of a rusty color with a black fringe. The grey squirrel (*Sciurus Carolinensis*) is nearly as common as the red, but it is larger and of a grey color on the back; sometimes with a reddish tint, and very light underneath, the color varying considerably. Occasionally members of this same variety are entirely black, which fact sometimes leads to confusion of species. The western fox squirrel (*Sciurus Ludovicianus*) is occasionally found here. It is much larger than the grey squirrel, with much more of the reddish tinge and tawny beneath. It is seldom dark colored and never black. Another variety is the flying squirrel (*Sciuropterus Volucella*). It possesses a fold of skin on each side of its body stretching lengthwise from the fore to the hind leg, and this membrane enables it to make wonderful flying leaps. It is an interesting little creature, covered with soft grey fur, has large bright eyes and is easily tamed.

The porcupine (*Erethizon Dorsatus*) spends much time in trees in pursuit of birds and in hunting their eggs. It is a sluggish, clumsy animal, not so formidable as it looks. Its covering is a coarse grey hair mingled with sharp, stiff spines or quills, which are the animal's chief defense. Contrary to former notions it can not throw these quills, but merely jerks them loose when attacked. Dogs frequently suffer from grabbing them. Among the Indians the flesh of the porcupine was highly esteemed, and the quills, when dyed, furnished a common material for purposes of ornament.

The Northern Peninsula hare (*Lepus Americanus*) varies very

much in appearance in different localities and seasons, changing both in size and color, the general color being brown or greyish in summer though with more or less white, and changing to a very light grey and sometimes white in the winter. The flesh is prized for food, and the fine, soft fur, which is easily dyed, furnishes much of the coney of commerce.

Other lesser animals are to be found, among which the bat of Upper Michigan (*Vespertilio Subulatus*) is an insect-eating variety and a harmless little nocturnal creature, though it suffers from a bad reputation fixed upon it by superstition and ignorance. It is very useful in destroying noxious insects. It is small, brown in color, and hides by clinging under leaves of trees or in dark corners during the day.

Another insect-eating animal is the common brown mole (*Scalops Aquaticus*), an interesting underground creature.

Besides the rodents above mentioned, there are field or wood mice (*Hesperomys Leucopus*), common and destructive everywhere. The musk-rat (*Fiber Zibethicus*) is a more valuable member of this family. It builds its mud houses along the edge of swamps or streams, or burrows into the muddy banks. Like the beaver it is semi-aquatic. The dark brown soft fur, lighter underneath, has a commercial value and is often used as a substitute for mink.

BIRDS, FISHES AND REPTILES

The native birds of the Upper Peninsula number more than two hundred species, and it is impossible in this work to give them all mention. Included in the number are eagles, hawks, crows, owls, herons, ravens, blackbirds, ducks, geese, pigeons, partridge (ruffed grouse), jays, woodpeckers, king-fishers, snipe, plover, loons, swallows, sparrows, shrikes, grosbeaks, waxwings, creepers, wrens, orioles and humming birds. Among the true song birds are larks, robins, thrushes, bluebirds, warblers and gold-finches. The birds range in size from the bald-headed eagle (*Haliapus Leucocephalus*) to the tiny ruby-throat humming bird (*Throchilus Colubris*), and in beauty from the awkward grey brant (*Branta Bernicla*) to the vivid scarlet tanager (*Pyrranga Rubra*) and golden woodpecker (*Colaptes Auratus*).

The waters that wash the shores of the Northern Peninsula and very nearly convert it into an island, as well as those of the numerous interior lakes and streams, are filled with fine fish, the most celebrated among them being the whitefish (*Coregonus quadrilateralis*). Among others, valued alike by the commercial fishermen and the sportsmen, are the gamy bass in three varieties, locally known as rock, black, and Oswego bass. Of the trout there are four varieties—brook, lake, rainbow and Siscowe (*cisco*). Other species common to these waters are the dory, pike, pickerel, muscalunge, herring, blue-fish, sun-fish and sturgeon, this last being the largest of all our native fresh water fishes, the flesh of which was considered of great value by the Indians and is considerably used by the white people. Its roe has been manufactured

into caviar to a limited extent in the Upper Peninsula. Among varieties of less worth are bull-heads, catfish, lawyers and bill-fish or gar-pike.

The serpent life in the Upper Peninsula is limited to a few harmless varieties, the largest being a constrictor known locally as the pine snake; others are the small black snake, the grey puff adder, the striped garter snake, and, very rarely the rattle snake.

Turtles are represented by three species: the snapping turtle, mud turtle and the painted tortoise.

The toad family is represented by the common garden toad, two or more varieties of frogs and the hylos, or tree toad, a variety that changes color in conformity with the object it rests upon. Closely allied to the frogs are the spotted and striped salamanders, and the hideous water dog called by fishermen "hell-bender." These latter resemble lizards but are not poisonous. Eels also are found to some extent.

CHAPTER VII

PRELIMINARY HISTORICAL EVENTS

THE CABOT DISCOVERIES—JACQUES CARTIER—ROBERVAL'S ATTEMPTED COLONIZATION—QUEBEC FOUNDED BY CHAMPLAIN—RECOLLET AND JESUIT MISSIONARIES—JEAN NICOLET, UPPER PENINSULA VISITOR—SEARCHING FOR A NORTHWEST—DEATHS OF CHAMPLAIN AND NICOLET.

The history of Michigan as an organized law-making community has scarcely a hundred years of existence, but the territory now embodied in the Upper Peninsula of Michigan, and that immediately adjacent thereto, figured so prominently in the early history of the United States that it becomes a necessity, in order to appreciate the peculiarity of the settlement and exploration of our territory, the growth and nature of its population and the development of its resources, to consider the conditions and ambitions of the various nations which took part in the events leading up to its settlement.

In its early history, following that during which it was solely possessed by the red men, this section was part of Canada, or New France as it was at first called. It is impossible to tell just when the first Europeans visited the Upper Peninsula proper, but we know it was at a very early date in American history, and before the settlers along the middle Atlantic seaboard had thought of crossing the Alleghanies.

To speak by comparison is often the best method of speaking understandingly, and, therefore recurring briefly to the discovery of America by Columbus, we are informed by history of the ambitions that immediately arose in the breasts of the various European rulers, and that it was not long, in the then methods of measuring events, before explorers from England and France were vying with the Spanish in the extension of the new world discoveries.

THE CABOT DISCOVERIES

Fourteen months before Columbus discovered the mainland of the continent, John Cabot and his son Sebastian, in 1497, discovered the coast of Labrador, and the following year the son, Sebastian, explored the coast of Newfoundland and reported the great quantities of codfish

that were there. This was fourteen years before Ponce de Leon landed near St. Augustine and named that country "Florida." The reports of Cabot seem to have attracted the fishermen of the globe, for, by the year 1504, the coast of Newfoundland was visited by fishermen from many different parts of Europe. It is probable some may have been there earlier, but there are no recognized authentic records of any earlier visit than that of Cabot. It is apparent that a profitable and immediately available commodity was the greatest allurements to the early navigators of the then unknown seas and the abundance of cod-fish that could be had for the taking made the vicinity of the Gulf of St. Lawrence a center of the greatest attraction.

Naturally the explorations were pushed from the gulf up the river of the same name, and, with the penetration of the country through that source, came the introduction of the fur trade, which almost at once became attractive and very profitable. These ready sources of profit continued to be attractive to the European adventurers and they played a prominent part in the strifes and warfares that followed, not only between the communities of the new but also the natives of the old world.

It was twenty-seven years after Cabot discovered the coast of Labrador, before John Verrazzano, a Florentine navigator, explored the lower coast and entered (1524) the harbors of New York and Newport. Upon the report of Verrazzano, and his description of the coast, the French based a claim to North America.

While the French were pushing their explorations in the north the Spanish were pressing forward in the regions of the Gulf of Mexico, allured by the glare of the gold and the abundance of silver that existed there; and by 1526 Don Jose de Vascocellos had explored from the Gulf of Mexico as far inland as Arizona.

JACQUES CARTIER

In 1534, May 12th, Jacques Cartier, with two vessels and 122 men, reached Newfoundland and there erected a cross bearing the French arms to indicate the French dominion, and after sailing up the St. Lawrence as far as Anticosti he returned to France, only to return the following year, when he sailed up the St. Lawrence river and arrived at the present site of Montreal October 2, 1535. He found there an Indian village, Hochelaga, and back of the village was the mountain which he named "Mount Royal," which was eventually shortened to the present "Montreal." Cartier, with his men, spent a hard winter on the St. Lawrence, losing twenty-five of their number by scurvy, and in the following spring (1536) he returned to France taking with him the Indian chief Donnacona, and nine lesser chiefs, who were induced by deceit to enter the ships. If not the first, this is an early illustration of the impositions that were practiced by the Europeans upon the native Indians and it is very probable that like and worse acts on the part of the white visitors found real effect in the bloody massacres, and the

brutal treatment of white settlers at the hands of the Indians that followed in later years. These visits by Cartier were the first directly under the auspices of the government of France, and they were at the instance of the king, who caught the inspiration of the people and believed, not only that the territory in the vicinity of the St. Lawrence with its reported riches in furs and minerals would be a valuable acquisition and of great importance to France, but also that through the St. Lawrence there would be found a through passage to China; and it was in a search for such a northwest passage that many expeditions were sent out by the various old world monarchs.

It was in 1539 that DeSoto landed in Florida, and, with his six hundred men, marched across the country, reaching the Mississippi river in 1541 with a remnant of his original force; and it was the same year that Cartier sailed on his third voyage to the St. Lawrence. This time Cartier sailed, expecting to be followed immediately by Lord Roberval (Jean Francis de la Roque, Sieur de Roberval) who had received a commission granting to him the government of New France, and who, as such governor, had made Cartier captain general of the expedition; and they proposed to form a colony in their new possessions and there search for the wealth of minerals said to exist therein, of which reports had come to the early explorers through the Indians, and their reports undoubtedly had reference to the minerals of Lake Superior. Cartier arrived at his destination in August, 1541, and while waiting and continually expecting the arrival of Lord Roberval, he built two forts and prepared for the winter. Roberval came in the following spring, but not until Cartier, disheartened by the hardships of a dreary winter, had broken up his colony and started for France.

Cartier suffered many hardships and privations in his several voyages, which brought to the attention of the world the country tributary to the Gulf and River St. Lawrence, and thus he was a prominent factor in the events that early led to recognition by the world of the advantages existing in the region of the great lakes, which region found its early center of attraction in the first central settlement west of Montreal at Michilimackinac, or Macinac. Cartier therefore is entitled to and is accorded prominent mention in the history of the Upper Peninsula, and reward for all those hardships endured can now be accorded him in no better or more enduring manner than by our recognition of him as among the foremost of the world's explorers.

ROBERVAL'S ATTEMPTED COLONIZATION

Lord Roberval, in 1542, brought with him two hundred colonists who attempted to form a colony still farther up the stream than that of Cartier's, but after the hardships of one winter the colony was broken up and the members returned to France. These repeated attempts to colonize this northern country are here referred to, to illustrate the persistency with which the inhabitants of sunny France, time after time, bared themselves to the rigors of Canadian winters, with but scant

shelter, in the interest of extending the dominion of France, over a country that was full of promises of abundant reward. The inquiring disposition of an explorer naturally elicited from the natives some information regarding the country tributary to the great river, and each recurring voyage increased the information, and awakened an increased interest in the old, in the opportunities which seemed to be open to them in the new world. In 1547 Roberval, undaunted by the hardships of his earlier experience, set out on a second colonizing expedition, but, with his entire company, was lost in the passage. The repeated failures in attempted colonization combined with the death of the king and wars at home, lost to this region the attention of France for a considerable period; and little is recorded of events in the region of St. Lawrence for some fifty years that followed the failure of Roberval's attempt to colonize and form a government.

For a long period following, the interest in legitimate exploration seems to have given way to a period of buccaneering, participated in by English, French and Spanish alike, in which vessels and settlements of one were preyed upon by the others, and the Indians were preyed upon by all; and there were spread upon the early pages of American history blots that can never be effaced.

In 1565, Menendez, a Spanish commander, founded St. Augustine, Florida, the oldest city in the United States, and in the spirit of the times he immediately proceeded to massacre the people in Ribault's French settlement at Fort Caroline, putting most of them most cruelly to the sword.

In 1576 the coast of Labrador was again visited by an explorer, but this time by an Englishman, Sir John Frobisher, who discovered what he thought was gold in the rocks of the country, and from which supposed discovery grew a famous bubble of large proportions, which, when it burst, carried consternation and ruin to many who were included in the noble families of England.

It was in 1582 that Sir Walter Raleigh, with a patent from Queen Elizabeth, sent out explorers with the result that "Virginia" was named in honor of the Virgin Queen of England; and the city of Raleigh, Virginia, was founded in 1587, in which year "Manteo," an Indian chief, was baptized there and made "Lord of Roanoke," the first and only peerage ever created by England in America; and he was the first Indian baptized by an English minister.

In 1598 Marquis de La Roche obtained the right to colonize and command New France, and he attempted to colonize Sable Island with a lot of criminals which he assembled for the purpose, and whom he left on the island, where, for years, they lived like wild men, subsisting upon fish and such food as they could gather. At the end of five years, in 1603, there remained but twelve of the entire colony and these twelve remaining criminals, after the hardened experience of their wild life, by the assistance of the king of France entered the Canadian fur trade. The effect upon history of the treatment which such men would likely

accord the Indians, in prosecuting their trade for furs, can well be left to the imagination, and probably cannot be fully measured by that.

Prior to this, and in 1599, Pontgrave, a French trader, procured a patent authorizing him to colonize New France, and he placed sixteen men at the mouth of Saguenay river, on the St. Lawrence, to obtain furs, and thus we have a record of an early beginning of the fur trade that a little later tempted the pioneers into the region of the great lakes and to the Upper Peninsula. These men were not prepared to stand the cold and some of them died, while the others were scattered and took up life with the Indians.

QUEBEC FOUNDED BY CHAMPLAIN

In 1603 Champlain made his first visit to Canada and with his company later established the first permanent European settlement in New France, at what is now Quebec. He explored the surrounding country, and did much in the way of establishing friendly relations with the Indians, greatly to the advantage of his then future work of exploration, settlement and development of the country. At the site of Montreal, Champlain found absolutely no trace of the flourishing Indian village of Hochelaga which existed there at the time of Cartier's visit, eighty years earlier. Champlain continued his work of exploration and colonization and in 1605 explored the coast of Cape Cod.

In 1606 James I of England granted to the London Company and also to the Plymouth Company, each a right to colonize territory in certain latitudes, each grant extending from the Atlantic westward to the Pacific. The spirit of colonization seems to have thoroughly revived at this period and in 1607 the London Company founded Jamestown, the first permanent English settlement in the new world, and only one year in advance of the first permanent French settlement in North America at Quebec, in 1608.

At this period there was trouble between the Indian tribes, and the warlike Iroquois were a continual menace to the more peaceable Hurons and other neighboring tribes, and in 1609 Champlain joined a war party against the Iroquois. The French arms greatly terrified the Indians and Champlain's part in that campaign was the first step in the trouble that followed between the French and the Indians. It was in that campaign that Champlain discovered the lake which bears his name.

In 1610 Champlain returned to France for the purpose of making arrangements with the French government concerning the American fur trade, and on his return to Canada, in 1611, he went at once to the island of Montreal to establish a trading post, and there held a trading assembly with the Hurons, who came there from the shores of Lake Huron and the intervening country for the purpose of trade. At that time there came with the Indians a young Frenchman whose name is not recorded, who had the year previous made the first known visit by a white man to the shores of Lake Huron and who had there wintered with the Hurons, studying their customs and habits of life.

By this time a three-fold interest in New France was made manifest—First the discovery of the northwest passage to China; secondly, the development of the fur trade, and thirdly, the conversion of the savage inhabitants. All these were factors in the movements then to follow that led to the early discovery of the remaining great lakes and induced the pioneer visits to what is now the Upper Peninsula. The religious tenets of the King of France led him to direct his efforts largely to the work of imparting to the natives a knowledge of the Christian religion and it was the aim of the missionaries to Christianize and civilize the native inhabitants, and develop the country through their advancement, rather than to colonize it with Europeans. The commercial interests which then were confined principally to the trade in furs did not harmonize with the good work of the missionaries and their practices went far to counteract it.

In 1613 Champlain, having heard reports of the great waterways to the northwest, and that there was a connection between the Ottawa river and the great lakes, started out in search thereof, hoping to find the coveted water route to China. He passed up the Ottawa river and spent the following winter with the Indians, but returned in the spring disgusted with the false reports that had taken him on that adventure.

It was in the year 1613, when the French had pushed their explorations far into the Huron country, that the Dutch first began their settlements at New York and Albany, and English hostility to the French was evidenced by the destruction of a French Jesuit colony at Mount Desert on the coast of Maine, at the hands of the English from Jamestown, under orders of Governor Dale, and by the further acts of the English who, under Captain Samuel Argall, proceeded to Nova Scotia and destroyed the settlement at St. Croix, leaving the settlers to wander and subsist as best they could among the Indians the following winter. These were the first overt acts of hostility in the long contest between France and England in the new world, a contest which involved the question of who should govern the territory of the lakes including the Upper Peninsula, and in which the resources of the Upper Peninsula and its immediate surroundings formed a prominent subject of contention.

It was in 1614 that Captain John Smith explored the coast and made a map of New England which gave to that country that name.

RECOLLET AND JESUIT MISSIONARIES

In May, 1615, five years before the landing of the Pilgrims in New England, Father Joseph le Carron, a Franciscan friar of the Recollet branch, came to New France with three other priests as the first missionaries to convert the natives and settlers of New France to the Catholic faith. They came at the solicitation of Champlain, and the first mass upon Canadian soil was said upon their arrival, and they immediately began their work among the Indians, penetrating the wilderness to the streams that flow to Lake Huron.

In 1617 Champlain personally traversed the shores of Lake Huron.

The Recollet friars were the only missionaries to New France until 1624, and in that year the Jesuits made their first appearance and began active work among the Indian tribes; and it is to the Jesuits that we are indebted for the principal records of the early history of the section of which we now write. In 1625, other Jesuit missionaries, including Jean de Brebeuf, came to join the colony at Quebec, and Duke de Ventadour, a Jesuit, being vicerojal governor, the Jesuits set out with a view to the establishment of an exclusively Jesuit government of the new territory, and thus a new strife between the Jesuits and the Recollets was added to the already many contentions which had to be met by the pioneers of New France. Brebeuf spent the following winter with the Algonquin Indians, and the following year went on a mission to the Hurons where he remained for three years teaching the Gospel to and studying the customs of the Indians.

While the missionaries were thus vigorously prosecuting their work the fur traders had illustrated to the people of France something of the wealth which existed in the fur trade, and in 1627 Cardinal Richelieu, who then controlled the destiny of France, constituted himself "Grand Master and Superintendent of Navigation and Commerce." He annulled the private trading rights to the Caens, and founded a company called the Hundred Associates, with himself at the head, and Louis the Thirteenth gave this company full power over all the territory "from Florida to the Arctic Circle," and from the Atlantic to the headwaters of the St. Lawrence. This company received a monopoly of the fur trade, forever, and of all other trades for fifteen years; it was also granted and assumed feudal proprietorship of the country and forbade the Huguenots to enter New France. The Company of the Hundred Associates was "the government," with absolute sway in all branches of government and trade, and to it the king donated two ships of war. Champlain was an active member in this powerful company, which, in return for its grants of monopoly, agreed to make certain provisions for colonists, and stipulated that the emigrants should be French Roman Catholics, and none other, and that there should be three priests in each settlement.

The conflict between England and France was heightened by the zeal of the Catholics and by the opposing claims under their direct grants of territory in the new world; and the Huguenots, angered at their exclusion from New France by the government of the Hundred Associates, lent aid to the English who had determined to conquer the French possessions in America.

In 1628 an English fleet, under the command of three French Huguenot brothers named Kirk, descended from the Scotch, met in the St. Lawrence and completely destroyed a French fleet with supplies for Quebec. In 1629 the Recollet priests were driven from Canada by the hostility of the Jesuits and as a part of their movement to exclusively control New France.

The new world had by this time become known to the countries of Europe as a country of great promises, embracing a wide range of climate, rich topographical features, abundance of minerals, and wonderful waterways which opened the country to the commerce of the world; in short, as an unlimited field for the exercise of human ingenuity and the expansion of wealth.

It was an open field, and a contest was fairly on. The claims of the English, French and Spanish to territory in the new world were in direct conflict, and remained to be settled, amicably or by conquest, and the welfare of the settlers was destined to be seriously affected by the methods adopted. It became the lot of the settlers of the lake regions and in the vicinity of the St. Lawrence to be hampered by the hardships and vicissitudes of an extensive warfare, participated in not only between two nations, professedly Christian, but made most horrible by the additional tortures of the barbarous savages, who were induced to participate in the contest. The easy waterway access to the northwest, including the Upper Peninsula, made possible the exploration of this country at the time when the pilgrims were settling the New England coast country and the Dutch were along the Hudson, but had not penetrated to the interior of New York.

At the same time the conflicting claims of England and France, and the fact that the abundant Indian population was stirred by the war existing between the two nations, rendered extremely hazardous the undertakings of our early pioneers; and no doubt retarded for nearly a half a century the permanent settlement which our natural resources invited.

Having noted, comparatively, the development of the claims of the European countries to territory in this new world, and the strifes engendered between those countries as having effect upon the early history of the Upper Peninsula, we come now to the time when our own locality was visited by the French. There is no doubt that much had been learned by the French of the resources and the waterways of this locality through intercourse with the Indians of this locality who went to the St. Lawrence to trade; and it may be that unknown and unrecorded French traders had penetrated this section in their dealings with the Indians, but, unfortunately, those early traders seemed content with the experiences and profits of their trade, and paid little attention to the coming wants of the historian, and we are left largely in the dark as to their early movements.

JEAN NICOLET, UPPER PENINSULA VISITOR

The first European known to have visited the Upper Peninsula is Jean Nicolet and the date of his visit is 1634; at which time the entire French population of the St. Lawrence river valley from Gaspe to Three Rivers was scarcely three hundred and fifty people, most of whom were traders in the employ of the Company, and Champlain was the spirit of the entire colony. The great interior of the country was yet unex-

plored, and he resolved to prosecute the work. His ambitions were at least two-fold; to penetrate the interior in the hope of discovering a northwest passage, and at the same time to extend and develop the fur trade in the interest of his company. To this end he needed to make friends with the Indians, and an emissary suitable to the hour was at hand.

As early as 1618 Champlain sent Jean Nicolet, with a number of other young men, to some of his Indian friends to have them trained for life in the woods, and in the language and customs of the savages. This he did in preparation for his contemplated work of establishing friendly relations with the Indians, and he desired to use these young men as interpreters and advisers when the proper time should come. At that time the Indians had not formed a close alliance with the French. Nicolet had just arrived from France, a young man of good character and religious training. He was sent to the Algonquins of Isle Des Allumettes, whom Champlain had visited in 1613. He remained there two years, living the life of the Indian in his wanderings, his dangers, fatigue and privations; which fact alone evidenced courage and fortitude such as was necessary in the contemplated frontier work. He is said to have passed several days with nothing but the bark of trees to satisfy his hunger.

At one time during his residence with the Indians Nicolet accompanied four hundred of the Algonquins upon a mission of peace to the Iroquois, which mission was accomplished and he returned in safety. He afterwards took up his residence among the Nippissings, where he remained eight or nine years, was recognized by them as one of their nation, and frequently entered into their councils. During this life with the Indians he took notes of their habits, manners and customs, which he presented to the missionaries, and which were of great assistance to them. He returned to civilization, being recalled by the government and employed as commissary and Indian interpreter. Quebec having been reoccupied by the French, Nicolet took up his residence there, where he was in high favor with Champlain, who admired his remarkable adaptation to savage life. It was in 1629 that he returned from the Indians.

In the month of July, 1632, the French trade with the Indians was largely conducted on the St. Lawrence river where the city of Three Rivers now stands, and the Indians used to come there with a flotilla of bark canoes and would stay from eight to ten days. In that month De Caen arrived in Canada; and by the Indians who had there assembled he was able to send word to the French who were living among the savages upon the Ottawa river and Georgian bay, and he requested their return to the St. Lawrence. In June, 1633, Champlain caused a small fort to be erected about forty miles above Quebec, as a rendezvous for the trading flotilla, to draw the market nearer to Quebec, and to establish the trading at a point less liable to interruption by the Iroquois, than when carried on at Three Rivers. One hundred and fifty canoes came at this time to the newly established port and it is thought that with this large fleet Nicolet returned to civilization.

Champlain then desired an emissary to carry on his work of frontier exploration and he knew of no one on whom he could more safely rely, or who was better fitted for the arduous task than was Nicolet; and he prepared to send him forward in the hope that a nearer route to China and Japan might be discovered; and that the fur trade of the Hundred Associates might be made more profitable.

Champlain had theretofore stood upon the shores of Georgian bay of Lake Huron, and had heard from western Indians numerous reports of the distant lake regions, but the information thus gathered from the Indians was indefinite and uncertain, and his knowledge of the western country was consequently exceedingly limited. He had heard of Niagara, but supposed it was a rapid such as the St. Louis in the river St. Lawrence. He was wholly uninformed concerning Lake Erie, Lake St. Claire and Lake Michigan; of Lake Huron he knew very little and of Lake Superior still less, but he was assured there was a connection between Lake Superior and the St. Lawrence river, and he supposed a river flowed directly from Lake Huron to Lake Ontario. This is surely the opinion he had in 1632, as shown by a map made by him in that year. He had been told by the Indians that there were copper mines near the borders of one of these "fresh-water seas"; an Algonquin had shown him copper as early as 1610, and had told him there were large quantities of the metal on a river where he had found that, near a great lake. He was also informed that the Indians gathered it in lumps, melted it and spread it in sheets, and smoothed it with stones.

SEARCHING FOR A NORTHWEST PASSAGE

Champlain had theretofore also been told by the Indians of a nation dwelling in the far-off lake country which had once lived on the borders of a distant sea; and they were called by the Algonquins "Men of the Sea." They were said to live less than four hundred leagues away. He was also informed that there was still another nation, without hair or beards, whose customs and manners resemble the Tartars, who came from farther west to trade with this "Sea Tribe." They were said also to make their journeys by canoes upon a great water, and Champlain thought this "great water" must be a western sea leading to Asia. Some of the Indians who came to the St. Lawrence to trade with the French were also accustomed to going occasionally on a five or six weeks journey to trade with "The People of the Sea." The French imagined that the hairless traders of the west were Chinese or Japanese, though they were in fact the Sioux, while the "Sea Tribe" was the nation since known as the "Winnebagoes," then having their home along the shores of Green bay. It can thus readily be understood that Champlain, and the missionaries then engaged in frontier work, fondly anticipated the discovery of a direct water route to China.

Nicolet must have heard these stories of the Western tribes and from them he must have acquired that faith in the theory of a north-western passage which encouraged him to undertake and to endure the

hardships which were then in store for him in the work of the discovery of the northwest, including the Upper Peninsula of Michigan. With his experience, as well as his natural ability, it is no wonder that Champlain selected Nicolet as his representative, and the representative of the Hundred Associates, to visit the People of the Sea "La Nation des Puants," as they were called by Champlain; and while it is probably true that they expected him to develop more extensive trade relations with the nations to whom he was sent, it is undoubtedly true that the main purpose of that journey was to try and solve the problem of a near route to China. During the latter part of June, 1634, Nicolet was ready to set out from Quebec upon his eventful journey. At that time there were in all Canada but six Jesuits—Le Jeune, Masse, DeNoue, Daniel, Devost and Breuef; to the last three the Huron mission was assigned, and they were accompanied, at least as far as the Isle Des Allumettes, by Nicolet on his way to the Winnebagoes. At that time there were many savages from the west at that point and it was difficult to get them to permit so many white men to accompany them on the return journey, and many hardships and privations had to be endured, even in the early part of the journey; for there was a scant diet, many portages had to be made, and the savages required a large share of the labor to be performed by the whites. Nicolet could not tarry long with the Algonquins of the isle with whom he had lived so long, as he was to go to the Huron villages on the borders of Georgian bay before entering upon his journey into the unexplored country on his mission to the Winnebagoes. He made his way up the Ottawa to the Mattawan; thence to Lake Nipissing; and thence down French river to Georgian bay, upon which he coasted southward in a canoe along the shore to the villages of the Hurons. This trip to the Hurons was far out of his course from the Ottawa to the Winnebagoes; and it is evident that he went there on a mission from Champlain to inform the Hurons of the desire of the governor of Canada to have amicable relations established between them and the Winnebagoes, and to secure a few of the Hurons to accompany him on his mission of peace.

After his ceremonies with the Hurons had been completed, Nicolet struck boldly out into undiscovered regions where he was to encounter savage nations never before visited by white men, so far as the records show. It was a voyage full of danger, and one that would require great tact, courage, and the constant facing of difficulty. No Frenchman, however, was better adapted to the occasion. Nicolet had brought with him presents with which to conciliate the tribes he should meet. Seven Hurons accompanied him, and a birch bark canoe bore a white man for the first time along the northern shore of Lake Huron and upon St. Mary's river to the Falls—Sault Ste. Marie; thence again down the river, many miles on Lake Michigan and up Green bay to the home of the Winnebagoes; and that first canoe was the leader of a van of a mighty commercial fleet that has since developed upon the great inland seas.

As Nicolet came westward, entering St. Mary's river, his canoes were pushed onward to the foot of the falls. Sault Ste. Marie was reached; and then Nicolet, the first white man, set foot upon what is now the state of Michigan,* but what for more than a century and a half thereafter was a part of what was called "The territory northwest of the Ohio." That territory included Ohio, Indiana, Illinois, Michigan and Wisconsin and that part of Minnesota east of the Mississippi river, and it passed under the successive dominions of France, England and the United States.

Nicolet and his seven Huron companions rested from their strenuous voyage with the "People of the Falls" at their principal village on the south side of the strait, at the foot of the rapids, in what is now Michigan. They were still with tribes of the Algonquins. From Lake Huron they had threaded their way—first through narrow rapids, then into and across placid lakes and around beautiful islands, until they had finally come to within fifteen miles of the largest fresh water sea in the world, stretching away in its grandeur a distance to the westward of over four hundred miles. It is not recorded that Nicolet ever ascended the river above the falls, or set eyes upon Lake Superior. Where he rested amid a cluster of wigwams, indicating the center of the commerce of savagery, now stands the beautiful and business-like city of Sault Ste. Marie, overlooking the finest of all commercial waterways.

After a brief rest at the Falls, Nicolet returned down the strait, and it is thought he passed through the western "detour" and through "the second fresh water sea" (Lake Michigan), being the first white man to set eyes upon its beautiful and broad expanse and to the straits of Mackinac, and the island of that name. He continued along the north shore of the lake, stopping on the southern coast of the Upper Peninsula, from time to time, until he reached the Bay of Noquet—the northern arm of Green bay.

That the "small lake" visited by Nicolet was, in fact, Bay du Noquet, or Nogue, is rendered probable by the phraseology employed by Vimont in the "Relations of 1640," page 35. He says: "Passing the small lake (from the Sault Ste. Marie) we enter into the second fresh water sea (Lake Michigan and Green bay)." He speaks of it as being "beyond the falls," which, in his course, must have meant "nearer the Winnebagoes." Here upon its northern border he visited another Algonquin tribe, also one living to the northward of the "small lake." The first called the Roquai by Vimont ("Relations of 1640," page 34), were probably the Noquets, afterwards classed with the Chippewas. The second, in the "Relations" just cited, called the Mantone, were probably the Mantoue in "Relations of 1671," where they are mentioned as living near the Foxes.

Making his way up Green bay Nicolet finally reached the Menominee river, its principal northern affluent. The earliest location on a

*Some authorities claim that Brule preceded Nicolet by five years and passed on to Lake Superior.



WHERE NICOLET LANDED AT THE SOO (1634)

map of a Menominee village is that given by Charlevoix on his "Carte des Laes du Canada," accompanying his "Histoire et Description Generale de la Nouvelle France" (Vol. 1, Paris, 1744). The village ("des Malomines") is placed at the mouth of the river on what is now the Michigan side. In the valley of the Menominee, Nicolet met a populous tribe of Indians, the Menominees, described elsewhere herein. While resting at Menominee and becoming acquainted with the Indians there, he sent forward one of his Hurons to carry the news of his coming and of his mission of peace.

The message was well received by the Winnebagoes, who dispatched several of their young men to meet the "wonderful man"; and they met him, escorted him, and carried his baggage. "Two days journey from this tribe (the Winnebagoes) he sent one of his savages." This was just the distance from the Menominees.

As Nicolet met the Winnebagoes he was clothed in a large garment of Chinese damask, sprinkled with flowers and birds of different colors; possibly thus attired because he thought he had reached the far east, but he was really at Green bay, in the state of Wisconsin. This robe (dress of ceremony) was undoubtedly brought with him all the way from Quebec, in anticipation of his being able through the great rivers and lakes of which he had been told, to find a passage to China, and he was prepared then to meet the mandarins who might welcome him to Cathay. As he landed, he carried in each hand a small pistol, and when he discharged these the women and children fled to escape the man who, they said, "carried the thunder in both his hands."

Nicolet now having reached the Winnebagoes with his Hurons, rested from the fatigue of the long journey. The news of the coming of the Frenchman spread through the country, and three thousand to five thousand Indians from different tribes assembled to meet him and each chief gave a banquet. Vimont says "A Frenchman told me some time ago that he had seen three thousand men together in one assemblage, for the purpose of making a treaty of peace in the country of the People of the Sea." One of the sachems regaled his guest with at least one hundred and twenty beavers. Many speeches were made, and Nicolet, in the interest of peace, urged the advantages of an alliance, rather than war, with the nations to the eastward of Lake Huron. They agreed to keep peace with the Hurons, Nez Percés and possibly others, but soon after Nicolet's return, they sent out war parties against the Beaver nation.

Nicolet's Norman courage was undaunted by his hardships. He was not yet satisfied, and he determined to push on and visit the neighboring tribes; so he ascended the Fox river to Lake Winnebago, where he heard of the Wisconsin river, only three days' journey further up the tortuous Fox. It was called the Great Water by the savages, and he believed it was really the sea to which he was seeking a waterway. It seems strange that Nicolet did not follow up this course, but for some unexplained reason he took a course to the southward. The Jes-

uits consoled themselves, when they heard of his abandoning the supposed short course to the sea, with the hope that some day the great western sea would be reached by one of their order. Upon the beautiful prairies to the south lived the Illini, and thither Nicolet went on his mission of peace, and there he is supposed to have spent the winter of 1634-5.

In the spring of 1635, Nicolet, after having made his bold and successful trip upon the lakes and along the borders of great forests; having visited many nations hitherto not seen by white men, and with them made friends for his country; having discovered Lake Michigan and "The territory Northwest of the Ohio," and having traveled four hundred leagues beyond the Huron village, theretofore the western boundary of exploration by the white people, set out with his seven dusky companions upon the homeward return journey, via Mackinac and the Great Manitoulin islands and back to the St. Lawrence, through the route of the Nipissing trail, reaching Three Rivers as nearly as can be learned about July 20, 1635.

DEATHS OF CHAMPLAIN AND NICOLET

Imagination only can picture the enthusiasm that must have been rekindled in the breast of Champlain on receiving the report of Nicolet as to his many accomplishments. His resolutions as to the acquisitions open to his country may well be pictured, but fate prevented their realization, and Champlain died Christmas day, 1635. Great ambitions died with him, and the explorations so vigorously inaugurated by him, through Nicolet, received a check.

After this Nicolet was continued in the office of commissary and interpreter, for on the 9th of December, 1635, he "came to give advice to the missionaries, who were dwelling at the mission, that a young Algonquin was sick and that it would be proper to visit him. He performed his labors to the great satisfaction of both French and Indian, by whom he was sincerely beloved. He constantly assisted the missionaries in their work of conversion and his kindness won their esteem." He was drowned on the St. Lawrence by the capsizing of his boat in a squall October 27, 1642.

CHAPTER VIII

MISSIONARY, TRADER AND SOLDIER

JESUIT FATHERS IN THE UPPER PENINSULA—LUSSON AT SAULT STE. MARIE—THE MARQUETTE-JOLIET VOYAGE—LA SALLE AND TONTY—THE SAULT AND ST. IGNACE MISSIONS—COMING OF FRENCH SOLDIERY—INDIANS LOSE FAITH IN FRENCH—WHY MISSIONS WERE DESTROYED—THE FALL OF ST. IGNACE—POSTS PASS TO THE BRITISH—MICHILIMACKINAC ABANDONED BY THE FRENCH—BRADDOCK AND WASHINGTON.

The Jesuits being in control in New France, it was the missionaries of that order that, a few years after the pioneer visit of Nicolet, again penetrated the wilderness in and around what is now the Northern Peninsula of Michigan. These Jesuit Missionaries were gentlemen of influence who had been reared and educated within the cloisters of the church, and in New France their powers were paramount, as to the shaping of colonial policy. Le Hontan says of them: "They sought to dive down into the bottom of men's minds—artful, accomplished, learned, polished—they were what the Jesuits have been in every age; striving to mould the affairs of the colony to their own purposes, and thus to wield a political influence for ecclesiastical ends, they watched with lynx-eyed vigilance all the affairs and relations of individuals in the state as well as the church." They were the most active pioneer explorers in the regions of the great lakes.

It should be remembered that the government, as well as the trade of the country, was in the absolute control of the Jesuit Company of the Hundred Associates, and, as a consequence, these missionaries who exercised the controlling influence were interested not only in the conversion of the savages to the Jesuit faith (thus to maintain Jesuit domination), but likewise to develop trade, promote the financial interests of the company, and thereby strengthen its monopoly of affairs in general.

JESUIT FATHERS IN THE UPPER PENINSULA

After the death of Champlain, which occurred within a few months after the return of Nicolet with his glowing report of these regions,

it was some years before other emissaries followed the course that Nicolet had taken in 1634; but in 1641 Fathers Rambault and Jogues came from the Huron country escorted by the Chippewas who had gone there to trade. Their mission was one of exploration with a view to acquaint themselves with the fields for future work and trade. It is written that on reaching the rapids of St. Mary's river they found about two thousand Indians assembled there, of whom nearly all were visitors from various parts of the interior; the local village having a population of only about two hundred. These priests spent several months at that village and in its vicinity, where they prosecuted their religious work among the Indians and where they erected a cross; after which they returned to their assignments—their mission among the Hurons. The introduction of missionary work thus pushed to such a great distance into the wilderness, seems to have met a fateful handicap, for in the following year Father Rambault was taken ill and died, and Father Jogues was soon thereafter captured by the Mohawks who, after holding him for a time in captivity, put him to death—a death which he met as a martyr to his country and his church.

The next of the missionaries to come to this section was Father Pierre Rene Menard, who reached St. Mary's river in October, 1660. He came in company with some Ottawa Indians. Starting from Three Rivers, Canada, he came via the Nipissing trail, and then, traveling by canoe down French river to the headwaters of Lake Huron, passed on and up the St. Mary's river into Lake Superior and along the southern shore of that lake on a mission to the Indians, in what is now the Upper Peninsula of Michigan and northern Wisconsin. He camped for the winter on the east side of Keweenaw bay among a band of Ottawas, the first white man so far as the records show to penetrate that portion of the peninsula. His own account of this trip is a most interesting exhibition of the hardships endured by, and the impelling faith of the missionary pioneers. He writes as follows: "Our journey has been very fortunate. Thanks be to God!—in-as-much as our Frenchmen all arrived in good health about the middle of October. But to accomplish that, we had to suffer much and avoid great risks—from the lakes which were very stormy; from the torrents and waterfalls, fearful to behold, which we were forced to cross in a frail shell; from hunger, which was our almost constant companion; and from the Iroquois, who made war upon us.

"Between Three Rivers and Montreal we luckily met Monseigneur, the Bishop of Petraea. He uttered to me the following words, which entered deep into my heart, and will be to me a great source of consolation amid all the vexations and accidents which shall befall me: 'My Father, every reason seems to retain you here; but God, more powerful than aught else, requires you yonder.' Oh, how I have blessed God since that fortunate interview, and how sweetly those words from the lips of so holy a prelate have re-entered my soul at the height of our hardships, sufferings and desolation—God requires me yonder! How

often have I repeated those words to myself amid the noise of our torrents and the solitude of our great forests!

“The savages who had taken me on board with the assurance that they would assist me, in view of my age and infirmities, did not, however, spare me, but obliged me to carry very heavy burdens on my shoulders at all, or nearly all the water-falls which we passed; and, although my paddle did not greatly hasten their progress, being plied by arms so feeble as mine, yet they could not endure that I should be idle. . . . I found my advantage at the meeting of other canoes, for then our savages stopped for some time to talk about their routes, and the courses which they were to take. They compelled me, on occasion, to disembark in a very bad place, where I had to pass over rocks and frightful precipices in order to rejoin them. The places through which I had to go were so cut up with abysses and steep mountains that I did not think I could extricate myself from them, and as it was necessary to hasten, if I did not wish to be left behind on the way, I wounded myself in the arm and in one foot. The latter became swollen and gave me much trouble all the rest of my journey, especially when the water began to be cold, and it was necessary to remain bare-foot all the time, ready to jump into the water when the savages judged it fitting in order to lighten the canoe. Add to this that they are people who have no regular meals; they eat up everything at once and keep nothing for the morrow.

“Our Frenchmen and myself have scarcely caught sight of one another during the whole course of our journeys, and so we have not been able to give one another any assistance. They have had their crosses and I mine. Perhaps God gave more patience to them than to me; but I can say, nevertheless, that I have never thought, day or night, of this Outaouak expedition except with a sweetness and peace of spirit and a feeling of God’s grace towards me, such as I would have difficulty in explaining to you. We all fasted and very vigorously, contenting ourselves with some small fruits which were found rather seldom, and which are eaten nowhere else. Fortunate were those who could chance upon a certain moss which grows upon the rocks, and of which a black soup is made. As to moose-skins; those who still had any, ate them in secret; everything seemed good in time of hunger.

“But matters became much worse when, arriving at last at Lake Superior, after all this fatigue, instead of rest and refreshment, which we had been led to hope for, our canoe was shattered by the fall of a tree; nor could we hope to repair it, so much was it damaged. Everyone left us, and we remained alone, three savages and myself, without provisions and without canoe. We remained in this condition six days, living on some offal which we were obliged, in order not to die of hunger, to scrape up with our finger nails around a hut which had been abandoned in this place some time ago. We pounded up the bones which we found there to make soup of them; we collected the blood of slain animals, with which the ground was soaked; in a word, we

made food of everything. One of us was always on the watch at the waterside to implore pity of the passersby, from whom we obtained some bits of dried flesh which kept us from dying, until at last some men had mercy on us and came and took us on board to transport us to the rendezvous where we were to pass the winter. This was a large bay on the south side of Lake Superior, where I arrived on St. Theresa's day; and I had the consolation of saying mass there, to pay myself with interest for all my past woes. It was here that I began a Christian community, which is composed of the Flying Church of the Savage Christians, more nearly adjacent to our French settlements and one of those whom God's compassion has drawn hither.'

In remembrance of the day, on reaching L'Anse Bay Father Menard named it St. Theresa's bay. He landed on the east side of the bay but, as the Indians were far from hospitable, he with his eight French companions who had now come together after their long voyage prepared to winter at a short distance from the Indian settlement. During the winter he made frequent attempts to interest the Indians of the village in the Christian religion, but with slight success, and he decided that on the coming of spring he would move on to other tribes farther to the west. Before leaving L'Anse bay and on the second day of July, 1561, Father Menard wrote his last letter. He left on his western voyage in company with a guide, since which time no authentic news of him has ever been obtained. Whether he was lost in the woods and died, or whether he was betrayed and murdered, is a matter only of conjecture. Evidence has been claimed to indicate his having reached Black river, Wisconsin, and traveled down that stream, while again, remains have been found on the Sturgeon river, Michigan, that are claimed to be his, and from which it is argued that after leaving L'Anse his mission was southward to the Menominees. The world will probably never know anything of the details of his travels from L'Anse bay, or of his death, but he is recorded as the third missionary to the Lake Superior country, all of whom laid down their lives before their missions were taken up by other hands.

About this time, in 1664, the Company of the Hundred Associates, having been reduced in numbers, surrendered its charter and the king of France granted to the "Company of the West Indies" all the rights the former company had, and, in its interest, Marquis de Tracy came to New France and he not only prosecuted the commerce in furs, but encouraged settlements and the development of natural resources.

Soon thereafter there came to this Peninsula, Rev. Claud Allouez, who passed up the St. Mary's river September 1, 1665, on his way from Three Rivers to La Point du St. Esprit. From his writings it appears that the hardships of his trip were akin to those narrated by Father Menard, and that his savage companions imposed cruelties upon him throughout the course of the perilous voyage, but he bore them in fortitude, firmly impressed thereby with the necessity of his work of conversion. He re-christianed Lake Superior as "Lac Tracy au Su-

perior," in honor of the new head of the local government, as the name appears on the map published later by Allouez and Marquette. He also notes the existence of copper and that there are evidences of former mining. Allouez mentioned that pieces of copper were found weighing from ten to twenty pounds. He says: "I have seen several such pieces in the hands of the savages who regard the metal as very precious and guard it with jealous care. For some time there was seen near the shore a large rock of copper with its top rising above the water, which gave opportunity to those passing by to cut pieces from it, but when I passed that vicinity it had disappeared." He gathered and sent back to Talon specimens of native copper, and reported the information gained from the Indians in regard thereto. He spent two years among the Indians, and then, convoyed by twenty canoes of Indians, he returned to Quebec, arriving there August 3, 1667, where he set forth to his superior the importance of the work at La Point and of the establishing of a mission at Sault Ste. Marie, because of that being a gathering place of Indians from many tribes. He prepared to return immediately, but his Indian companions refused him return passage, and he found a fitting companion in Father Louis Nicholas, with whom he and three others who tendered their services to the missions, without pecuniary reward, set out upon his second voyage to Lake Superior and to his mission at La Point, where he continued his work most successfully for two years, when, in 1669, he again returned to Quebec to ask permission to establish a mission at Green bay.

Before this, however, Father Jacques Marquette had been sent from Montreal, April 21, 1668, to Sault Ste. Marie, where he erected a chapel, and built a stockade. There were several Frenchmen who accompanied Father Marquette on this journey, coming not only as an escort for him, but for purposes of trade.

Father Allouez again came west accompanied by Father Claud Dablon, who was familiar with the languages of the Algonquins, and at Sault Ste. Marie he so arranged that Father Dablon was left in charge of the mission there, while Father Marquette went to the La Point mission previously established by Father Allouez, and Father Allouez went to Green bay, called then "Bay des Puants," to establish a mission at that point.

Of Sault Ste. Marie, Father Dablon, in his report as found in the "Relations," writes and sets forth its natural attractions and advantages as follows: "What is commonly called the Sault is not properly a sault, or a very high waterfall, but a very violent current of waters from Lake Superior, which, finding themselves checked by a great number of rocks, that dispute their passage, form a dangerous cascade of half a league in width, all these waters descending and plunging headlong together, as if down a flight of stairs, over the rocks which bar the whole river. It is three leagues below Lake Superior and twelve leagues above the Lake of the Hurons, this entire extent making a

beautiful river, cut up by many islands, which divide it and increase its width in some places so that the eye cannot reach across. It flows very gently through almost its entire course, being difficult of passage only at the Sault.

“It is at the foot of these rapids, and even amid these boiling waters, that extensive fishing is carried on, from spring until winter, of a kind of fish found usually only in Lake Superior and Lake Huron. It is called in the native language Atticameg, and in ours white-fish, because, in truth, it is very white, and it is most excellent, so that it furnishes food, almost by itself to the greater part of all these people. This convenience of having fish in such quantities that one has only to go and draw them out of the water, attracts the surrounding natives to this spot during the summer. These people, being wanderers, without fields and without corn, and living for the most part only by fishing, find here the means to satisfy their wants; and at the same time we embrace the opportunity to instruct them and train them in Christianity during their sojourn at this place. Therefore we had been obliged to establish here a *permanent mission which is the center of the others*, as we are here surrounded by different nations, of which the following are those who sustain relations to the place, repairing hither to live on its fish.

“The principal and native inhabitants of this district are those who call themselves Pahouitingwach Irini, and whom the French call Saulteurs, because it is they who live at the Sault, as in their own country, the others being there only as borrowers. They comprise one hundred and fifty souls, but have united themselves with three other nations which number more than five hundred and fifty persons, to whom they have, as it were, made a cession of the rights of their native country, and so these live here permanently except the time when they are out hunting. Next come those who are called the Nouquet, who extend toward the south of Lake Superior, whence they take their origin; and the Outichibous, together with the Marameg, toward the north of the same lake, which region they regard as their own proper country.”

After mentioning other nations tributary to the mission Father Dablon continues: “The nomadic life led by the greater part of the savages of these countries lengthens the progress of their conversion, and leaves them only a very little time for receiving the instructions that we give them. To render them more stationary, we have fixed our abode here, where we cause the soil to be tilled, in order to induce them by our example to do the same; and in this several have already begun to imitate us.

“Moreover we have had a chapel erected, and have taken care to adorn it, going farther in this than one would dare promise himself in a country so destitute of all things. We there administer baptism to children, as well as adults, with all the ceremonies of the church, and admonish the new Christians during the Holy Sacrifice of the Mass. The old men attend on certain days to hear the word of God,

and the children gather there every day to learn the prayers and the Catechism."

The importance of the work at this point was immediately recognized, and in 1670 Father Dablon was joined by Fathers Gabriel Droillette and Louis Andre, but Andre was sent forward to the Algonquins among whom he remained about two years. During the same year there also came to the Sault, Francois Dollier de Casson and Rene de Brebant de Galinee, Sulpitian priests, who, having started on an expedition with La Salle, learned of the country around the Sault and so betook themselves alone to this section.

The Jesuits at the Sault did not apparently relish the idea of any intrusion upon their territory by the priests of any other order, and the new comers were made to know that their absence would be appreciated, and they returned the same season to Montreal.

This same year (1670) Father Allouez, from his station at Green bay, went to the Sault to confer with Father Dablon, and the two returned together to Green bay and considered the necessities thereabout, and then Father Dablon returned, stopping at Michillimackinac preparatory to opening a mission there. During the absence of Father Dablon from the Sault, the chapel and the house of the missionaries were burned, which was a serious calamity to the Christian workers of the wilderness, but they were undaunted, and appear to have been well provided with means to procure every necessity within their reach, and thus the burned buildings were soon replaced with others said to have been better and more splendidly furnished than were the first.

LUSSON AT SAULT STE. MARIE

Louis XIV, then King of France, was in sympathy with the work of the missionaries and to Monsieur Talon, then governor general of New France, he issued orders to aid the missions and to cause his sovereignty to be recognized by the most remote nations. Accordingly, Sieur de Saint Lusson was appointed as an emissary of the king of France to take possession of "the territories lying between the east and west from Montreal as far as the South Sea, covering the utmost extent and range possible." On this important mission De Saint Lusson arrived at Sault Ste. Marie on May 16, 1671, to be present at an assembly of many nations to be held in June of the year, pursuant to arrangements that were made by Nicholas Perrot, who had been dispatched thither by M. Talon the previous year, and who had on that mission, in 1670, explored Lake Michigan (then called Lake Illinois) as far south as the present city of Chicago, and had invited the Indian nations of that and intervening sections to meet him in grand council to be held at the Sault the following spring, there to be taken under the protection of the king.

The proceedings of the grand council were well intended to impress the natives with a feeling of awe for the new comers. Naturally, as governmental authority and religious supremacy were lodged in

the same persons, the council partook of the sanctity, the power and the splendor that the combination afforded. On the 4th day of June, 1671, De Saint Lusson opened the council on the heights overlooking the Indian village. There were present the black robed Jesuit fathers, Claud Dablon, Gabriel, Druilete, Claud Allouez and Louis Andre, the dignified solemnity of whose presence was relieved by the imposing splendor of the uniformed soldiers with gleaming and flashing weapons. Representatives of fourteen nations of Indians were also in attendance.

First in the order of the proceedings a large wooden cross, prepared for the occasion, was blessed by Father Dablon and then it was raised to the tune of the hymn of St. Bernard, in the singing of which both priests and soldiery joined. Following the hymn, prayer was offered for the king, and then De Saint Lusson formally declared possession of the regions in the name of the king of France, and there followed shouts of "Long live the King," and musketry was discharged to the astonishment of many of the Indian visitors who then, for the first time, were given to see the splendor and the power of the arms of France.

The purpose of the occasion, and the earnestness with which those men worked to that purpose cannot be better told than by quoting the words of Father Allouez, who, being most familiar with the Ottawa dialect, was appointed to deliver the address. He spoke as follows: "Here is an excellent matter brought to your attention, my brothers; a great and important matter, which is the cause of this council. Cast your eyes upon the cross raised so high above your heads; there it was that Jesus Christ, the Son of God, making himself man for the love of men, was pleased to be fastened and to die, in atonement to his Eternal Father for our sins. He is the Master of our lives, of Heaven, of Earth, and of Hell. Of Him I have always spoken to you, and His name and word I have borne into all these countries.

"But look likewise at that other post, to which are affixed the armorial bearings of the great Captain of France, whom we call King. He lives beyond the sea, he is the Captain of the greatest Captains, and has not his equal in the world. All the Captains you have ever seen, or of whom you have ever heard, are mere children compared with him. He is like a great tree, and they only like little plants that are trodden under foot in walking. You know about Onnontio, that famous Captain of Quebec. You know and feel that he is the terror of the Iroquois, and that his very name makes them tremble, now that he has laid waste their country and set fire to their villages. Beyond the sea there are ten thousand Onnontios like him, who are only the soldiers of the great Captain, our great King, of whom I am speaking. When he says 'I am going to war,' all obey him; and those ten thousand Captains raise companies of one hundred soldiers each both on sea and on land. Some embark in ships, one or two hundred in number like those you have seen at Quebec. Your canoes hold only four or five men—or, at the

very most ten or twelve. Our ships in France hold four or five hundred, and even as many as a thousand. Other men make war by land, but in such vast numbers that, if drawn up in a double file, they would extend farther than from here to Mississaugenk, although the distance exceeds twenty leagues. When he attacks he is more terrible than the thunder; the earth trembles, the air and the sea are set on fire by the discharges of his cannon; while he has been seen mid his squadrons, all covered with the blood of his foes, of whom he has slain so many with his sword that he does not count their scalps, but the rivers of blood which he sets flowing. So many prisoners of war does he lead away, that he makes no account of them, letting them go about whither they will, to show that he does not fear them. No one now dares make war upon him, all nations beyond the sea having most submissively sued for peace. From all parts of the world, people go to listen to his words and to admire him, and he alone decides all affairs of the world.

“What shall I say of his wealth? You count yourselves rich when you have ten or twelve sacks of corn, some hatchets, some glass beads, kettles or other things of that sort. He has towns of his own, more in number than you have people in all these countries, two hundred leagues around; while in each town there are warehouses containing enough hatchets to cut down all your forests, kettles to cook all your moose, and glass beads to fill all your cabins. His house is longer than from here to the head of the Sault—that is, more than half a league; and higher than the tallest of your trees; and it contains more families than the largest of your villages can hold.”

To further impress the natives of the Sault and the visiting natives with the importance and power of the king of France and therefore with the advantages to be derived by them by submitting to his sovereignty, the celebration was continued throughout the evening and while bonfires lit up the rapids of the river, and set off the grandeur of the neighboring hills, the Indians were presented with gifts to carry to their homes as mementos of the friendship of the king. It may be mentioned here that it is claimed the first historical use of the name “Chicago” was in the proceedings of this council.

It was in this same year (1671) that Father Marquette returned from the mission at La Point and established the mission of St. Ignatius at the site of the old town of Michilimackinac, following there a band of Hurons who moved from La Pointe on account of trouble with other bands.

The plans and proceedings of the great council, accompanied by the establishment of further missions, were well calculated to result in the maintenance of peace among the nations, and their friendship for the king, as well as the final Christianizing of the savages and the building of a civilized nation of red men, but the fates seem to have forbidden such a conclusion; and at this distant day we can realize that the savage nation of that day did not furnish a sufficiently stable foundation, or sufficiently pliable material on and of which to formulate an endur-

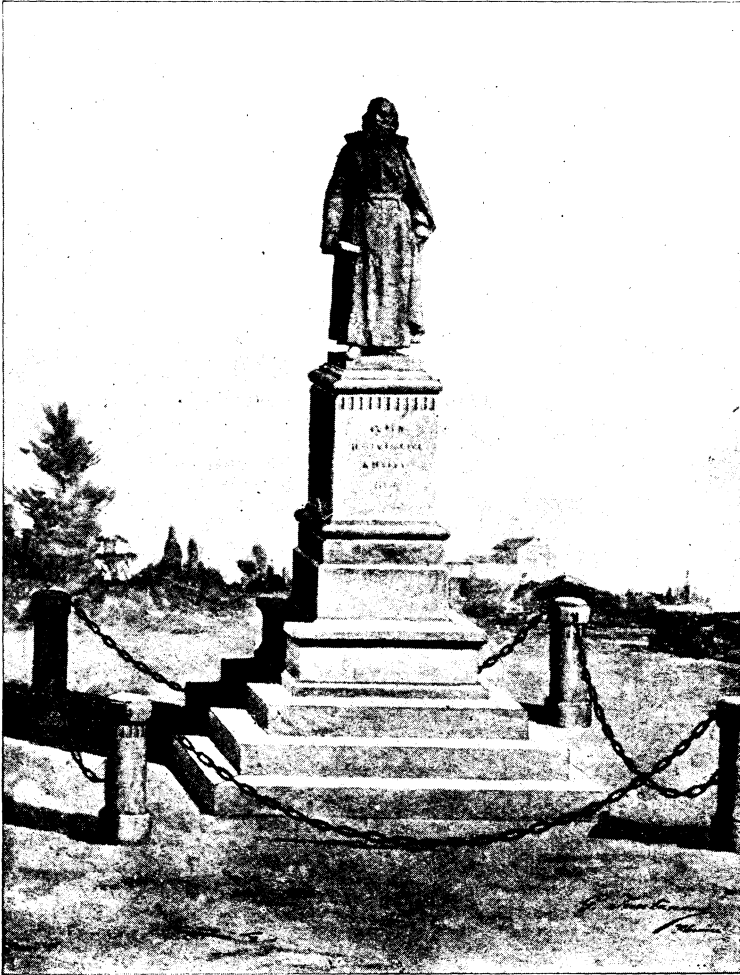
ing civilization. The Indians of this region had come to live in fear of the mighty and warlike Sioux, and these fears were hard to allay; and thus the inhabitants about the Sault continued to live in dread of an attack, even in spite of the promises of Saint Lussou for their protection by such a mighty king.

THE MARQUETTE-JOLIET VOYAGE

At St. Ignatius, Marquette learned from the Indians of the existence of a great river to the west, which was said to flow through fertile lands that were peopled with tribes who had never heard of the Gospel of Christ, and he was filled with a desire to explore that country, preach to its people and discover whether the great river flowed to the Gulf of Mexico or to the Pacific ocean. The locality of St. Ignace had been theretofore a favorite resort for the Indians on account of the abundance of fish and game. Marquette recognized its additional strategic advantages as holding control of the water highway to the farther west and it was because of his early recognition of these numerous advantages that, in 1671, he established the mission at the old town of —Michilimackinac. While he was a great and devoted missionary, he was also a worthy explorer, whose scientific mind and ambitious temperament were stirred by the wonderful opportunities which the surrounding country opened to the future inhabitants of the realm.

Under the sanction of the king, and still pursuing the hope of discovery of a passage to the Pacific ocean, Count Frontenac, successor to Talon, who had retired in failing health, sent Joliet to Michilimackinac where he joined Father Marquette, and they prepared for their journey of exploration and discovery the following spring. In 1673, May 17th, these two men set out from St. Ignace in two bark canoes, with five Frenchmen and a goodly supply of provisions. They took their course down the shore of Lake Michigan and Green bay, thence up the Fox river to Lake Winnebago, and across the country and down the Wisconsin river to the Mississippi which they discovered June 17, 1673. They followed down that river to the mouth of the Arkansas, where Marquette concluded the course of the stream was to the Gulf of Mexico. After a few days of rest and conference with the natives, the explorers set out upon their return, reaching Green bay in September.

In the meantime Father Marquette had been transferred to this mission and, being tired from the effects of his long journey, he stopped at this mission while Joliet proceeded to Quebec to make reports of their discoveries. About a year later Marquette again set out upon another southward trip, this time with a view to establishing a mission among the Indians of Illinois. He was in feeble health and stopped for the winter a short distance up the Chicago river from its mouth. On his return the following spring, he was too feeble to stand the journey, and, with his companions, disembarked on the shores of Lake Michigan at the mouth of the Pere Marquette river, where he died



FATHER MARQUETTE'S STATUE AT MARQUETTE

May 19, 1675. There his companions buried his body and erected a cross to mark the site of his grave, but from this place the bones of his body were removed the following year, by friendly Indians from various tribes, to St. Ignace, where they were buried with proper ceremonies in a vault beneath the chapel, the ceremonies having been in charge of Father Nouvel, then superior, assisted by Father Pierson. This chapel was destroyed by fire in 1700, and the site seems to have been lost track of for nearly two hundred years, until, in 1877, Father Jacker identified the spot and there was erected thereon a marble monument. Later, and in 1909, a monument more befitting the memory of this great and good man was erected, and was unveiled by the daughter of the late Peter White, with appropriate accompanying ceremonies.

LA SALLE AND TONTY

Rene Robert Cavalier, Sieur de La Salle, is another prominent figure in American history who comes in for a place in the early affairs of this section when we were of the province of New France. He had been educated as a Jesuit for the priesthood, but his inclinations were toward a business life, and he became active as an emissary of the government in the extension of its interests in New France; there he became actively interested in exploratory work as early as 1669, when, with funds from the sale of his own property, he fitted out his Ohio expedition.

It was upon that first expedition that La Salle and his companions turned the first European ears to the roar of the now famous cataract of Niagara. In a neighboring Indian village they also met Joliet, then returning to Quebec after his visit to Lake Superior, and his report so interested the two Sulpitian priests, Dollier and Galinee, of La Salle's expedition, that they decided to take their course to the Sault, which they did, with the results heretofore recorded, La Salle continuing his course at that time to the southward with a view to locating the Ohio river.

In the winter of 1678-9, on the shores above the falls of Niagara, he built the first vessel ever constructed on the great lakes, the "Griffin," of forty-five tons burden; thus named in honor of the armour of Count Frontenac. August 7th of that year he set out with Henri de Tonty, an Italian officer of high standing, and Louis Hennepin, a Recollet missionary, in further quest of a waterway to the Pacific, and in the work of extending the fur trade and mission field. They followed up Lake Erie, and August 11, 1679, passed through the strait of Detroit, which Hennepin described, and regarding which he said: "Those who will one day have the happiness to possess this fertile and pleasant strait will be very much obliged to those who have shown them the way."

The explorers kept on the course to the northward and came to anchor at St. Ignace, where the voyageurs visited the chapel and house of the Jesuits. After a few days sojourn, during which the In-

dian villages in that vicinity were visited and the country carefully inspected, La Salle founded a fort, the first military establishment in that region. The explorers then travelled forward along the north shore of Lake Michigan and down Green bay (Bay des Puants), where the French had already collected a large quantity of valuable furs, and with these he loaded the "Griffin" and started her upon her return voyage, in care of his pilot and fourteen French sailors. Neither the boat nor the members of that daring crew were ever heard of afterward, and the belief is that the vessel was wrecked and sunk with all on board, in a fierce storm that prevailed about the time they should have been navigating Lake Huron. Fifteen more men thus laid down their lives and passed into history, nameless, yet heroes, playing their part as daringly and heroically as did those who were leaders, and whose names, like that of La Salle, are forever emblazoned in glowing letters on the pages of American history.

After the departure of the "Griffin," La Salle remained a few months at and about the vicinity of Green bay, hoping for tidings of his fated ship—tidings which never came—when, with Hennepin and several other Frenchmen, he set out on an expedition down Lake Michigan, where, by pre-arrangement, he was to meet Tonty who was to go from Mackinac to meet him at the mouth of the St. Joseph river, there to establish a Fort; and where they established Fort Miamis. From this point they moved on up the lake to its head and into Illinois, reaching the Illinois river by portage and camping for the winter at a point on that river called Fort Crevecoeur, from which place the following spring La Salle returned to Fontenac (now Kingston), leaving his friend Tonty in charge at that point, and crossing the then unexplored lower peninsula on foot from Fort Miamis, being the first white man, so far as known, to penetrate the interior of the Lower Peninsula. It is thus clearly established, that, from the beginning of the work of exploration west of Lake Huron, Michilimackinac was the center of operations and the base of supplies for the entire western field, including the exploration of the Mississippi from the point of its discovery by Marquette and Joliet, to the southward, and of the entire region around Lake Michigan to the southward, including the Southern Peninsula of Michigan, Indiana and Illinois, as well as the region around Lake Superior, including Northern Michigan, Wisconsin and Minnesota.

Here, the career of this great explorer comes practically to an end, so far as his personal operations in this section of the country are concerned, but his interesting career elsewhere had direct connection with the French interests here, and it is recorded that in 1681 he was again at Michilimackinac, on his way home to Canada after a visit to his friend Tonty at Fort Miamis. It is further to be noted, as bearing upon the plans of the French government, involving this section, that, in 1684, on the petition of La Salle, that government sent an expedition to the Gulf of Mexico for the purpose of forming

a colony at the mouth of the Mississippi as a means of securing command of the whole region, and to form a guard against the enlargement of the field of English colonization; and it was in pursuit of this same policy that La Salle, in 1686, set out from Louisiana with a view to establishing communication across the country with the French settlements of the lake country; failing, in 1687 he made his second attempt to march through to Canada, and was shot, en route, by one of his companions—another martyr, among the many named and nameless who endured privations and hardships while bringing to the attention of civilization the country about which we write, and of which we boast its many advantages.

The project in which La Salle was immediately engaged at the time of his death, was finally accomplished twelve years later, in 1699, by D'Iberville, who established the avenue of trade between the French possessions of Canada and of Louisiana and gave to that people its claim to the great northwest, afterward included in the Louisiana Purchase. The names of LaSalle and of his friend and companion, Tonty, are closely interwoven in the early history of this country; they shared together many privations and hardships, and they now share and receive together the honors their due, and the humble acknowledgment of their noble and commendable sacrifice, by an appreciative people.

Daniel Greysolon du Lhut (Duluth) is also deserving of mention in this connection, for, while history does not accord to him any specific part directly connected with the Upper Peninsula, his work and traffic covered such a wide field of pioneering, including the Upper Peninsula, that he is entitled to be connected with its recorded history. He came from Lyons, France, to New France in 1676, attracted by the business opportunities, and immediately began his travels in the lake country in the interest of the fur trade, going all through the country both north and south of Lake Superior, purchasing furs and peltries; and he must necessarily have been strongly identified with the early fur trade of the Peninsula. While not a missionary, he was of their time and shared like hardships. His work was in that line of trade first recognized as one of the great natural advantages afforded by the lake country, and which was the cause of much strife between France and England, as well as between the people of each of those countries and the Indians.

Mention should also be made of Armand Louis de Delondarce (Baron de Lahontan), who came to New France when but a boy and took part in a war against the Iroquois when only eighteen years of age. When only twenty-one, in 1687, he was made commandant at Fort St. Joseph, at the lower end of Lake Huron; and in 1688, he made a trip to Mackinac to replenish his supply of provisions, and from whence he also travelled northward and visited the Sault. Shortly after his return to Fort St. Joseph, on account of the threatening danger from the Indians, he destroyed that fort and removed to Michilimackinac, where he spent

the winter; that place having become the center of activity of the Northwest Fur Company, which had been formed in Montreal in 1783, and which had sent traders throughout the northwest, with Mackinaw as its base of supplies and center of operations generally. During his sojourn there, he met men of La Salle's party who had returned from the Mississippi; he was aroused by the stories of their adventure and of the country they had traversed, and determined to follow in the course that had first been taken by Father Marquette.

Marquette had recognized the advantages of St. Ignace and Michilimackinac by adopting there a mission at the old town of Michilimackinac as early as 1671, which had been started the year previous by Father Dablon. La Salle recognized them by the establishment of a fort in 1679, and as early as 1688 La Hontan said of the place: "Michilimackinac is certainly a place of great importance. Here the Hurons and Ottawas have each a village, being separated from each other by a single palisade. In this place the Jesuits have a little house, or cottage, adjoining a sort of church and enclosed with pales that separate it from the village of the Hurons. The Coureurs de bois have but a very small settlement, though at the same time it is not inconsiderable, as being the staple of all the goods that they truck with the south and west savages."

THE SAULT AND ST. IGNACE MISSIONS

At the Sault, in 1673, Rev. Henry Nouvel became superior succeeding Father Dablon, who had been promoted to the office of superior general of all the missions in New France. Rev. Nouvel left the work of that mission in charge of Father Druillette, who had already shown his ability and fitness for the task, while he, as superior, went to the St. Ignace mission. Father Pere Druillette continued his service at the Sault until, in 1679, his failing health compelled him to retire and return to Quebec, at which place he died in 1681. Father Bailloquet had been connected with the missions, but gave his time principally to travel among the different tribes, and, on the retiring of Father Druillette, became his successor. In 1683 Rev. Charles Albanel succeeded Father Bailloquet at the Sault, and the latter went to St. Ignace.

Rev. Albanel continued his ministrations at the Sault until the time of his death which occurred at that place in 1696, and is, so far as the records disclose, the last of the Jesuit missionaries to preside over that mission. The mission had for years been in feeble condition because of the Indian troubles that had occurred there, as before related, and to this weakness the added embarrassment imposed upon the missionaries by the traffic in liquors that was carried on by the traders, seems to have discouraged the Jesuits and led them to conclude that the mission at the Sault was no longer worthy of their efforts. They continued, from time to time to pass and repass the Sault during their work in other fields, but we can learn of no workers being assigned to that mission, or having been there engaged for more than a century thereafter; and for a long time that section of the country seems to have been practically deserted

by both Indians and French, though there were at all times, as far as can be learned, a few wigwams.

The glory that was the Sault's faded, and seems only to have revived with the last hundred years. As late as 1820 there were only twenty houses there, with only five or six French and English families, and the earliest record of a revival of ecclesiastical work there is in 1815, when a baptism was recorded as having been made by Father Dumoulin of one Elizabeth Lallonde.

The mission at St. Ignace was established in 1670 by Father Dablon, and Marquette came there from La Point St. Esprit the following season, and was there active in the work of the mission until his departure in his expedition for the discovery of the Mississippi river. Up to the year 1674 the buildings at this mission were only of logs which served to satisfy the absolute necessities.

In 1672, Father Marquette wrote of this mission to Father Dablon (or D'Ablon) as to conditions at that place, and the nature of the work of the missionaries; and the character of the Indians they had to contend with cannot be better described than by a quotation therefrom:

“My Reverend Father: The Hurons, called Tionnontateronnous, or the tobacco nation, who composed the mission of St. Ignace at Michilimakinang, began last summer a fort near the chapel, in which all their cabins were inclosed. They have been more assiduous at prayer, have listened more willingly to the instructions that I gave them, and have acceded to my requests for preventing grave misconduct and their abominable customs. One must have patience with savage minds who have no other knowledge than the devil, whose slaves they are, and their forefathers have been; and frequently relapse into those sins in which they have been reared. God alone can give firmness to their fickle minds, and place and maintain them in grace, and touch their hearts while we stammer into their ears. This year the Tionnontateronnous were here to the number of three hundred and eighty souls, and they were joined by over sixty souls of the Outaouasinagaux. Some of the latter came from the mission of Saint Francois Xavier (Green Bay), where Reverend Father Andre spent last winter with them; and they appeared to me to be very different from what they were when I saw them at the point of St. Esprit. The zeal and patience of the father have won over to the faith hearts which seemed to us to be very adverse to it. They desire to be Christians, they bring their children to the chapel to be baptized, and they are very assiduous in attending prayers.

“Last summer, when I was obliged to go to the Sault with Rev. Father Allouez, the Hurons came to the chapel during my absence, as assiduously as if I had been there, and the girls sang the hymns that they knew. They counted the days that passed after my departure, and continuously asked when I was to return. I was absent only fourteen days, and, on arrival, all proceeded to the chapel, to which many came expressly from the fields, although these were very far away. I cheerfully attended their feasts of squashes, at which I instructed them and called upon them to thank God, who gave them food in abundance while other tribes, who had not yet embraced Christianity, had great difficulty in preserving themselves from hunger. I cast ridicule on their dreams and encouraged those who had been baptized to acknowledge Him whose children they were. Those who gave feasts, although still idolators, spoke most honorably of Christianity; and they were not ashamed to make the sign of the cross before everyone. * * *

“A savage of note among the Hurons invited me to his feast, at which the chiefs were present. After calling each of them by name, he told them that he wished to state his intentions to them, so that all might know it;—namely, that he was a Christian; that he renounced the God of Dreams and all their dances replete with lasciviousness; that the black gown was the master of the cabin and that he would not abandon that resolution, whatever might happen. I felt pleasure in hearing him, and at the same time I spoke more strongly than I had hitherto done, telling them

that I had no other design than to place them on the road to Paradise; that that was the sole object that detained me with them and compelled me to assist them, at the risk of my life. As soon as anything has been said at a meeting, it is at once spread among all the cabins. This I soon recognized, through the assiduity of some at prayers and through the malice of others who endeavor to render our instructions useless. * * *

“Over two hundred souls, left last fall for the chase. Those who remained here asked me what dances I prohibited. I replied in the first place that I would not permit those which God forbids, such as indecent ones; that, as regards the others, I would decide about them when I had seen them. Every dance has its own name; but I did not find any harm in any of them, except that called ‘the bear dance.’ A woman, who became impatient in her illness, in order to satisfy both her God and her imagination, caused twenty women to be invited. They were covered with bear skins and wore fine porcelain collars; growled like bears. Meanwhile the sick woman danced and from time to time told them to throw oil on the fire, with certain superstitious observances. The men who acted as singers had great difficulty in carrying out the sick woman’s design, not having as yet heard similar airs, for that dance was not in vogue among the Tionnontateronnous. I availed myself of this fact to dissuade them from the dance. I did not forbid others that are of no importance for I considered that my winter’s sojourn among them had been profitable, inasmuch as, with God’s grace, I had put a stop to the usual indecencies. * * * Although the winter was severe, it did not prevent the savages from coming to the chapel. Many came thither twice a day, however windy and cold it might be. In the autumn I began to give instructions for general confession of their whole lives, and to prepare others who had not confessed since their baptism, to do the same. I would not have believed that savages could render so exact an account of all their lives. * * * As the savages have vivid imaginations, they are often cured of their sickness when they are granted what they desire. Their medicine men, who know nothing about their diseases, propose a number of things to them for which they might have a desire. Sometimes the sick person mentions it, and they fail not to give it to him. But many, during the winter, fearing that it might be a sin, always replied with constancy that they desired nothing, and that they would do whatever the black gown told them.

“I did not fail, during the autumn, to go and visit them in their fields, where I instructed them and made them pray to God, and told them what they had to do. * * * A blind woman who had formerly been instructed by Rev. Father Brebeauf, had not during all these years forgotten her prayers; she daily prayed to God that she might not die without grace, and I admired her sentiments. Other aged women, to whom I spoke of hell, shuddered at it, and told me they had no sense in their former country, but that they had not committed so many sins since they had been instructed. * * *

“God had aided, in a special manner, the Hurons who went to hunt; for he led them to places where they killed a great number of bears, stags, beavers and wildcats. Several bands failed not to observe the directions I had given them respecting prayers. Dreams, to which they formerly had recourse, were looked upon as illusions; and, if they happened to dream of bears, they did not kill any on account of that; on the contrary, after they had recourse to prayer, God gave them what they desired.

“This, my Reverend Father, is all that I can write to your Reverence respecting this mission, where men’s minds are more gentle, tractable and better disposed to receive the instructions that are given them than in any other place. Meanwhile I am preparing to leave it in the hands of another missionary, to go by your Reverence’s Order and seek toward the South Sea new nations that are unknown to us, to teach them to know our great God, of whom they have hitherto been ignorant.”

Father Marquette, while still at La Point de Esprit, had heard of the Indian tribes in Illinois and his ambitious spirit cast for him a longing to go to them and preach to them.

On December 8, 1672, Sieur Joliet arrived at St. Ignace bearing letters from the governor general, Count de Frontenac, addressed to Father Marquette and requesting him to go on an exploring expedition

to the Mississippi; and the following May, as soon as the lakes could be safely traversed, he was ready to carry out his cherished ambition, and left St. Ignace fated never to return.

Rev. Father Phillip Pierson succeeded to the charge of this mission, which grew by the acquisition of many more Ottawas and other Algonquins. Rev. Father Nouvel came to this mission in the fall of 1673, and, being impressed with the importance of the mission and seeing the inadequacy of the old chapel, promptly began arrangements for a new chapel which he erected in 1674.

In April, 1676, Father Pierson, who still continued at this mission, wrote: "God has hitherto granted and still grants every day, so many blessings to my Huron mission of Lionontate that I have the satisfaction of seeing this little church gradually increase in number and grow strong in faith." Of it, and its future dangers, he also wrote: "The Iroquois from Sonnotwan came here this winter on an embassy, and gave valuable presents to the Hurons, under the pretext of wishing to join them that they might go together to fight the Nadouessions, with whom they were at war. But we greatly fear that under that precious semblance they conceal another design, which is to lure all our savages to their country; and that would, without doubt, be the ruin of this church. I pray our Lord to avert that calamity from us."

In 1683, Father Pierson, left St. Ignace and went as a missionary to the Sioux, then commonly called the Nadouessions, in Minnesota, and he was succeeded by Rev. Nicholas Potier; Father Enjalran became superior and Father Bailloquet came from the Sault and took the place of Father Nouvel, who, at the same time went to Green bay; thus making a complete change of that ministration at St. Ignace, which mission had then become so prosperous as to require the attention of the three priests who ministered to the French village and three separate and distinct Indian villages then located in that immediate vicinity.

COMING OF THE FRENCH SOLDIERY

The apparent prosperity was not of long duration. The establishment of the fort, which was a fortified trading post, in 1679, brought with it the soldiers and the voyageurs, and the trade in brandy; and the corruption thus introduced seemed more than to offset the good teachings of the missionaries. An Indian cheated in trade was thoroughly aroused to a sense of the wrong done him, and it was not possible to meet and counteract the atrocious practices and examples of the traders by simply moral teaching and exhortation. To these dire conditions were added the wide-spread spirit of war, against the approach of which the mission was afforded little protection.

The Jesuits had at first welcomed the soldiery, believing them to be the representatives of a government that was in sympathy with their ecclesiastical labors, and that their presence would be an addition to their working force, an example of their teachings and a safeguard against the ever-imminent danger of the Indian wars. Finding them-

selves deceived, and coming to the conclusion that, in reality, the presence of the soldiery had almost the opposite effect, and that the main object of those in charge was to promote a profitable trade in furs regardless of moral consequences, the missionaries, after years of hardship, privation, endurance and toil, and the daily facing of danger at the hands of the savages, were unable to cope with the dissoluteness and corruption introduced by the government through the traders and the soldiers, and became discouraged. Their pleadings met with criticism and opposition at the hands of the commandants, and they learned, to their sorrow, that the colonial government they had so strongly supported was out of harmony with their wants.

The French soldiery remained in command, and in 1686 there appeared an expedition of twelve Dutch and English traders from New York, who landed at Michilimackinac and offered their wares at lower prices and yet at a good profit. Another and larger expedition of some thirty people carrying the English flag soon followed, but just before reaching their destination they were met by fifty Frenchmen, who, under orders of the commander of the fort, LaDurance, confiscated the wares of the Dutch and English and divided their spoils among themselves. A third expedition under similar circumstances met a similar fate, even though carrying passports from the governor of New York.

Various results attended these high-handed operations of the French. The local Indians naturally regretted the loss of the opportunity to obtain cheaper goods, and became more uneasy and dissatisfied; while, at the same time, the English were instigated to more determined action and promptly set about instigating the Iroquois to war upon the French, and upon the tribes under their protection, to which action, in a large measure at least, may be ascribed the long series of aggravating instances that, on the 5th day of August, 1689, culminated in the Lachine massacre, wherein four hundred people met death at the hands of the Iroquois. This horrible massacre and the operations around Montreal, aroused the fury of all the savages including those under the charge of the mission of St. Ignace.

INDIANS LOSE FAITH IN FRENCH

The condition at the time is best pictured by quotations from a letter written in November, 1689, by Father Carheil, to Frontenac, then governor general, in which he says:

"I am very sorry to see myself compelled to write you this letter, to inform you that we are at last reduced to the condition to which I have always believed that the hope of peace would reduce us. I have never doubted that peace was impossible; nor that all those who, from the experience of a long residence among them, know the disposition of the Iroquois, and especially of the Onnontagues, the most treacherous of all. Notwithstanding the difficulty we had up to the time designated for the assembly, in sustaining the minds of the poor savages amid the continual displeasure caused them by the negotiations for a peace—which they knew to be only begged—by dint of attentions, by honors, and of presents; and which, consequently, were but so many public proofs of our weakness; we were, nevertheless, fortunate enough to maintain them in their duty that time.

“After that it was for those who conducted those negotiations to demonstrate by performance the truth of what they had promised; and to let our tribes see the enemy, who, as they supposed, had become docile and submissive to their will. But, alas! at the time this should have been done, what had they obtained? Nothing but houses burned, French killed or captured, scalps taken and bodies ripped open; but a universal destruction of all Lachine, which should, nevertheless, have been the best guarded on all the sides; and, finally, but universal consternation throughout the whole of Montreal. This is not the success promised them by embassies and peace conferences, but it is that which they feared and the dread whereof would constitute all their trouble. What do we wish them to think now * * * when, as they say, they see Onnontio deceived and vanquished up to the present by the enemy; what hope can they still retain of his protection when they see naught but weakness and impotence? Can one suppose that, after their departure from Montreal—where they had just seen the Iroquois triumph throughout the whole campaign, during which he was allowed to do as he pleased—they could take any other action than that which compelled us to carry on war to overawe him? They then undertook to make peace themselves, through their own negotiations with the enemy, who had taken away many of their people whom they were holding as captives. Our savages were prevented from doing so and were induced to resolve upon carrying on war with us. But, instead of continuing it, as soon as the first decision was taken it was changed, I know not how, into negotiations for peace; that gave the enemy both time and means to vanquish not only them, as formerly, but also ourselves. They now see themselves, by this conduct of pure inaction, reduced once more to the necessity of again taking the same step, and of doing without Onnontio’s participation, what they would have desired him to do.

“Therefore, in their council held since they returned from Montreal, they have resolved by unanimous consent to regain the friendship and alliance of our enemy, by means of an embassy which they are sending to the Sonnontonans, and afterwards to the other nations to obtain peace.

“They will have no difficulty because it will separate them from us; because it will take away our greatest strength from us, to give it to the enemy; and because the ambassadors are their own prisoners, whom LaPetite Racine, accompanied by some other Ontoanais, is to deliver into the hands of the Iroquois. Moreover it is no longer a hidden design that they wish to conceal from our knowledge, and which we have secretly learned from confidential sources; but it is a matter of public notoriety, and one which they have chosen to tell us by a solemn declaration in full council.

“Although the Huron be concerned in it perhaps even more than is the Ontoanais, nevertheless, as he is always more politic than the others in keeping on good terms with us, he did not speak with so much bitterness and arrogance as did the Ontoanais. He contented himself with saying that he was too much of a child to interfere in an undertaking of that nature, or seek to raise any opposition to it; that he left his brothers to act, as they thought that they had more sense than he, regarding that matter; that it was for them to be answerable for the result, and not for him, who had much less penetration than they.

“Such Monseigneur, is the state of affairs in this quarter,—that is to say, at the last extremity which they can reach. For the result of that embassy can only be to bring at once both the Iroquois and the Fleming—the Iroquois as the master in war; the Fleming as the master in trade and commerce; and both as sovereigns of all these nations, to our exclusion. This is infallible and will happen with such diligence and promptness that I know not whether you will have time to forestall its execution. They have hastened to conclude the embassy, through fear that, after the defeat of the French at Montreal and in despair of ever obtaining a firm and lasting peace by means of negotiations, it might be decided once more for all to make war; and that afterwards an order might come from you to do so. This must no longer be thought of, because it is too late. It should have been done while they were still at Montreal, immediately after the blow struck by the enemy. Then they desired it and all would have been found ready for it; but at present they must not be relied upon for the war, since the departure of their ambassadors, which compelled them to remain quiet to await their return and the result of their negotiations.

“All the ceremonial honors paid to the prisoners on the eve of their dismissal, by the famous calumet dance, which is a public token of alliance, shows us, but too clearly, in what manner and how firmly they will be united against us. But what makes this still more evident is that, at the very moment when they were giving

these public proofs of esteem to the prisoners whom they were about to send away, they, on the other hand, expressed the contempt they felt for our alliance and for our protection. When we strongly opposed their sending the prisoners away, and represented to them the order given us by Onnontio in his last commands—to make them keep their prisoners quiet on their mats, until he made known to them his last wishes with regard to their captives—they nevertheless persisted in the agreement made between them; and to show us that they were not entering upon that understanding without having considerable cause therefor, they wished to give us their reasons publicly.

“These may all be reduced to one prime reason, which is, that Onnontio’s protection—on which they had based all their hopes of being delivered from all their enemies—was not what they had wrongly imagined it to be; but hitherto they had always thought that the Frenchman was warlike through numbers, through courage and through the number and diversity of the implements of war that he could make. Experience had shown them, however, that he was much less so than the Iroquois; and they were no longer surprised that he had remained so long without doing anything for their defense, since it was the knowledge of his own weakness that hindered him. After seeing the cowardly manner in which he had allowed himself to be defeated on this last occasion at Montreal, it was evident to them that they could no longer expect anything from his protection. * * * From all these evident proofs, it was easy to see that the Frenchman is so little in a position to protect them that he cannot even defend himself; so much so, that he had been compelled to have recourse to the protection of the English, and to beg them, through an ambassador sent expressly for the purpose to Orange (Albany), to check the continual incursions of the Iroquois.

“But what most displeases them is that the alliance of the Frenchmen, besides being useless to them through their powerlessness, is all injurious to them both for commerce and for war. It is so in commerce, because it takes away from them, against their will, the trade of the English, which was incomparably more advantageous to them in order to keep them bound to Onnontio. * * * They said that if he had no other protection to give them than a peace of that nature, they preferred to protect themselves and to go to negotiate their peace by their own acts, rather than to let themselves be abandoned by France to the certain vengeance of their enemy. * * *

“From this it will be seen that our savages are much more enlightened than one thinks; and that it is difficult to conceal from their penetration anything in the course of affairs that may injure or serve their interests. The respect that I owe to the rule of all persons to whom God has given the power of government over us would have made me scruple to communicate to you, as freely as I have done, sentiments as unfavorable as these, had I not believed that the public welfare demanded that you should know them just as they exist among the savages. I do so in order that you may thereby judge of the disposition of their minds, of what they are capable of doing against us in favor of our enemy, and of the remedy to be applied. It is certain that if the Iroquois be not checked by the extent of the operations against him on your side down below, or of those against the Flemings who originate his movements, he will not fail to come here to make himself master of every thing. It is sufficient for us that you should know it, to rely thereafter upon the enlightenment of your wisdom; and, in spite of the danger in which we are placed, to live in entire confidence, waiting to see in what manner Divine Providence shall please to dispose of us.”

This letter, written in 1689, from St. Ignace mission, where Father Carheil had been for two years as the successor to Father Potier, is most potent in its illustration of the situation and the desperate straits to which the missionaries had been brought, largely as the result of the fallacies attendant upon the methods of the French in their affairs of commerce, as well as of government.

WHY MISSIONS WERE DESTROYED

With the establishment of the Northwest Fur Company, in 1694, Antoine de la Mothe Cadillac, was appointed to the command at Mich-

limackinae, where the natives were exhibiting the same feelings of unrest and hostility that pervaded practically all Indian nations at that period. This fur company established its base of operations at Michilimackinae, thereby largely increasing the number of traders that ranged throughout the surrounding country with that place as the center of operations; and a more extensive armed force seemed essential, and was provided for the subjugation of the natives in that section. The coming of Cadillac as commander, and his methods of government were so obnoxious to, and were so resisted by the missionaries of the locality, that it became notorious that he meant to destroy their missions.

In writing from Michilimackinae to the governor general, August 3, 1695, Cadillac said: "The village is one of the largest in all Canada; there is a fine fort of pickets, and sixty houses that form a street in a straight line. There is a garrison of well-disciplined chosen soldiers, consisting of about two hundred men, besides many others who are residents here during two or three months of the year." He also comments on the air as being penetrating, and therefore making the daily use of brandy a necessity to prevent sickness. He speaks of the Indian villages in the vicinity being about a pistol shot distant from the French village, and of its having a population of six thousand or seven thousand persons. He also speaks of their occupation, and says that all lands are cleared for about three leagues around the village, and that they were very well cultivated, and of them he says: "They produce a sufficient quantity of Indian corn for the use of both the French and the savage inhabitants. The question is then, What reason can there be for this prohibition of intoxicating drinks in regard to the French who are here now? Are they not subjects of the king, even as others? In what country, then, or in what land, until now, have they taken from the French the right to use brandy, provided they did not become disorderly?"

This letter is not only authoritative evidence of the popularity of this part of the country in the eye of the Indians, but it shows that the French had attained to a considerable settlement and that the fields were made to add to the products of the forests and the waters, their quota of a substantial and varied sustenance sufficient for all.

It is also a serious commentary on existing conditions wherein a strife had grown up between the traders and the missionaries, and wherein Cadillac took the part of the traders, who in order to promote advantageous bargains had brought into the country large quantities of brandy which they disposed of alike to the Indians and the French. This was against the protests of the missionaries, who found it seriously affected and impeded their ecclesiastical work, and was demoralizing, generally, to the inhabitants of both races. Cadillac's letter was written because of complaints made by the missionaries to the home government of this evil effect of the traffic, and Cadillac seems to have placed the advantage of a more profitable trade above the

moral question of the effect upon the characters of the people, as judged from the form of his argument. He quotes upon this subject from an address to him by some of the chiefs and inhabitants as follows: "Oh chief, what evil have thy children done to thee that thou shouldst treat them so badly? Those that came before thee were not so severe upon us. It is not to quarrel with thee that we come here; it is only to know for what reason thou wishest to prevent us from drinking brandy. Thou shouldst look upon us as thy friends, and the brothers of the French, or else as thy enemies. If we are thy friends, leave us the liberty of drinking; our beaver is worth thy brandy, and the Master of Life gave us both, to make us happy. If thou wish to treat us as thy enemies, do not be angry if we carry our beavers to Orange (Albany) or to Cortland, where they will give us brandy, as much as we want."

This question of the effect of the liquor traffic caused serious conflict between the missionaries on the one hand and the military and the traders on the other, from which much friction resulted at a time when they were seriously in need of the closest harmony. It is claimed to have had much to do in adding to the turbulent temper of the savages, and their unrest which the events of the whole country were then but too plainly evincing; and who can tell how great a part it may have had in firing the temper of those savages to the point of the subsequent massacres? The friction thus engendered between the missionaries and the military, as well as the threatening attitude assumed by the Indians, may well be considered as the cause of the disruption that soon followed, when the Jesuits withdrew from this section of the country, and their work in this vicinity was abandoned with little perceptible enduring effect; for, noble as was the work, it was applied almost exclusively to the Indian race, and its effects were very largely effaced in the absolute reign of the traders that was paramount for the century to follow.

Another event of the times exhibited still further discord between the missionaries and the military, which latter were in accord with the officials of the government. The savage Iroquois had waged furious wars upon the Hurons and punished them relentlessly in many encounters, and the French believed that the Iroquois' assaults were at the instigation of the English.

The French, for the purpose of protecting their interests in this lake country against the intrusions of the English, endeavored to harmonize and unite the opposing Indian nations, and therefore form a barrier to English progress. The French and the English had clashed over the territory west of the Alleghanies, and the Jesuits who had been active as missionaries among the Iroquois found themselves out of sympathy with the Canadian officials. This is strongly evidenced by the fact that when Cadillac took up the mission of establishing a colony at Detroit but one Jesuit came with him. He was Father Nalliaut and he did not remain a day. He was later succeeded by representatives of the Recollet order.

Immediately on the return of Cadillac to Quebec, in 1697, he presented to Governor Frontenac his plans for the establishment of a fort at Detroit, and the advantages of the location for that purpose. Before any definite action was taken thereon Frontenac died, and was succeeded, in 1698, by Louis Hector de Callieres, as governor general. Father Carheil presented to the newly appointed governor general the protest of the mission of St. Ignace against the plans of Cadillac as being calculated to destroy the missions at and about St. Ignace; but, notwithstanding this protest, in 1701 Cadillac obtained authority to establish a military post at Detroit.

That the cessation of the work of the missionaries and the abandonment of the missions in northern Michigan are directly attributable to the counteracting forces of the soldiers and traders, and to the attitude of the provincial government in sustaining them in their nefarious practices against the protests of the missionaries, seem to be beyond question, for it is evidenced by the numerous addresses of the missionaries to the governor general, treating earnestly of the then existing conditions and the inevitable dangers arising therefrom. After the experience they had had with Cadillac as commandant, the pioneer missionaries of the Sault and St. Ignace, who had given up the best of their lives to the noble work of evangelizing the savages of this then wilderness, and who had toiled incessantly and endured the most severe hardships and privations, and even suffered cruelty from the heathen they were seeking to benefit—these missionaries, who during all these trials and vicissitudes, the extent and terrors of which it is impossible to fully depict, had been firm in their allegiance to the government of France, and had on all possible occasions held up to their savage pupils the greatness, the power and the grandeur of the king and his force of captains, were severely tried in their faith, on realizing that their beloved and boasted government had failed to make good their teachings, and instead thereof was permitting, if not encouraging, the growth of evil practices that could not other than undermine and destroy the fabric of Christianity they had toiled so arduously to construct. Cadillac was to them the impersonation of these evils, and they had hoped, by their representations to the provincial governor, to arouse the government to an appreciation of true conditions and to the necessity of radical reforms.

When Cadillac finally secured the allowance of his petition and was permitted to establish a post at Detroit, and the missionaries realized that all their protests had availed them nothing, and also learned, to their dismay and disgust, that their earnest and extensive representations had been "pigeon-holed" with the provincial officials and had never been forwarded to the authorities in France—their indignation was only equalled by their keen and cutting sorrow; indignant that the provincial officials had betrayed them and forsaken the principles which the government of France had sought to implant in the virgin soil of New France as the foundation of a government to ac-

cord with their religious beliefs; overcome with sorrow at the realization that the true mission of the government had been thwarted by its own trusted, but untrustworthy representatives, and that the race of savages they had suffered so much to benefit and convert was now to be plunged into an environment that was breeding vices more dangerous even than those they had struggled so hard to overcome.

The real situation, and the deep and heart-felt feeling and regret of the missionaries on being brought to the full realization thereof, were emphatically expressed in a lengthy epistle addressed by Father Carheil from Michilimackinac August 30, 1702, to the governor general of the province. After reciting quite at length the work that had been undergone, the protests that had been unavailing, and the conditions that had now become unbearable, he says, referring to the traffic in brandy by the military, in words the force, meaning and application of which could not have been misunderstood: "Had His Majesty but once seen what passes, both here and at Montreal, during the whole time this wretched traffic goes on I am sure that he would not for a moment hesitate, at the first sight of it to forbid it forever under the severest penalties.

"In our despair there is no other step to take than to leave our missions and abandon them to the brandy traders, so that they may establish therein the domain of their trade of drunkenness and of immorality. That is what we shall propose to our superior in Canada and in France, being compelled thereto by the state of uselessness and inability to which we have been reduced by the permission given to carry on the deplorable trade—a permission that has been obtained from His Majesty only by means of a pretext apparently reasonable, but known to be false; a permission that he would not grant, if they upon whom he relies to ascertain the truth really made it known to him, as they themselves and the whole of Canada with them know it; a permission that is at once the climax and the source of all the evils that are now occurring. * * * If that permission be not revoked by a prohibition to the contrary, we no longer have occasion to remain in any of our missions up here, to waste the remainder of our lives and all our efforts in purely useless labor, under the domination of continual drunkenness and of universal immorality.

"If His Majesty desires to save our missions and to support the establishment of religion, as we have no doubt he does, we beg him most humbly to believe what is most true, namely: that there is no other means of doing so than to abolish completely the two infamous sorts of commerce which have brought the missions to the brink of destruction, and which will not long delay in destroying these if they be not abolished as soon as possible by his orders, and be prevented from ever being restored. The first is the commerce in brandy; the second is the commerce of the savage women by the French. Both are carried on in an equally public manner, without our being able to remedy the evil, because we are not supported by the commanders."

The writer then asserts that the commandants, instead of assisting to prevent the evils complained of, themselves carry them on with greater freedom than do their subordinates, and by their example cause them to become common to all the French who come there to trade; and he adds that if the work of the missionaries is to continue they must be "delivered from the commandants and from their garrisons;" and he further says of them: "Since they have come up here we have observed but one universal corruption, which by their scandalous mode of living they have spread in the minds of all these nations, who are now infected by it. All the pretended service which it is sought to make people believe that they render to the king is reduced to four chief occupations, of which we earnestly beg you to inform His Majesty. The first consists in keeping a public tavern for the sale of brandy, wherein they trade it continually to the savages, who do not cease to become intoxicated, notwithstanding all our efforts to prevent it. * * * Their third occupation consists in making of the fort a place that I am ashamed to call by its proper name, where the women have found out that their bodies might serve in lieu of merchandise, and would be still better received than beaver-skins; accordingly, that is now the most usual and most continual commerce, and that which is most extensively carried on. Whatever efforts the missionaries may make to abolish it, this traffic increases instead of diminishing, and grows daily more and more. All the soldiers keep open house in their dwellings for all the women of their acquaintance." He speaks of gambling as the fourth occupation, and of its resulting in drunken brawls and furious public fights; he says that the commandants have obtained ascendancy over the missionaries and hold them in domination, and after detailing the troubles occasioned by them he adds: "You see, Monseigneur, that I have dwelt to a great extent on the subject of commandants and garrisons, to make you understand that all the misfortunes of our missions are due to them. It is the commandants, it is the garrisons, who, uniting with the brandy traders, have completely desolated the missions by almost universal drunkenness and lewdness. * * * It is for you to inform His Majesty of the extremity to which we are reduced, and to ask him for our deliverance, so that we may be able to labor for the establishment of religion without the hindrances that have hitherto impeded it."

Father Carheil then suggests that if the twenty-five trading permits be continued, that, instead of commandants and garrisons, the company establish and carry on its own trading posts with people of its own selection; but he expresses also a preference that instead of the colony coming up to trade among the savages, the savages should go to the colony at Montreal for their trade, as they originally have done, and he declares that the results would be better for Canada both morally and as a commercial proposition. As to the effect of going to the Indians for their trade he speaks of the voyageurs as follows: "It exposes those who undertake such journeys to a thousand dangers for their bodies and

their souls. It also causes them to incur very many expenses, partly necessary, partly useless and partly criminal; it accustoms them not to work but to lose all taste for work, and to live in continual idleness; it renders them incapable of learning any trade, and thereby makes them useless to themselves, to their families, and to the entire country. * * * But it is not only for these reasons, which affect this life—it is still more on account of those which concern the soul—that this sending of the French among the savages must appear infinitely harmful to them. And he draws the conclusion that “accordingly, the surest and most efficacious of all means to make the colony prosperous would be to secure for it the settlement within the country of all the young men, for the sake of their labor, and the descent to Montreal for trade of the nations up here, because then the labor of one and the trade of the other would contribute to enrich the colony. Such, *Monsieur*, is what I consider the most important step for the temporal and spiritual welfare of the colony, and what should, in conscience, be most strongly represented to His Majesty, by making him thoroughly understand its necessity. To this end, the Iroquois must be completely tamed and reduced to subjection; and we take possession of his country, which is much better than those of all the nations up here. He is the only enemy whom we have to dread, or who disputes with us the trade of the savages, which he tries to attract to the English.”

Father Carheil continues at much greater length discussing the situation from various standpoints and also various remedies that might be applied, and reciting the opposition to the establishment of the post at Detroit. His entire letter is edifying, and of interest, but we have quoted selections therefrom which seem to illustrate the existing conditions at that time, and the reasons why the missions were abandoned. The establishment of the post at Detroit resulted in the rapid depletion of the population at St. Ignace and Mackinac. The garrison was withdrawn, as the priests had requested, but the trade attractions offered by Detroit soon convinced the good fathers that the threat of La Mothe Cadillac to ruin the missions had become effective. The two Reverend Fathers, Carheil and Marest, were compelled to give up their hard fight to maintain them, and about 1706, to prevent the chapel from desecration by the savages, stripped it of its ornaments and consigned it to the flames; and when it was on fire they pushed out in their canoes: the final act in the abandonment of this, one of the most prominent missions of that missionary epoch.

THE FALL OF ST. IGNACE

Father Marest made his way westward and took up his work among the Sioux, while Carheil returned to Quebec, and the locality of the St. Ignace mission was left to its fate in the hands of the mixed Indians and French population that had been reduced to a state of demoralization, by trade and practices that had been in vogue. Unexpectedly, those who had deserted the mission for the attractions at Detroit soon

began to return, and Father Marest, at the request of the governor general, returned again to the mission, probably about 1712, and stayed for a time at the old mission of St. Ignace.

Of the work thereafter little record is made, though Charlevoix recorded, that, on his arrival there in June, 1721, the fort and the house of the missionaries are preserved, though not much employed. This would seem to indicate that missionaries were still there, but with little to do, and that probably the old fort and the missionaries' house, or home, still remained; but there seems nothing to indicate that the chapel itself was ever rebuilt after the abandonment of the mission and the destruction of the old chapel by Fathers Carheil and Marest. From the "register of baptisms administered to the French at the mission of St. Ignace at Michilimackinac" it is gathered that the mission lingered in a struggling condition, but that it built a new church at St. Ignace in 1741; and it is to be noted that there appears no registry of any baptism (of the French) from 1695 up to 1712, in which latter year the Jesuits are thought to have returned there. Occasional records of baptisms and of deaths occur, from time to time, indicating but little activity compared to that of former times.

One interesting bit of the record furnishes substantial evidence of the existence of slavery in the locality; said entry made in 1750, by Du Jaunay, being as follows: "This 6th day of April, the Feast of the Annunciation of the Blessed Virgin, I have solemnly baptized in the church of this mission Jean Francois Regis, a young slave of about seven years, given through gratitude to this mission last summer by Monsieur le Chevalier De la Virendrege, upon his safe return from the extreme west." Numerous other instances of baptism of slaves are recorded, supposed to be mostly from the Pawnee tribe of Indians, though there are some instances showing negro slavery at the mission.

POSTS PASS TO THE BRITISH

With the defeat of the French in 1760, and the surrender of Canada to the British, all the French trading posts along the lakes passed into British control. Marquis de Vandreuil, then the French governor general, following the surrender, and under date of September 9, 1760, addressed Commander Langlade at Mackinac, notifying him of the surrender, and the causes thereof, and of the conditions, especially as regarded the inhabitants at Michilimackinac, saying, as to them: "They retain the free exercise of their religion; they are maintained in the possession of their goods, real and personal, and of peltries. They have also free trade just the same as the proper subjects of Great Britain. The same conditions are accorded to the military. They can appoint persons to act for them in their absence. They, and all citizens in general, can sell to the English or French their goods, sending the proceeds thereof to France, or taking them with them if they choose to return to that country after the peace. They retain their negroes and Pawnee Indian slaves, but will be obliged to restore those which have

been taken from the English. The English general has declared that the Canadians have become the subjects of His Britannic Majesty, and consequently the people will not continue to be governed by the French code. In regard to the troops, the condition has been imposed upon them not to serve during the present war, and to lay down their arms before being sent back to France. You will therefore, sir, assemble all the officers and soldiers who are at your post. You will cause them to lay down their arms, and you will proceed with them to such seaport as you think best, to pass from thence to France. The citizens who are inhabitants of Michilimackinac will, consequently, be under the command of the officer whom General Amherst shall appoint to that post."

Not until the following year was there an actual British possession of Michilimackinac. On September 28, 1761, Lieutenant Lesley, of the Royal American Regiment, represented the British on that occasion and replaced the flag of France with that of Britain, and for a time he remained in charge of the British garrison at this point; his garrison being composed of twenty-eight persons besides himself—one sergeant, one corporal, one drummer, and the others privates. The Indians did not fraternize, or harmonize with the English as they had with the French. The English held aloof from association with the Indians and did not supply their wants as the French had done, and, as a consequence, their Indian (and perhaps human) nature turned them to thoughts of revenge, with serious results.

The coming of Etherington to take command of the post in the place of Lesley, afforded no relief from the growing danger, and the hostile attitude of the Indians towards the British grew in intensity until it finally culminated in the massacres of June 2, 1763, the awful story of which is told in the history of the Chippewas elsewhere in this work.

On June 12, 1763, Commander Etherington made report to Major Gladwin at Detroit, of the details of the massacre and further wrote:

"When that massacre was over, Messrs. Langlade and Farli, the interpreter, came down to the place where Lieut. Lesley and I were prisoners; and on their giving themselves as security to return us when demanded, they obtained leave for us to go to the fort, under a guard of savages, which gave time, by the assistance of the gentlemen above mentioned, to send for the Ottawas, who came down on the first notice and were very much displeased at what the Chippewas had done.

"Since the arrival of the Ottawas they have done everything in their power to serve us, and with what prisoners the Chippewas had given them, and what they have bought, I have now with me Lieut. Lesley and eleven privates; and the other four of the Garrison, who are yet living remain in the hands of the Chippewas.

"The Chippewas who are superior in numbers to the Ottawas, have declared in council to them that if they do not remove us out of the fort, they will cut off all communication to the post, by which means all the convoys of merchants from Montreal, La Baye, St. Joseph and the upper posts, would perish. But if the news of your posts being attacked (which they say was the reason why they took up the hatchet) be false, and you can send us up a strong re-inforcement, with provisions, etc., accompanied by some of your savages, I believe the post might be re-established again.

"Since this affair happened, two canoes arrived from Montreal which put in my power to make a present to the Ottawa nation, who very well deserve anything that can be done them.

"I have been very much obliged to Messrs. Langlade and Farli, the interpreter,

as likewise to the Jesuits, for the many good offices they have done us on this occasion. The priest seems inclinable to go down to your post for a day or two, which I am very glad of, as he is a very good man, and had a great deal to say to the savages hereabout, who will believe everything he tells them on his return, which I hope will be soon. The Ottawas say they will take Lieut. Lesley, me, and the eleven men which I mentioned before were in their hands, up to their village, and there keep us, till they hear what is doing at your post. They have sent this canoe for that purpose.

"I refer you to the Priest for the particulars of the melancholy affair, and am, dear sir,

Yours very sincerely,

GEO. ETHERINGTON.

TO MAJOR GLADWIN.

"P. S. The Indians that are to carry the priest to Detroit, will not undertake to land him at the fort, but at some of the Indian villages near it; so you must not take it amiss that he does not pay you the first visit. And once more I beg that nothing may stop your sending of him back, the next day after his arrival, if possible, as we shall be at a great loss for want of him, and I make no doubt you will do all in your power to make peace, as you see the situation we are in, and send up provisions as soon as possible, and ammunition, as what we had was pillaged by the savages."

But when the Jesuit, Father Jannay, bearing this important message, arrived at Detroit, the fort was under siege and he was unable to make entry, and returned to Mackinac without delivering the message; but in the meantime word had been sent to the post at Green bay, also, and relief from that quarter came promptly, with the result that the relief party made up of regulars, traders and Indians, under command of Lieutenant Gorell, promptly secured the release of the prisoners. Father Jannay continued at this mission until 1765, when he left it and it was thereafter apparently without a priest except for an occasional visit; and in 1781, the church, as well as the fort, was transferred to the Island of Mackinac, from which time the mission was known as Michilimackinac.

MICILIMACKINAC ABANDONED BY FRENCH

Michilimackinac, according to tradition, has always been recognized by the Indians as a location of central importance, and, as has been said it was early so recognized by the missionaries, the traders, and the military. When Cadillac was appointed commandant at this place in 1694, the government of New France was seriously concerned because of the troubles with the English and the influence of the English upon the Indians and traders. However questionable his methods of government, and, regardless of the motives attributed to him by the missionaries in establishing the post at Detroit, history seems to justify that course as a wise one. The growing troubles with the English were to be fought out in the frontier fields of America, and the establishment of a post at Detroit as the basis of French activity brought them much closer to the probable fields of conflict, at the same time affording apparently better protection to the claims of the French and the business of the French traders in this northern lake country, than would the maintenance of such center of activity at Michilimackinac.

After three years as commandant at the latter place, he succeeded in convincing his superiors that Detroit was the proper locality for the

center of western activity; and when actually establishing the post at that point, it was learned that he had barely got ahead of the English who had their eyes on the same locality, because of its apparent strategic advantage, controlling the water highway to the northern lakes and the fur-bearing region round about them. It was July 24, 1701, that Cadillac was commissioned commandant at Detroit, and he immediately set about the carrying out of his plans to there establish a formidable barrier to the English, and thus protect the French in their valuable fur trade to the north and west.

The wars that had been existing between France and England in the old world during the last half of the seventeenth century were destined to continue and to be transplanted to America in the half century then to follow. King William and Mary's war ended with the peace of Ryswiche, but Queen Ann's war, early in the eighteenth century, was followed by twelve years of border warfare between the colonies in America, and such of the Indian tribes as either could induce to join them against the other. With the peace of Utrecht, in 1712, hostilities were supposed to be at an end, but the terms of the treaty were not sufficiently definite to afford a settlement of the differences in America, and the claims of the colonists remained conflicting, the French claiming by virtue of La Salle's discoveries as far south as the Ohio. In defense of these claims, they established Fort Duquesne (now Pittsburg) as a point of vantage.

The English resented this and it became at once apparent that the supposed peace of Utrecht was in reality but a transfer of the conflict to American soil, where the fight for supremacy must be fought out. The French navy began its attacks upon New England's coast settlements, thus hastening a union of the English colonies of America, for concerted defense, as arranged in a convention which met at Albany in June, 1754, with representatives present from New York, New Hampshire, Massachusetts, Rhode Island, Pennsylvania, Connecticut and Maryland. This convention may be said to have been important among the events that a little later led to the independence of the colonies, for the plans for colonial union formulated by Benjamin Franklin and submitted to the British government, as the result of that convention, were rejected by that government, because they were said to infringe upon the rights of the crown. However, to aid in defense of our American colonies the parliament of Great Britain appropriated two hundred thousand pounds, and sent General Braddock to command the colonial arms.

BRADDOCK AND WASHINGTON

It was in 1755, after council with the governors of the colonies that aggressive measures were fully planned and it was decided to proceed against the French all along the line; and to attack Fort Duquesne, Niagara, Crown Point and Frontenac. Braddock was born and bred to the military service, his father having been major general in the

British army, and, in selecting him for the command in America, England recognized the importance of the task at hand. Braddock, himself, having arranged for the various campaigns against the several border posts of the French, took personal charge of the branch of the army assigned to the reduction of Fort Duquesne; thereby in turn recognizing the heat of the conflict as being centered there; that there the French would resist to the utmost its claims to the territory north and west, and that there the English must vanquish their enemies, or surrender all claims to this territory commanded by the French fort on the disputed territory. It is not in the province of this work to follow the details of that campaign, which can be read in any general history of the United States, but it is mentioned as having had an important bearing upon the trend of events in the Upper Peninsula, and especially in the transfer, by the French, of their western military center from Michilimackinac to Detroit, there to meet and check the advance of the English.

Incidentally, it should also be mentioned, that in that campaign, upon the staff of General Braddock, George Washington was aide-de-camp, and therefore took personal part in the campaign that may be said to have practically led to the result of including Michigan within the United States, rather than leaving her to remain a part of Canada; and it was in this campaign that the then future Father of his Country began his glorious military career. He was in the thick of an attack that put the French to flight, and, writing to his mother he said: "I luckily escaped without a wound, though I had four bullets through my coat, and two horses shot under me." Who shall say that providence did not there protect the man of destiny, and the destiny of the English colonies in America? Engaged in that campaign also, was another man who later played directly in the making of Michigan history, and that was Gladwin, who, in the defense of Detroit, met the attacks of Pontiac; and Pontiac himself was then assisting the French, and in charge of a combined company of Indians and French from Detroit under Langlade, while the Detroit militia was assisting also in the defense of Fort Duquesne.

The lamented and brave General Braddock, after having had four horses shot from under him, and having mounted the fifth, gave up his own life to the cause of the English colonies. For a time the French arms seemed to be gradually but firmly gaining ascendancy, until all England was aroused, and to her assistance there also came the man of the hour in the person of William Pitt, and notwithstanding the severe home conflicts in which the English joined with Prussia to defeat the plans of the combined forces of France, Russia, Austria and others, to reduce and possess Prussia, Pitt also recognized the importance of the conflict in America and unreservedly supported and encouraged the English colonies, taking upon the English government the debts already incurred, and the support of the army in America. The immediate result was found in a colonial army that far exceeded anything that it was possible for the colony of New France to put into the field, and thus the

tide was turned and the English forces began to march to ascendancy that finally drove the French from all claims to the territory now within the United States and transferred the Upper Peninsula as a part of the northwest territory, to the English. In this revival of the English campaign Washington again joined the forces against Fort Duquesne, and because of the illness of General Forbes, then in command, was assigned, with Bouquet, to the leadership of the attacking army. The French and Indian garrison learning of the strength of the English attacking army, burned the fort and took to flight, so that Washington, on the 25th of November, 1758, raised the British flag on the smoking ruins of the deserted French fort. The place was then garrisoned by the English, and soon thereafter a fort was built, and Pittsburg was given its name in honor of the then great English statesman of the day. Pitt was in the American contest in earnest, and, with the power of Great Britain firmly at his back, which meant woe for the French arms that must meet his assaults, or retreat in acknowledged defeat. In 1759 parliament provided ample funds, and land and naval forces were equipped for the task, the various campaigns being planned under the personal direction of Pitt himself.

In contrast to the flourishing condition of the English forces, New France was in a pitiable condition. The friendliness and support of the Indians had been seriously deflected by the success and the reported strength of the English arms, as well as by the fact that the English market afforded far better prices for furs than did that of the French. At the same time the French army had called into requisition all able-bodied men in New France, so that there was none left for the production of supplies, which as a consequence, became scarce and dear; and as the British ships prevented their being supplied from France, the colony was left to do the best it could in the way of both arms and supplies, practically unaided by the court of France that was kept busy in its affairs at home. In the conflicts of that year the French colonial forces were assisted by the *coureurs de bois* from the lake regions, and by about two thousand friendly Indians, but were unequal to the well equipped, and far greater forces of the English; therefore, realizing their condition, they made numerous evacuations of French forts before the coming apparent attacks of the English, though at the same time attempts were made to stand their ground at most important points.

At Niagara, the English secured a victory which carried with it the control of the situation at Michilimackinac, Detroit and other lake posts. This was in July, 1759, and at the same time the siege of Quebec was in progress where Wolfe had under his command a force of eight thousand men, and was supported by Admiral Saunders with his fleet of twenty-two large ships and some smaller ones. The siege continued for months with attack after attack met by stubborn defense, in a conflict between two of the bravest commanders that ever met in battle, both of whom, in the final act of that long drama of war met their deaths on the famous plains of Abraham in that most sanguinary conflict, which

gave to the British arms the possession of that almost impregnable fortress.

Montreal now alone remained as a French stronghold, and after considerable siege, by both land and naval forces, it too, on September 8, 1760, surrendered, and the province of New France closed its last chapter in history. It was not until 1763 that the results of the war were fully decided upon by the treaty of Paris, whereby the king of France surrendered all Canada to England, and was permitted to retain Louisiana which was shortly thereafter transferred to Spain.

CHAPTER IX

OCCUPANCY OF WESTERN POSTS

SURRENDER OF FORT TO ENGLISH—POSSIBILITIES OF REGION NOT FORE-SEEN—ENGLISH LOTH TO SURRENDER THIS TERRITORY—ORDINANCE OF 1787—A CENTURY OF POPULATIVE GROWTH—FIRST GOVERNOR OF MICHIGAN—WAR OF 1812—TREATY OF GHENT—FALSE IMPRESSIONS OF CLIMATE AND SOIL—FUR TRADE ATTRACTS TRADERS.

Immediately after the surrender of Montreal, Maj. Robert Rogers was sent to take possession of Detroit and to command that and other western lake ports. He took with him about two hundred Royal Rangers, and en route was reinforced by American infantry from Pittsburg. The English were now penetrating new territory to meet a foe well protected by fortifications, and supported by the savages of the lake region, who, through the teaching of the Jesuits, had become close friends of the French. They much preferred them to the English because the French met them as associates, while the English would not; and, furthermore, these Indians of the lake region had for years been accustomed to think of the English as the allies of their most dreaded savage foes, the Iroquois. It is not surprising that, under such circumstances, the English found the French and the lake Indians combined to resist, to the last, subjugation of the lake posts by their enemy; and, being forewarned, they were armed for their defense and even more; for Pontiac, the great chief, with a delegation of followers, met Major Rogers at the present site of Cleveland and demanded of Rogers information as to his mission, and why he had dared to come into the country without permission. Rogers informed him of the surrender of the territory by the French to the English, and that he had come to take command at Detroit; and also gave to Pontiac assurances of friendship for the Indians, and of their kind treatment at the hands of the English. After further conferences Pontiac appeared to be satisfied; the pipe of peace was smoked, and Pontiac tendered his assistance to Major Rogers in continuing his trip to Detroit.

SURRENDER OF FORT TO THE ENGLISH

Reaching the vicinity of Detroit communications were exchanged by messenger between Major Rogers and the French commander, Bellistire,

occasioning considerable delay and uneasiness to the small force of English, in the presence of such strange and savage surroundings, until finally, on November 29th, the fort was surrendered and the English flag, for the first time, supplanted that of the French within the territory now comprising the state of Michigan.

Rogers soon after proceeded to Michilimackinac to personally take charge of the post there, leaving Captain Campbell in charge at Detroit; but he found it impossible to make the trip at the late season either by water, or overland, and so he returned east, leaving Michilimackinac, the Sault and Green bay, though formally ceded to the British, still in the actual control and government of the French; and so it remained until the spring of 1761, when they, too, formally surrendered to the English, and the French withdrew permanently from their possessions and claims in Michigan.

With the change in rulers and in government, the populace remained substantially unchanged. The fur trade passed to the English who employed the French traders as their agents, and, content with that, there was no effort to promote English colonization; and apparently a harmonious adjustment was accomplished.

But the Indians did not like the change. The English, with whom they could not associate, were no substitute for the French who had treated them like brothers; the French had been liberal in the bestowal of presents, a practice which the English did not indulge in to any extent. Thus the dissatisfaction with the new English rulers, combined with the continued disgraceful, disreputable and immoral treatment accorded the Indians at the hands of the debauched French traders that remained and were employed by the English, wrought discontent in the hearts and minds of the savages, which grew and grew with the gradual realization that the coming of the white men meant the destruction of the game that furnished them their livelihood; and an unwarranted invasion of their rights to the country by reason of their first possession thereof. The discontent was not alone in any one part of the country, but had its inception in the east where the growth of white settlements was most noticeable, and therefore the rights of the Indians most perceptibly invaded, and it spread throughout to the tribes about and beyond the lakes.

Unfortunately, the spirit of revenge that dwelt with some of the remaining French found opportunity for exercise, by agitating, in the minds of the savages, their growing grievances against the English, until in the summer of 1761 the danger became so apparent that Captain Campbell, in command at Detroit, notified forts Pitt and Niagara thereof; but beyond this there were no serious outbreaks for the time, though the spirit of rebellion throughout the savage tribes was evidenced here and there by acts of barbarism perpetrated upon the whites.

Pontiac's conspiracy now ripened into war, and by his energy, shrewdness and ability he acquired and maintained the confidence of all the Algonquins and succeeded in effecting the most perfect organiza-

tion which all Indian history affords. His conspiracy consisted in a plan to organize all the tribes into a combination to drive out the English, and to maintain exclusively for the Indians the country northwest of the Ohio. To this end he sent his representatives to all the tribes north of the Ohio and into Canada and as far west as the Mississippi. This work was carried on so secretly and cautiously that not a word of it came to the ears of the English until the spring of 1762. The activities of that war were of short duration within the territory of which we write, but the great chief visited the Upper Peninsula in the building up of his plans, and gained considerable individual following from the tribes of this section who followed him to the contests below the straits, and all the frontier posts became endangered practically at one time. The English had only a small garrison at Fort St. Joseph, and that fort was quickly captured and its garrison sent to Detroit for exchange; while at Michilimackinac the massacre heretofore written of gave that post into the hands of the Chippewas. This horrible war continued with unrelenting savagery from the beginning of the siege of Detroit in May, 1763, until the summer of 1764, when it was fortunately ended by diplomatic measures adopted by the English, which resulted in a treaty acknowledging the king of England as sovereign of the territory involved. The future of this region was directly at stake, for had the conspiracy succeeded, or had even a measure of success, it is probable this part of the disputed territory would have much longer remained in the domains of the red men. As it was, the term of the war, following the protracted French and Indian wars, and accompanied by its awful savagery, effected the holding back of settlements in, and the development of the natural resources of Michigan.

When the treaties had been duly signed with the several tribes, English military officials were sent to again take command of the forts regained, and to Michilimackinac and Sault Ste. Marie came Captain Howard for that purpose, from which time those points remained at least formally in the possession of the English until their acquisition by the United States at the close of the Revolutionary war. With the coming of peace, English and Dutch traders followed in the footsteps of the French to reap the rich rewards offered by the fur trade; but employed the French *coureurs de bois* as their agents.

A controversy between the Hudson Bay Company and the Northwest Company over the division of the territory was adjusted by an arrangement in the nature of a modern "trust," by placing the control of the two companies under one management; and all governmental restrictions such as the French had imposed upon the fur trade were removed, and free trade in furs was established.

The policy adopted by England in regard to the Indians was intended to extend to them pretty much the same freedom which they had originally enjoyed, but to hold over them such supervising control as to prevent tribal wars; to allow to them the principal portion of the territory north and west of the Ohio as their hunting grounds, and to acquire from them

for purposes of settlement only small portions of the vast domain that had so long been in controversy. In short, the English did not even dream of the possibility of any settlement being made in the interior of the country west of the Alleghanies, and they looked upon the lake region as being principally valuable for its production of furs. As a consequence, little effort was made to colonize the territory that had been won by the English in the conflict of arms, first from the French and then from the Indians.

POSSIBILITIES OF THIS REGION NOT FORESEEN

It is not to be wondered at that the realities of the future of this country were so dimly foreseen by the government, when we remember the fact that at a considerably later date, and after the colonies had won their independence, the colonists of the Atlantic states still held the same view, as is best illustrated by a saying of Thomas Jefferson, as late as 1790, that "not in a thousand years will the country be thoroughly settled as far west as the Mississippi." In but slight degree did the people of those days anticipate the progress which the next fifty years had in store for the United States, when with a large measure of relief from the continuous warfare of the past the varied natural resources of this country, then already recognized, should be subjected to manipulation at the hands of Yankee ingenuity. And the same proneness to disbelieve what actually exists beyond one's vision is still found lurking to a considerable extent in many parts of our domain, and is illustrated by a recent incident at a state fair in Detroit, where the wonderful agricultural possibilities of the Upper Peninsula were aptly portrayed by a magnificent display of fruits and vegetables, so exceptionally fine that it caught the eye, and occasioned remarks by all comers. One well dressed and well appearing person asked the attendant where the exhibit was grown, and on being informed that it was all from the Upper Peninsula, remarked: "You can't make me believe these things grew way up there in the frozen north."

But, to return: The time had come for rapid progress, and the actions of the settlers in this new world soon took a pace far in advance of the plans that were laid in the old; and, as in the business of to-day the plans studied out in the office are often enlarged upon by the engineers in the field, so the plans of the English to leave to the Indians the great areas of country north and west of the Ohio, were greatly infringed upon and modified by the colonizing engineers when they came in personal contact with the various natural advantageous features; and the result was, that notwithstanding the proclamation of the king, colonization stretched its reaching arms westward, and soon began to move with that resistless force that caused the man of the forest to move before it; and instead of a thousand years, it was scarcely half a hundred before the settlers had fairly covered the territory east of the Mississippi, and the redmen had mostly removed to the west thereof.

In 1765, Sir Guy Carlton became governor general of Canada. The

Province of Quebec, then including Michigan, was peopled almost entirely with French. They were accustomed to the government of France and unfamiliar with that of England; were almost exclusively of the Catholic religion, and so, with the coming of the English governor, Carlton, the affairs of Canada were placed in the hands of the military and were not very satisfactory until the passage by parliament, in 1774, of the "Quebec act." This provided for a governor and council and also for the application of the criminal laws of England; the retention of the former laws of the province, as to other affairs; the establishment, by appointment of the crown, of local courts with both civil and criminal jurisdiction; and granting the free exercise of religious belief to and the retention of church property by the inhabitants of the province. The act also extended the boundaries of the province so as to include all the great lakes, and the country south thereof to the Ohio and west to the Mississippi river. Because of this latter clause opposition was engendered in the ranks of the followers of William Penn, who claimed for his colony a considerable territory within that sought to be given to Quebec; and it also met with disapproval at the hands of the settlers in the seaboard colonies of the Atlantic coast, with whose western boundaries the act came in conflict.

This act played an important part in the history of the then immediate future, and furnished one of the grounds of complaints in the conflict that led to the Declaration of Independence, and is referred to in that document in the following language, as, "abolishing the free system of English laws in a neighboring province, establishing therein an arbitrary government, and enlarging its boundaries so as to render it at once an example and fit instrument for introducing the same arbitrary rule into these colonies." On the other hand the act was received with so much favor in Canada, where the French Catholic population were granted their most sacred privilege of maintaining their own religion and religious rights, that it may be said to be the knot that then engaged and has ever since held in loyalty to the crown the population of its Canadian province.

Although Michigan was then within the province of Quebec, and subject to her government, there was little occasion for laws, beyond those enforced by the military, as the colonists had not as yet assumed any great pretence in numbers.

Accurate figures may not be obtainable, but the best that can be obtained are from a census taken in Detroit in 1773, by a justice of the peace, wherein the population of the colony of Detroit was given as two hundred and ninety-eight men, two hundred and twenty-five women, one hundred and forty-two young men and women, five hundred and twenty-four children, ninety-three servants, and eighty-five slaves; and he gives the area of cultivated land at one thousand sixty-seven acres, or a trifle over a section and half; a fraction of the size of one of our present Upper Peninsula farms.

But a small settlement existed at Michilimackinac, and thereof we

have found no enumeration. It was made up almost wholly, aside from the small garrison, of the traders and *coureurs de bois*, and they were of the character to be expected considering the environment from which they came and the lack of restraint with which they were here surrounded. While among them were to be found men who had come from refined and educated families, including in some instances those from families high in royal favor, they were for the most part of a far different cast, as, for instance, such as those heretofore spoken of who had in an early day been gathered from the prisons of France, brought to New France for a private colonizing purpose and, meeting with adverse conditions, had been compelled to subsist on an island in a wild state for a term of years, and were then given a measure of relief by being assisted by the French Government to engage in the Canadian fur trade. Such an element could not be expected to maintain a very high standard of morality and decency, and it is probable that in the colony at Michilimackinac this element furnished a larger percentage of representatives than in that at Detroit, where a feeble attempt at permanent colonization and cultivation of the soil was being made; and yet, of the colony at Detroit, Governor Hamilton wrote rather disparagingly, in 1776, as follows: "The Canadians are mostly so illiterate that few can read and very few can sign their own names. . . . The backwardness in the improvement of farming has probably been owing to the easy and lazy method of procuring the bare necessities. . . . The Strait is so plentifully stocked with a variety of fine fish that a few hours' amusement may furnish several families, yet not one French family has got a seine. Hunting and fowling afford food to numbers who are nearly as lazy as the savages, who are rarely prompted to the chase till hunger pinches them. The soil is so good that great crops are raised by careless and very ignorant farmers. . . . Yet there is no such thing, as yet, as a piece of land laid down for meadow, and the last winter, indeed, a remarkably severe one for this country, several of the cattle perished for want of fodder."

Thus it will be seen that, so far as white population and real civilization were concerned, Michigan really was but an insignificant quantity at the time the colonies of the east declared their independence. Although Michilimackinac had been third in the permanent settlements within the present territory of the United States, being ranked in earliness only by St. Augustine and Jamestown, her early settlers gave their attention to the attempted Christianizing of the savages and to the commercialism of the fur trade, making practically no effort at colonization except as an incident to one or the other of those objects.

In direct contrast to this, the colonies along the Atlantic encouraged immigration from Europe, and, recognizing the wonderful productivity of the soil, encouraged the development of agriculture, which carried with it, as natural accompaniments, that increase in trades, arts and commerce which caused the younger settlements of the Atlantic to grow rapidly in both population and wealth; so at the time of which we have

just quoted conditions at Detroit and Michilimackinac, the colonies of the east were ready for independence, knowing that to gain it they must face and conquer by force of arms the most powerful country then on the face of the globe.

This territory was in English control and was the scene of English activity during the Revolutionary struggle, and while Cornwallis was engaging the colonial forces in Virginia, General Haldimand was busily fitting out an expedition which was sent forward from Detroit. This was made up of regulars under Captain Bird, of the Detroit Militia, under Joneaire, and a large body of Indians, also under Captain Bird. The savage excesses of the Indians in the scalping of the settlers were too much even for their military associates, and after terrible experiences of that nature in Kentucky, Captain Bird concluded to return to Detroit, but not, however, until the acts of the Indians had so exasperated the Kentuckians that they determined to cut off the retreat, which they did, and in the doing of this they succeeded in scattering the Indian forces.

Captain Sinclair succeeded De Peyster at Michilimackinac and he was made lieutenant governor and also superintendent of Indian affairs for the province. It was on his arrival, in 1779, that the post was transferred from the south side of the strait to the island. Without waiting for authority from Governor Haldimand, he built the new fort on the island, but his report thereof was approved by that office, against the protests of residents of the settlement; and at his request the name of Michilimackinac was retained, and the fort was called "Fort Mackinac."

While Captain Patrick Sinclair was exercising his command at Michilimackinac, which command also included Fort St. Joseph, an incident occurred that is properly mentioned in connection with the history of this locality. It should be remembered that after France had surrendered this territory to England, and having been permitted by treaty to retain Louisiana, had transferred it to Spain, attempts had been made by dissatisfied Frenchmen to induce the Spanish to lay claim to the former French possessions on the lakes; with the appearance of the revolution against the English by the American colonies, the effort was renewed, and Spanish activity in this direction was somewhat feared by the English. Sinclair in 1780 made up an expedition of traders and Indians and sent them down the Mississippi to attack the Spanish, and at St. Louis the town was attacked, seven settlers killed and eighteen taken prisoners; these prisoners being sent back to Michilimackinac to work on the new fort.

While the affairs with Spain did not assume any great proportions, this attack was followed by a Spanish expedition being sent in January, 1781, against the post at St. Joseph, which was poorly defended and was captured with little effort. The English flag was hauled down and the flag of Spain floated for a brief time over St. Joseph's Island, though the Spanish government never claimed to be in governmental control. The severity of the climate, or other unknown cause, is responsible for their silent disappearance.

While Colonel Clark was moving westward, De Peyster asked Sinclair, of Fort Mackinac, to send to his assistance Indians from the upper lake regions, to join his forces at Detroit and to move eastward to meet Clark, but the Indians had heard of the strength and bravery of the colonists and consistently held aloof, leaving the British practically with their own forces to rely on, and with but little aid from the Indians; though they succeeded in getting the Indians to lend some assistance of their own kind by harassing the frontier American settlements and murdering and scalping lone settlers whom they succeeded in surprising, or in meeting with superior numbers. The notorious John Brant and other prominent Indians assisted the English in the struggles of those revolutionary times, and the history of their raids in Kentucky and upon other frontier settlements is mentioned, but not detailed in this connection, though closely associated with early Michigan history, for Brant's sister was the Indian wife of Sir William Johnson.

News of the cessation of the war that established the independence of the colonies was slow to reach the frontier, compared to the speed with which such communications are made at this day, and as a consequence, though the English pretended to use all diligence then possible to notify their Indian allies, and to recall them from their raiding expeditions, numerous settlements were hideously raided by the blood-thirsty savages after peace had been declared.

It was in 1782 that peace came, with the close of the Revolutionary war, to lend to a portion of the Northwest territory an opportunity for that development, which the conditions of the preceding century would not permit. The wars between the savages, and those between the English and the French, and between the settlers and the Indians, had kept the country in such a continuously turbulent condition that there was no inducement to general settlement, and only such Europeans ventured forth as the missionaries, who risked their lives in the cause of Christianity, and the traders, who took their lives into their own hands for the profit the trade afforded, or, as in many cases, from the pure love of the wild, adventurous life which the new world afforded them; so that no real settlements were made except at those few points where military posts were established. With the close of the war, time was still required to adjust the many questions that naturally arose on the attaining by the colonies of the condition of independence. Michigan had been, during the Revolutionary period, a part of the Province of Quebec, and within Michigan's boundaries was the center of the British operations in the west. The colonies along the Atlantic coast had not theretofore established their western boundaries and some of them claimed, by virtue of their royal charters, that their territory extended westward to the Pacific.

The work of adjustment was taken up by congress with the colonies, severally, with the result that by 1786 satisfactory adjustments had been made with all of them, whereby the several boundaries had been

determined, and the country to the west thereof was ceded to the general government. This apparently gave the general government control over most of the country west of the Alleghanies and north of the Ohio, and fairly opened the way to settlement and to the establishment of new colonies. Strife between the English and the colonists seemed to be at an end and it was hoped the Indians would no longer be incited to war, and would become generally pacific.

Somehow the settlers naturally first took to the fertile prairie lands to the south of the lake regions, in preference to the heavy timber lands of the lake states, and thus those lands to the south of us, which now comprise the states of Ohio, Indiana, and Illinois, received most of the early western emigrants and became populous, while Michilimackinac in the wooded sections of the north, which had in the earliest of pioneer days been the center of missionary, military and commercial activity, and had sent its emissaries and the needed supplies to the south, continued to be one of the centers of the fur trade, which still remained the principal and almost sole industry of this northern territory. Another reason why the settlers turned largely to the south may be found in the fact that Michigan continued actually in the possession of the British, as hereinafter related, for fourteen years after the treaty of peace had been concluded, and Americans may have been loth to locate in a country where there was likely to arise a conflict of titles.

Although the general trend of settlement was to the sections south of the lakes, as already mentioned, yet Michigan was not entirely overlooked, and some of those who later were prosperous and even wealthy citizens of Michigan had the foundations of their fortunes laid by purchases that were made from the Indians by men who had been brought from the east as captives and held in the "Yankee Prison" at Detroit, and who, on being released, at the close of the war, either staid as permanent settlers of Michigan, or went east and thereafter returned to take advantage of the natural opportunities which their season of captivity had brought to their attention.

Captain Sinclair was then in command at Michilimackinac, and as an illustration of the fact that the agricultural lands to the south earlier attracted attention than did the mineral and timber lands of the north, he purchased a tract of land in the Lower Peninsula at the site of the present city of St. Clair. There had been some attempt by commandants at Michilimackinac to convey titles to lands to private persons, but the king refused to recognize such rights in the commandants, and so private ownership of real estate in the Upper Peninsula (except as to a few French grants in the vicinity of the Sault) awaited the action of the government of the United States.

The then future destiny of the Upper Peninsula of Michigan was held in the balance pending negotiations of the treaty of peace between Great Britain and the United States, following the close of the Revolutionary war, and this territory, recognized as valuable, and sought after by both countries largely because of its productiveness in furs, had its lot

cast with the independent colonies by the treaty as affirmed in 1783, whereby the boundary line between the two countries was established as running through the centers of Lakes Ontario, Erie and Huron, and their connecting rivers and straits, and through Lake Superior north of Isle Royal to the Grand Portage and by that portage to the Lake of the Woods.

ENGLISH LOTH TO SURRENDER THIS TERRITORY

Notwithstanding this concluded treaty, the English were loth to surrender so valuable a territory as that we write about, and the English governor, Haldimand, in charge at Detroit, declined to stipulate with General Washington as to a date when the Detroit, Michilimackinac and other western posts would be evacuated. The English governor made claim that he was awaiting authority from the king, but there was a strong belief that the delay was a part of a plan on the part of British officials to devise some criticism of the treaty that would once more open it up for negotiation, and that the British might thereby regain the right to this coveted territory wherein, through the Northwest Company, the English had monopolized the valuable fur trade of this and the surrounding country. Pending this delay, the British maintained their garrisons within this territory on the pretext, as stated by Governor Haldimand, that it was necessary in order to insure the safety of the white population, because of the warlike spirit still being harbored by the Indians; and the Northwest Company continued to practically monopolize the trade, while the English retained possession of the posts. There are those who believe the protection of that monopoly for those years of delay was the main cause for the delay in evacuation, and that the alleged causes were mere pretences.

On the part of the Indians, a council of the nations in the territory north of the Ohio was held at the Huron village near Detroit, in 1786, wherein it was claimed that the rights of the Indians to the territory in question had not been recognized, and that inasmuch as the Indians were not a party to the treaty of peace, they were not bound by it, and they claimed the Americans should not be permitted to come across the Ohio. The combination of events and conditions strongly indicated a concerted plan, by which the English encouraged the Indians to persist in the claims in the hope that the action of the Indians might inure to the advantage of the English.

That the Indians were thus encouraged by the English seems to be quite strongly evidenced by inferences almost necessarily arising from the concurrence of events and conditions; and such fact is thought to be strongly evidenced by the tone of Governor Haldimand's letter to his successor, General Barry St. Ledger, wherein he referred to the delay because of his conviction that he ought "to oppose the different attempts made by the American states to get possession of the posts in the upper country until His Majesty's orders shall be received, and my conduct on that occasion having been approved, I have only to recommend to you

a strict attention to the same." Many and various claims were made by the British, criticising the construction placed upon the treaty by the United States, and much correspondence between the diplomats of the two countries was exchanged, while the British still retained possession of this territory, which they could not with any reason claim on grounds of treaty construction.

In 1787, four years after the making of the treaty of peace, congress passed an ordinance providing for the organization of the "Territory Northwest of the Ohio River," including Michigan, though Michigan was still actually in the possession and control of Great Britain. General Arthur St. Clair was made governor of the new territory and was therefore the first nominal governor of this section of the country, after title thereto was acquired by the United States through the treaty of peace, but an anomalous condition existed as to that portion thereof including the state of Michigan. St. Clair was the governor by virtue of the authority of the government of the United States as rightfully claimed through the treaty, while the English governor, Barry St. Ledger, ruled the same under English laws, in defiance of the treaty. While thus continuing to forcibly exercise possession of this part of the country, Canada actually changed the form of the English government of the territory when, in 1792, the "Quebec act" was repealed, and courts were established at both Detroit and Michilimackinac, and these posts were brought under the regular form of the English government instead of being ruled under the special form authorized by the "Quebec act." These complications between the countries continued, and undoubtedly had the effect to retard the settlement of the country in the vicinity of the British posts for many years.

ORDINANCE OF 1787

The Northwest territory, as organized by ordinance of 1787, included what is now the states of Ohio, Indiana, Illinois, Michigan, Wisconsin, and that part of Minnesota east of the Mississippi river. Prior to that this territory, following the signing of the treaty, was nominally controlled by the Jefferson ordinance of 1784, which provided the first American government for this territory and by which Jefferson attempted to abolish slavery in the United States north of the Florida line. Up to 1784, there were no United States surveys of western lands and therefore no lawful western settlers, except on old French or British grants, and grants to the attaches of military posts. In 1785 an ordinance was passed by congress providing for surveying lands into townships six miles square, and for sub-dividing these into sections one mile square, and for their sale by sections and lots; and this ordinance provided for the reservation of section sixteen in each township for school purposes. This opened up a way and offered an inducement to settlers, for now titles could be acquired that could be relied upon.

The Northwest territory ordinance of 1787, which was passed by congress after a vast amount of consideration, involving heated debates

on important points and principles, was considered by many as one of the greatest achievements ever attained in the way of government. Of it so a great a constitutional writer as Justice Cooley said: "No charter of government in the history of any people has so completely stood the tests of time and experience." While the ordinance provided a model temporary government of the great territory, its greatest value was found in the enduring principles provided by it to be engrafted into the government of the states to be erected therefrom.

It provided:

1. For religious liberty.
2. The right of habeas corpus, trial by jury, proportionate representation, inviolability of private contracts, etc.
3. "Religion, morality and knowledge, being necessary to good government and the happiness of mankind, schools and the means of education shall forever be encouraged."
4. That navigable waters are to remain free public highways.

Shortly thereafter, these principles, that gave to the ordinance referred to references as "immortal," were embodied in the constitution of the United States, and have become the vital part of our supreme law.

Following the revolution, as the westward journey of the "star of the empire" was again taken up, the movement to Ohio was forwarded by the Ohio Company of Associates, organized in 1786, on call of General Rufus Putnam and General Benjamin Tupper, after they had made an exploratory trip into that country, but not until the summer of 1787, were they able to secure the action of congress, organizing the territory and providing for the sale of government lands. The general agent of the company, also largely instrumental in its organization and in the drafting and passage of the ordinance of 1787, was Manasseh Cutler, of Connecticut. In 1788 the first delegation from the Associates, under Mr. Cutler, reached Ohio and founded Marietta; though numerous "squatters" had preceded them and settled in advance of the government survey. Everything in the way of settlement was haphazard until the coming of the Ohio Company, which took up and forwarded the organization of a regular government.

General Arthur St. Clair, governor of the territory, with other appointed officers, arrived at Marietta, Ohio, in July, 1788, and there, on the 17th of that month, with due ceremony proclaimed the first civil government of the United States over the territory now within the state of Michigan. Up to that time this territory had been controlled by the French and English under military rule administered from the centers at Detroit and Michilimackinae.

Before any headway could be made with the government land surveys and the sales of government lands, it became necessary to acquire in some way the claims of the Indians to those lands; and for that purpose a commission had been appointed in 1784. This commission treated with numerous individual tribes, but ignored the northwestern confederacy, and the confederacy in turn ignored the various treaties with the

individual tribes; so that really nothing was accomplished toward the desired end for some two years or more, during which time the Indians became restless, and, through their confederacy, they communicated their grievances to congress, in December, 1786, by means of a document supposed to have been prepared by Joseph Brant, in which it was said: "We think the mischief and confusion which has followed is owing to your having managed everything respecting us in your own way. You kindled your council fires where you thought proper without consulting us, at which you held separate treaties, and have entirely neglected our plan of having a general conference. . . . Let us have a treaty with you early in the spring. We say let us meet half way, and let us pursue such steps as become upright and honest men. We beg that you will prevent your surveyors and other people from coming on our side of the Ohio river. . . ." This address was unheeded, as Governor St. Clair considered the confederacy of the tribes was not enduring, and he believed it best to continue negotiating with the individual tribes, but his mistake became apparent later, November 4, 1791, at "St. Clair's defeat" on the Wabash.

Hostilities continued until finally the treaty of Greenville was signed August 3, 1795, following the defeat of the confederated tribes by the forces of General Anthony Wayne a year previous. Among the numerous tribes of this confederacy which joined in this treaty of Greenville were the Ottawas and Chippewas, from this section of the territory. When General Wayne, in the summer of 1794, was, with his force of twenty-six hundred well drilled soldiers and one thousand mounted Kentuckians, pressing hard upon the centers of the confederation, he made another effort to carry out Washington's desire to secure peace and avoid war, and he sent a message to the chiefs offering the terms of the Muskingum treaty as a basis of lasting peace. This was refused, and the refusal is attributed to the fact that the Indians were influenced by the English who were still holding possession of the territory, and by their assurances of superior strength, with which they had been infused by their victory over Governor St. Clair.

The belief that the English were aiding and abetting the Indians in their fight against the United States finds further basis in the fact that the Indians, on rejecting the proffered peace, retired to the English Fort Miami, which had been constructed by Governor Simcoe, in 1794, long after the English had ceded their rights in this territory to the United States. When General Wayne, on the 20th of August, 1794, advanced to within one mile of Fort Miami the confederated tribes were prepared to meet him, strongly barricaded by fallen trees. The Indians were soon routed, many slain, and the others scattered, and the English fort came into possession of the Americans.

Major Campbell, who was in charge of the garrison at Detroit, protested against the possession of the British fort by General Wayne, but met with a sharp defiance and was reminded that the British were occupying American soil, and had built the fort thereon since the signing

of the treaty. The decisive victory of General Wayne, which was at least in part on Michigan soil, and was participated in by Ottawas and Chippewas from Michilimackinac and Sault Ste Marie, was important in many ways, and had unquestionable influence in the results that soon followed, including Jay's treaty, in November of that year, and the treaty of Greenville in August of the following year, followed by the evacuation of Michigan territory by the British pursuant to the terms of Jay's treaty. It also put an end to the terrible Indian warfare that had continued throughout the territory, and thus opened up to settlement a large region of fertile lands, over which there started that ever-increasing horde of western emigrants that pushed forward to the west, and upon tangents to the northward, with the final result we now perceive; the entire Northwest territory divided into and making up five of the most prominent states of the Union, and a considerable contribution to another like prominent state. In the place of the wild savagery illustrated by the horrible massacres, in 1791, when St. Clair met such a terrible defeat on the Wabash; the siege of Detroit, when so many white settlers met the terrible experiences of the Indian warwhoop and the bloody scalping knife, and the massacre at Michilimackinac in 1763, when all savage brutalities imaginable were meted out to the garrison, we now have the well populated and progressive States before mentioned; then, all under the one territorial governor, but now administered by six governors, with full quotas of state, county, township, city and village officials, to say nothing of the numerous government officials and the net-work of school and church governments that flourish within the same boundaries.

A CENTURY OF POPULATIVE GROWTH

Only a trifle over a century of populative growth, from the Indian villages, presided over by their chiefs and surrounded by the savagery of wild nature, to the civilization of today that has given us our present populous and industrious communities, including such important cities as Chicago, Detroit, Milwaukee, Cincinnati, Indianapolis, St. Paul, Minneapolis and Duluth, and the web-work of commerce that binds them together by land and sea, by boat and rail! Truly, by comparison only can we appreciate the workings of modern thought and ingenuity. At the council of Greenville, there were forty-five Ottawa and forty-six Chippewa representatives, and a total of eleven hundred and thirty representatives of fifteen tribes, when lasting peace was agreed to and all these tribes came under the protection of the United States.

As affecting this Peninsula of Michigan, the thirteenth article of the treaty provided, as a cession of territory to the United States: "The post of Michilimackinac, and all the land on the island on which the fort stands, and the main land adjacent, of which the Indian title has been extinguished by gifts or grants to the French or English governments, and a piece of land on the main to the north of the Island to measure six miles on Lake Huron, or the Strait between Lakes Huron

and Michigan, and to extend three miles back from the water of the lake or strait and also the island of Bois Blance, being an extra and voluntary gift of the Chippewa Nation."

With the development of interest in the Northwest territory a series of land-grabbing combinations came into existence and they were of mammoth proportions, including in their membership prominent and influential officials among whom were members of congress; and in the lands to be secured were some of the most fertile of the entire territory. While not all of these may have had direct effect upon western settlements, the one that comes nearest to the interests of Michigan was the Randall-Whitney combination of 1795, whereby it was attempted to secure through congress all the rights of the United States to twenty million acres in the Lower Peninsula for the sum of five hundred thousand dollars, or two and one-half cents per acre. Fortunately one congressman approached in the deal was of the proper metal and divulged and thereby defeated the scheme. This was before the United States government had come into actual possession of the territory sought to be purchased, and the Detroit parties interested in the scheme were British adherents.

In 1798 the Northwest territory became entitled to elect a territorial council with representatives of the various districts of the territory. The district of Wayne included the Lower Peninsula and parts of Ohio and Indiana, and was entitled to one representative in the council. Consequently, in December of that year, an election for the district of Wayne was held in Detroit, at which James May of that city is supposed to have been chosen as such representative, and the people of that section were given their first opportunity of exercising the glorious privilege of the elective franchise. No record of the election can be found and it is supposed to have been considered void, for a new election was held in January following. The Upper Peninsula seems not to have been reckoned with at that time, and consequently to have had no representative in that council, remaining in the unorganized portion of the territory. The representatives met at Cincinnati, February 4, 1799, and chose ten freeholders to constitute the territorial council, the first legislative council of which the people of any part of Michigan were represented.

The ordinance organizing the Northwest territory provides, that "As soon as a legislature shall be formed in the district the council and house, assembled in one room, shall have authority, by joint ballot, to elect a delegate to congress." Pursuant to this provision, William Henry Harrison was, in 1799, elected the first delegate to congress to represent the Northwest territory, and in March, 1800, he was appointed chairman of a committee of congress on the division of the Northwest territory. As the result, the territory was divided into two districts by a line running from the mouth of the Kentucky river north to the Canadian boundary, the western part being called "Indiana territory" and the eastern part "Territory Northwest of the River Ohio," the boundary line dividing what is now Michigan, into two parts. Harrison

was appointed governor of Indiana territory and also Indian agent, and held the office until his appointment, in 1813, as major general in the American army.

The territory was dismembered by the formation of the state of Ohio, by act of congress passed April 30, 1802, and thereupon what is now Michigan became part of the territory of Indiana. On June 30, 1805, the territory of Michigan came into existence.

By the ordinance of 1787 constituting the Northwest territory, a provision was made for at least three states to be erected within its boundaries, and there was a further provision "that if congress shall hereafter find it expedient, they shall have authority to form one or two states in that part of said territory which lies north of an east and west line drawn through the southerly bend or extreme of Lake Michigan," and when the state of Ohio was organized that line was given as its northern boundary. In 1802 Ohio was admitted as a state and the remaining portion of the "Territory Northwest of the River Ohio" became a part of Indiana territory, thus effacing from the map the name "Territory Northwest of the River Ohio."

In 1804, on petition from the people of Detroit, a bill was introduced to provide for the creation of a territory north of the line above described, and, after considerable opposition, and some amendments the "Act to Establish and Organize the Territory of Michigan" was passed and made to take effect June 30, 1805, with a government substantially the same as that of the Northwest territory. The officials provided for were a governor, secretary and three judges, and the governor and judges, to be appointed by the president, with the consent of the senate, constituted the legislature of the territory. The territory of Michigan, as thus constituted, included nearly all of what is now within the state of Michigan, but its western boundary was described as a line drawn from the southerly bend of Lake Michigan "through the middle of said lake to the northern extremity thereof, and thence due north to the northern boundary of the United States," which line passed through Mackinaw county a few miles west of St. Ignace, leaving that locality a little longer within the territory of Indiana.

In 1809 Indiana territory was again dismembered by the creation therefrom of the territory of Illinois, and on the admission of Illinois as a state, in 1818, all the remaining portion of Indiana territory was attached to the territory of Michigan; then, for the first time, all the territory now within the state was included in Michigan territory, and there was also then included therein all of what is now Wisconsin and that portion of Minnesota east of the Mississippi river. Late in 1834 the territorial boundaries of Michigan were stretched across the Mississippi river and made to embrace the present state of Minnesota, Iowa and a part of the Dakotas. Michigan, however, maintained these unwieldy proportions but a very short period, for in 1836 all that part of her territory except what is now Michigan was organized as the territory of Wisconsin, and in 1837 Michigan attained the proud position of a state.

Having digressed from the chronological order of events to follow this section of the country through its vicissitudes of territorial changes and associations, we now return to the period when the territory was organized.

FIRST GOVERNOR OF MICHIGAN

The first governor of Michigan territory was General William Hull, appointed by President Jefferson, March 1, 1805. The other appointed officers were: Stanly Griswold, secretary; August B. Woodward, Frederick Bates and John Griffin, judges. They arrived in Detroit June 12, 1805, to set up a government for the new territory, but found the little colony in a deplorable condition, for, on the day previous, the village had been devastated by fire and but two buildings remained to offer shelter to the entire population. On the 30th day of June, the appointed officials took their respective oaths of office, and a civil government for the territory of Michigan was established, until which time all government within the present state of Michigan had been through the military commanders, appointed successively by the French, British and American governments.

An act regulating grants of lands in Michigan territory was passed by congress March 3, 1807. At this time no provision had been made for the extinguishment of the Indian titles except to a small tract in the vicinity of Detroit.

In 1812, Detroit had a population of only about eight hundred and the entire territory about five thousand, mostly French.

The Indian titles were the great hindrance to settlement. In 1806 Tecumseh, the Shawnee chief, endeavored to organize the Indian confederacy of the Michigan, Ohio and Indiana tribes to withstand the encroachments of the whites; and, as a consequence, renewed fears of Indian wars retarded the progress of Michigan settlement. Governor Hull was instructed to negotiate a treaty with the Indians, and, to that end, a council was called and held at Detroit and was participated in by the Ottawa, Chippewa, Wyandotte and Pottawottomi tribes, with a result that on November 7, 1807, a treaty was signed ceding to the United States a considerable territory within the Lower Peninsula, but was important to the whole territory as being the opening wedge that soon thereafter opened up the way to settlement, or purchase by the government, of nearly all the land within the present state of Michigan.

Up to this time the only means of traveling to the interior was by way of the Indian trails, which centered at Detroit, the principal of which came to Michilimackinac and Sault Ste. Marie, commonly called the war-path, by which the tribes of the north were connected with those of the south. Besides the fear of Indian wars, there was another serious impediment to the settlement of Michigan territory; because so much thereof, including all the principal settlements, was exposed to direct attack by water, and was so contiguous to the British possessions in Canada, where the war clouds that were growing in England were also be-

coming ominous; and war between the nations, making this a hostile and disputed territory, seemed imminent.

WAR OF 1812

In 1810 warning was given to the government at Washington, by the British minister, that the Indians of the northwest were preparing for war. It was in August of that year that Tecumseh, and his brother the (bad) Prophet, met Governor Harrison in conference at Vincennes, and there, after expressing determination to resist the coming of white settlers, said: "Your great Father may sit over the mountain and drink his wine, but if he continues his policy, you and I will have to fight it out." Governor Harrison exerted every effort to maintain peace, and peaceably negotiate land purchases, but Tecumseh, the Prophet, and his band, were determined to resist further cessions of land and to avoid those already made, even to the extent of war. As a consequence, the war clouds grew and grew, until open hostilities began when a band of Indians fired upon Harrison's camp.

Governor Harrison had brought into use the valuable lessons he had learned while campaigning under General Wayne, and had prepared for the impending trouble by assembling a considerable force of regulars and volunteers, drilling them thoroughly, and making them acquainted with the Indian methods of fighting, so that he was ready for the challenge; and on October 11, 1811, his army began its advance from Fort Harrison, and on the 6th of November took up a position for defense within a mile of the Prophet's town. The Indians attempted a ruse, and sent messengers with overtures for peace, but Harrison was not deceived. It was a dark and rainy night, but Harrison was on the alert and ready to meet the attack which the Indians made at the beginning of dawn. The battle was fierce, but the Indians were surprised at the strength and bravery with which both on horse and afoot the Americans returned the charge; and the Indians, supposed to number one thousand, were put to flight and completely scattered. By many this battle has been thought to have had considerable and close connection with the ensuing war of 1812, between the United States and England, and there is much to justify such a belief. The long delay on the part of the British in surrendering the territory, together with the fact that the British had been so closely back of earlier Indian hostilities, and the further fact that Tecumseh became an officer of the British army immediately on the breaking out of the war of 1812, combined with many other unjustified and unjustifiable acts on the part of the British, wrought deep into the feelings of the Americans, and these suspected instigations of Indian hostilities were mentioned as among the grievances against England in the special message of President Madison to congress, three days only before the introduction into congress by John C. Calhoun, June 4, 1812, of a bill declaring the existence of a state of war between the United States and England.

On March 6th previous, Governor Hull, realizing the prospect and

at the same time the ill-prepared condition for war, addressed the secretary of war setting forth the defenseless condition of the Michigan settlements, and the fact that Canada was possessed of resources sufficient to successfully invade our territory; and he reckoned as allies of the British, as he then wrote, "all the Indians in Upper Canada and a large proportion of the powerful nations residing in the territory of the United States who now hold a constant and friendly intercourse with the British agents, and are liberally fed and clothed by the bounty of the British government."

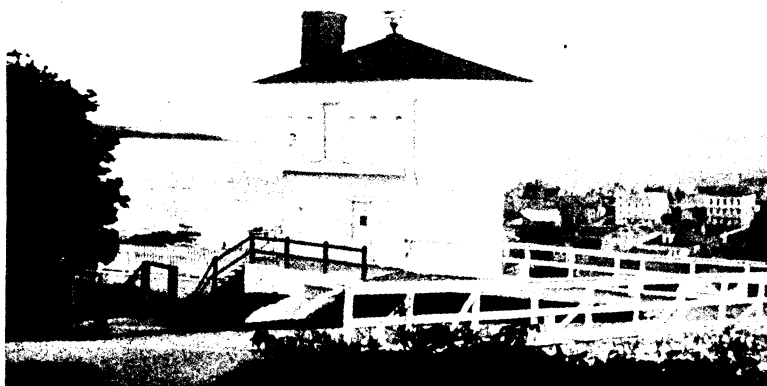
Governor Hull advised that, in the event of war, there should be a sufficient army established at Detroit to defend this part of the country, control the Indians and commence operations on the enemy's weakest points, and he argued that such a course would prevent war with the savages and drive the British from Upper Canada, and that the British "naval force on the lakes would in that event fall into our possession and we should obtain command of the waters." He dwelled upon the fact that operations by land would be handicapped because of the presence of Indians "under British control and devoted to British interests," and he reiterated that he had always favored the building of sufficient armed vessels upon the lakes to control them. Governor Hull was, as brigadier general, placed in command of the forces of the northwest, April 8, 1812, which position he accepted after remonstrating because of defenseless conditions. He was put in command of three Ohio regiments comprising about fifteen hundred men and proceeded to march to Detroit. As General Hull was nearing Detroit, on July 2, 1812, a messenger overtook him bearing a dispatch from the secretary of war informing him of the declaration of war and adding: "You will be on your guard, proceed to your post with all possible expedition, make such arrangements for the defense of the country as in your judgment may be necessary, and wait for future orders."

Hull had previously forwarded, by the boat "Cuyahoga," his baggage and tools and a chest containing his military papers—also the wives of some of his officers—and, perceiving that his dispatch which had come most of the way by post had been greatly delayed and that ten days had elapsed since the actual declaration of war, he realized the imminent danger to the boat with all its cargo and passengers; but, being unable to communicate with her, she was captured and taken to Fort Malden, then in command of Colonel St. George. It took from June 18th to July 2nd to carry the notice of the declaration of war to General Hull, while the Governor General of Canada got the notice June 27th. The capture of the boat, with Hull's papers, gave the English information as to the plans of the government.

July 17th, 1812, Fort Mackinac was taken by the British and Indians. Lieut. Porter Hanks, in command, had no notice of the declaration of war until his surrender was demanded. Captain Roberts, in command of St. Joseph's island, had got the news; gathered, to aid his regulars, two hundred and sixty Canadian militia and seven hundred

Indians, and proceeded to Mackinac, where Hanks with only sixty men surrendered without the firing of a shot. This he did through fear of an Indian massacre, which was almost certain to follow the beginning of a fight. The surrender of Mackinac effected a release of all restraint upon the Indians of the north.

In 1812 the governor general of Canada, came to Malden with supplies and reinforcements and told the Indians he had come to restore to them their hunting grounds. As an illustration of the condition of the country at that time we suggest that the massacre at Fort Dearborn occurred the 15th of that month, and Detroit surrendered the following day, whereby Michigan then again came entirely into the hands of the British and their savage allies. General Brock set up a provisional gov-



THE OLD BLOCK HOUSE, MACKINAC ISLAND

ernment at Detroit, placing Colonel Proctor in command with two hundred and fifty men. It was the same fear of the savages and not of the British that led to the surrender of both Detroit and Mackinac.

In September, 1812, General Harrison was appointed brigadier general of the regular army and given command of ten thousand men with which to recover Detroit and conquer Canada. James Monroe succeeded Eustis, as secretary of war, and he gave matters in the northwest into the hands of Harrison, who had recommended, as Hull had a year previous, the construction of boats to command the lakes.

Commodore O. H. Perry, then only twenty-eight, was put in charge of preparing and handling a fleet of boats. He was then a young lieutenant, and he had to get his timbers from the forests during the winter of 1812 and 1813. By extra effort, he got boats well under construction and by the month of July, 1813, he was out with the brigs "Niagara" and "Lawrence," schooners "Caledonia," "Aerial," "Porcupine" and

“Tigress” (the former having been captured from the British at Niagara) and five or six smaller boats. It was August before he got them thoroughly manned, and on the 20th of the month he met General Harrison and arrangements were made for concerted action of the land and naval forces. Harrison had at this time so augmented his forces that he had seven thousand men at his command, and thus, in a few months after the war department had come into the hands of the future President Monroe, through his policy of putting into the hands of the men in the field the control of operations, of which they must certainly be best qualified to judge, the young government of the United States was in fighting trim; and the army under the immediate control of the future President Harrison and the first navy which this government ever had upon the lakes, then under the management of the now renowned Commodore Perry, were acting in concert and prepared and determined to wrest from the British and restore to the United States the territory within the present state of Michigan, which General Hull had been compelled to surrender, because of the shortsightedness of the government in declaring war in advance of due preparation therefore, and with a strong British force within easy reach of the almost defenseless posts at Detroit and Mackinac.

No time was lost by these young commanders. Perry sailed out the first of September as an invitation to the British fleet, then under the guns at Fort Malden and in command of Captain Robert H. Barclay, a veteran in naval warfare who had served under Nelson at Trafalgar. Not until the tenth did Barclay accept the challenge but on that day the fleets met. At the outset the wind favored the British, and the long-range guns of Barclay's fleet had the best of it, and Perry's flag ship, the “Lawrence,” was disabled. He then carried his flag to the “Niagara,” being made the target of a furious fire while being transferred in a small boat, and, the wind being more favorable, he then sailed directly into the enemy's line, followed by the rest of his fleet, and, at short range, played such havoc that the British promptly surrendered the entire fleet, Barclay's flag-ship being the first to strike her colors. This put the United States in control of the lakes, and General Harrison saw his way open for a long-coveted opportunity to invade Canada, in whose control were both Detroit and Mackinac. It was following this first and telling victory of the young naval commander that, in dispatching the news to General Harrison, he coined the never-to-be-forgotten phrase “We have met the enemy and they are ours.”

Harrison's army was continually being reinforced, and he had, by the 20th of September, about eleven thousand men and was prepared for his campaign to reoccupy Detroit. The British did not seem to relish the prospect and abandoned their own fort at Malden, after setting the same and the surrounding buildings on fire. Perry, with his fleet, sailed into Detroit, September 29th, landing the Americans; and then Michigan again came under the government of the United States. On the following day General Harrison declared the restoration of the govern-

ment of the United States. It was in this year that Dickson, a prominent trader, went from Mackinac southward to the tribes along and at the head of Green Bay and gathered Indians to go to Detroit to aid Tecumseh, and, by means of promises that Michigan would be restored to the Indians, he secured a considerable number of recruits, estimated at five hundred from the various tribes; and these were present to aid the British in the campaigns of that season.

After entering Detroit, Colonel R. M. Johnson, with his brigade of mounted Kentuckians, lost no time in pushing forward the campaign so successfully begun, and on the very next day crossed into Canada in pursuit of Proctor who had fled before their approach. Colonel Lewis Cass acted as aide to General Harrison in this campaign.

Harrison and his command overtook the British and their Indian allies October 5th; they having at that time about seven hundred white troops under Proctor and twelve hundred Indians under Tecumseh; and the battle of the Thames ensued at a point on the river about thirty miles east of Lake St. Clair, wherein, after a short but furious engagement, in which the famous Tecumseh met his death (it is said from a shot of the pistol of Colonel Johnson), the land forces under Harrison won a victory, second only in importance to the success of Perry upon the water; and the war was practically ended in the northwestern portion of the battlegrounds.

The results of that short but vigorous campaign were momentous. At its end the lakes had come under the control of the United States and the British army that had invaded Michigan had been driven out, followed and captured, while Tecumseh, the organizer and soul of the Indian confederacy, had met a soldier's death, thereby disorganizing the confederacy, and removing the great impediment to settlement and danger to settlers, that that alliance had occasioned.

During this campaign, in which Detroit was captured by the British and recaptured by the Americans, there was little of interest occurring in the Upper Peninsula, Michilimackinac having been surrendered to the British as almost the first event of the war, July 17, 1812. There was no especial occasion for the United States to take action in that vicinity until it repossessed itself of Detroit and acquired control of the lakes; and therefore the British occupied the post without contest. One item, however, should be recorded in this connection, and that is the death of Lieutenant Hanks, whose good judgment in surrendering the post at Michilimackinac before the loss of blood, in the face of overwhelming odds against him, probably prevented an Indian massacre of the garrison and inhabitants. He was himself taken to Detroit, where, on August 16th of that year, he was killed during the bombardment of the fort.

In the fall of 1813, after the victories recorded to the credit of Commodore Perry and General Harrison, it was too late to proceed to Mackinac that season, though it was recognized as important to repossess the post because of its commanding position, and because of the influence to

be exerted thereabout upon the Indians to the north and west thereof; and preparations were made for concerted action of land and naval forces in that direction the following spring.

Early in July, 1814, Captain Groghan, with a force of five hundred regulars and two hundred militia, with five of the boats of Perry's old fleet then in command of Captain Sinclair, sailed from Detroit to Mackinac, passed the island of that name and landed (July 20th) on St. Joseph's island near the mouth of St. Mary's river, where they found the British post abandoned. A company under command of Major Holmes was sent to Sault Ste. Marie, only to find the post had been abandoned and the buildings destroyed. It was now in order to proceed against Mackinac direct, and on the 26th the little American fleet landed its forces on the north side of the island, whence it was necessary to proceed about two and one half miles through the densest of cedar and hemlock thickets, which, to look at, seem almost impenetrable. When about half way up, on a cleared tract, now known as the Early farm, they were met with the British artillery in a heavy fire, by which Major Holmes met his death and his command lost severely of its numbers. It was discovered that the post had been strongly re-enforced by Indians from the neighboring tribes, and it was at once apparent that it would be impossible to successfully assault the fort; it had also been re-enforced by the white men from the Sault, as well as a detachment from Green Bay and Menominee Indians under the great chief Tomah. Acting under the maxim that "discretion is the better part of valor," Groghan again took to his boats, and, leaving the "Tigress" and the "Scorpion" to blockade the port, sailed back to Detroit to arrange for re-enforcements. The blockading schooners were soon thereafter taken by the British, and their officers and crews were made prisoners. Mackinac thus still remained in the possession of the British.

TREATY OF GHENT

Before further military operations were had, came the signing of the treaty of Ghent, which occurred December 24, 1814. It was ratified by the United States senate, February 17, 1815, bringing peace to the two great English speaking nations, and again returning to the United States the territory now within the Upper Peninsula.

As illustrative of the fact that the English aggression that brought on that war was occasioned by the desire of the British to wrest from the United States the northwestern lake country, it may be mentioned that, on the meeting of the commissioners at Ghent, Netherlands, to formulate the treaty, the first demand of the British was that there should be conceded to their allies, the Indians, a strip of territory along the entire division line between the two countries, and that each country should undertake to keep peace with the Indians so long as the Indians refrained from war with the respective countries. Other demands were so presumptuous that the American commissioners were surprised, and indignantly rejected the propositions. The warfare between the members of

the commission was almost as fierce as was that between the armies in the field and the vessels upon the water; but, almost unexpectedly, December 14, 1814, after continuous wrangling since August, the treaty was agreed to, though before news thereof reached the United States the great battle of New Orleans was fought wherein General Jackson won enduring fame.

By the treaty, Michigan was restored to the United States, and the boundary line between the two countries, at various points of dispute was left to be fixed by commissioners provided for by the treaty. The boundary line through Lake Superior was (as per Article VI) provided to be fixed by two commissioners, one to be appointed by His Britannic Majesty, and the other by the president of the United States, by and with the consent of the senate, and to them was left the locating of the line that should, according to the terms of the treaty of 1783, decide to which country the various islands should belong, as well in the lakes as in the rivers and straits connecting the lakes. It was, by said treaty, also agreed by both parties that the Indians should be restored to their rights as they existed at the commencement of the war and that each party should keep peace with the several Indian tribes, "Provided always that such tribes or nations shall agree to desist from all hostilities against the respective parties to the treaty." Thus the Indians were left with their claim of title to a large portion of the lands in Michigan, but without further alliance with the British, and consequently, in a more approachable condition.

In reinstalling the government of the United States in Michigan, General Harrison, after the victory of the Thames, appointed General Cass as military governor and assigned his brigade to garrison duty under him; and on October 29, 1813, he was appointed by President Madison, civil governor of the territory of Michigan, which position he held until his appointment to the position of secretary of war in the cabinet of President Jackson, August 1, 1831.

The condition of desperation and dependency in which the war left the Indian tribes made settlement of the territory precarious, and General Harrison, having been, in 1815, appointed a commissioner to negotiate treaties with the Indians, joined General Cass, as governor of Michigan territory, in an attempt to remedy those conditions; and early results were found in the treaty signed September 8, 1815, at Spring Wells, near Detroit, between the United States and numerous Indian tribes, including the Chippewas and Ottawas, and providing for peace with them, for their coming under the protection of the United States, and being restored to all the rights and privileges they had previous to the beginning of the late war. This treaty also ratified the treaty of Greenville heretofore mentioned, but still left the Indians with all their claims of title to the lands in the Upper Peninsula.

By a treaty made at Sault Ste. Marie June 16, 1820, between Governor Cass and commissioner on the part of the United States, with the Chippewa nation, the United States acquired title to a tract of land at

Sault Ste. Marie described as beginning at the Big Rock on the boundary line in the River St. Mary, running thence down the middle of the river to Little Rapids, and extending back from the river for sufficient distance to comprise in all sixteen square miles, but, by the terms of which the Indians reserved perpetual fishing and camping rights thereon; and thus at that time a beginning was made for the acquisition of lands by the government within the Upper Peninsula. Between the earliest settlement of the Upper Peninsula and the date of the first acquisition of title from the Indians in 1820, this locality had a great diversity of experience in government, and lack of government, and was hampered by the incidents of successive wars, including two between the United States and Great Britain, one between Great Britain and France, and two great Indian wars, interspersed always with the harrowing incidents of continuous contact with the savage populace; and it must necessarily take time and diplomacy to restore the disturbed situation to conditions such as would be inviting to settlers.

FALSE IMPRESSIONS OF CLIMATE AND SOIL

Another obstacle that unjustly intervened and had to be overcome in the settlement of Michigan, was the false impression regarding its soil and climate conveyed to the world by means of a careless, to say the least, report of Edward Tiffin, surveyor general of Ohio, to the general land office, in connection with the Military Bounty land act. Early in 1812, congress passed an act providing for surveying and setting aside six million acres of land for the benefit of volunteers in the war it was then about to declare, of which two million were to be in each of the Territories of Michigan, Illinois, and Louisiana, and it provided that the lands so to be set aside should be "fit for cultivation." In 1816 that part of the act regarding the two million acres in Michigan was repealed, and by the repealing act a further one and a half million in Illinois and one-half million acres in Missouri were substituted.

This last mentioned act was passed because of the report of the surveyor general above mentioned made in November, 1815. Therein he described the lands on the Indian boundary in Michigan, as "low wet lands with a very thick growth of underbrush, intermixed with very bad marshes but generally heavily timbered with beech, cottonwood, oak, etc.; thence continuing north and extending from the Indian boundary eastward the number and extent of swamps increases, with the addition of numbers of lakes, from twenty chains to two or three miles across." And again he says: "It is with the utmost difficulty that a place can be found over which horses can be conveyed," and, "Taking the country together so far as it has been explored, and to all appearances, together with the information received in regard to the balance, it is so bad there would not be more than one acre out of a hundred, if there would be more than one out of a thousand, that would in any case admit of cultivation." As a matter of course, this unwarranted and very mistaken report was laid before congress in connection with the proposition to

substitute lands in Illinois and Missouri for those originally provided to be set aside in Michigan; as a further consequence the damaging report regarding Michigan lands was spread throughout the eastern country, and Michigan was referred to as "the great dismal swamp," with the effect of inducing seekers of western homes to direct their courses farther south, and thus seriously to impede for a time the settlement of Michigan. The report had particular reference to the lands of the Lower Peninsula, but the effect was equally bad upon the Upper. Had the merits of the Lower Peninsula been properly heralded so as to induce settlement, attention to the Upper Peninsula would have followed as a natural consequence.

Quite in contrast to the report above referred to, and illustrative of the evil effects thereof, another report was made in 1818, by William Darby, who, after exploring the regions in the vicinity of Detroit, wrote: "Though the soil is good in general—some of it is excellent—and all parts well situated for agriculture and commerce, some causes have hitherto operated to prevent any serious immigration to Michigan territory. For upward of a month I have been traveling between this city and Geneva, in the state of New York, and I have seen hundreds moving to the west, but not one in fifty with the intention of settling in Michigan territory."

In 1816 Indiana was admitted as a state, and by the act of admission her northern boundary was fixed at a point ten miles further north than the southern boundary of Michigan, thus occasioning a conflicting claim to that strip, which later had a direct effect upon the Upper Peninsula. In 1818 Illinois was admitted as a state, and her northern boundary was crowded still further north; of course to so provide such lake frontage that the future city of Chicago would be in that state. This left of the old Northwest territory, not now incorporated into states, only the territory now comprising Michigan, Wisconsin and that part of Minnesota east of the Mississippi river, and thereafter known as Michigan territory.

The turning point for Michigan seems to have come with the favorable report of Darby in 1818, and in that year a land office was opened in Detroit. In 1819 Michigan territory was given the right to a delegate in congress, and upon her citizens was conferred the general right of suffrage. William Woodbridge was elected the first delegate to represent the territory in congress, and took his seat December 10, 1819.

As a practically concurrent event, and as introducing an element of transportation that had much to do with the rapidity of settlement in the then near future, it is noted that "Walk-in-the-Water," the first steamboat on the lakes above Niagara Falls, was launched on Lake Erie in 1818, and entered the port of Detroit August 27th of that year; from which time she plied between Detroit and Buffalo until 1821, when she was wrecked and the "Superior" took her place. With the coming of steamers, came also rapid increase in the number of American settlers, so that by 1820 Detroit had a white population of fourteen hundred

and fifteen. The opening of Erie canal added another advantage to western travel, completing the water route from New York to Michigan and the other states bordering the lakes, and population grew apace.

Until 1817 there had been but one county organization; that of Wayne. That year Monroe county was organized, and in 1818 came the counties of Macomb and Mackinac, thus showing the turn of the tide of immigration to the territory of Michigan.

FUR TRADE ATTRACTS TRADERS

Notwithstanding the fact that home seekers had been kept from settling in Michigan, by the various causes above mentioned, it appears that the attractiveness of the fur trade was such that it was continued, in a greater or lesser degree, at all times, and in the ten years that elapsed between 1780 and 1790, during most of which period the English withheld from the United States the possession of Michigan after having ceded title thereto by treaty. the district of Michilimackinac produced three thousand two hundred and twenty packs of furs of the estimated value of twenty pounds each, or sixty thousand four hundred pounds, equal to nearly three hundred thousand dollars, as shown by British figures, made for the purpose of illustrating the loss to England that would be occasioned by the surrender of the fur trade of the lake posts to the United States.

In 1783, the very year in which the treaty was signed whereby this country was ceded by Britain to the United States, the Northwest Fur Company was organized at Montreal by twenty-three merchants of that town, and that company sent into the district, of which Michilimackinac was the trading center, about two thousand fur traders, who were distributed far and near, living and trading with the Indians and thus perpetuating the profitable trade. In 1809, John Jacob Astor organized the American Fur Company, and two years later bought out the Mackinac business and all the interests of the Northwest Fur Company south of the international boundary line. The representatives of these great fur trading companies were, with a very few exceptions, the only white settlers within the boundaries of the Upper Peninsula for the first third of the nineteenth century. Exploitation, rather than settlement, was the order of the times, and the making or recording of history seems to have been the least of their cares.

As late as 1820 the Upper Peninsula of Michigan seems only to have been reckoned with as Indian territory. In a book published in 1821, entitled a "Narrative Journal of Travels from Detroit, Northwest through the Great Chain of Lakes to the Sources of the Mississippi River, in the Year 1820." by Henry R. Schoolcraft, there appears a map which shows Michigan to constitute what is now the Lower Peninsula, and including a strip of country now belonging to Ohio, the southern boundary of the state appearing as a line extending from the most southerly point of Lake Michigan directly east to Lake Erie. The territory north of the straits, including what is now the Upper Peninsula, north-

ern Wisconsin and a part of Minnesota, without being given specific boundaries, is labeled on that map "Chippeway Indians." In the description of his journey, which he also traced upon the map, he shows that he coasted along the entire lake boundaries of the Upper Peninsula.

After the war of 1812 had been formally ended by treaty, there were many instances of infraction of American rights by both the English and the Indians, and it was apparent that the English were not even then ready to surrender their much coveted rights to the Michigan fur trade; and they were not loth to stir the Indians to acts of savagery that continued for years to be a menace to settlers, and as a consequence caused a continued delay in immigration to the country remote from civilized settlement.

Governor Cass, however, was of the right metal and stood firmly for a recognition of treaty rights. By the treaty it was stipulated that there should be restoration to each of the parties of all places captured. Among other instances of grievances, Governor Cass learned that the English, with the aid of Dickson, his Indians and traders, intended to try again the old policy of the English, and to continue in the possession of Mackinac and thereby in the control of the trade. Cass therefore retained Malden in the possession of the Americans, offering her surrender when the delivery of Mackinac was insured. The exchange was finally made in July, 1815, though the intrigues of the British with the Indians did not cease with the surrender of the post, and the traders of that vicinity paid little heed to treaty obligations or American rights; and to live in the surrounding country was a recognized hazard for many years to come. The people that came to this part of the country under the circumstances that created its history up to the close of the war of 1812, and that survived the turbulency of the times, were essentially a conglomerate lot, of varied nationalities and various degrees of ignorance and knowledge. Many were actually of the criminal classes. In the then condition of the country it was natural that their habitations should be along the shores of the lakes, for the water highways were their only avenues of travel and transportation.

While there were respectable and intelligent people among the remaining populace, and some remained in the settlements to pursue their trades, many more were scattered along the shores, taking up their residences upon the islands and the shores of the mainland, where they engaged in fishing and hunting, and carried on their trade with the Indians; and many are the tales of piracy and murders that were so frequent as to amount to an almost continuous border warfare for many years that followed, constituting a menace to settlement almost if not quite equal to the fear of the savagery of the Indians. It was well on toward the middle of the nineteenth century that settlers in any considerable numbers were induced to risk the evils mentioned, and, furthermore, it required nearly that period to negotiate the necessary treaties and inaugurate and complete surveys, so that titles might be acquired to the lands of the Upper Peninsula; and until titles could be

acquired there was little to induce permanent settlement, and the country continued to be exploited rather than developed. During this period, however, the lower part of the Lower Peninsula underwent rapid development; as the development of a territorial and state government was essential there, the laws were ready for application to the needs of the Upper Peninsula as soon as permanent settlements should develop therein.

By an act of congress, passed May 26, 1812, the president had been directed to cause a survey to be made in accordance with the law prescribing the northern boundary of Ohio, with "a plat or plan of so much of the boundary line as runs from the southern extreme of Lake Michigan to Lake Erie, particularly noting the place where the said line intersects the margin of said lake." This survey was delayed by the war, and in the meantime Indiana applied for statehood. When that state was admitted, its northern boundary was not described to accord with the southern boundary of Michigan territory, but was defined as an east and west line ten miles farther north than the southern point of Lake Michigan, thus including in the state of Indiana a strip of Michigan territory ten miles in width; which may be said to have been the initial act of the controversy which later resulted in the Toledo war and including the present Upper Peninsula all within the state of Michigan.

In 1817 the second county in the state, Monroe, was established, and named in honor of the president who was then expected, and who, in August of that year, visited the territory, accompanied by a number of distinguished civil and military officials. It was in this same year that the University of Michigan was created, and primary schools were established at Detroit, Monroe and Mackinaw.

In January, 1818, Macomb county was established, as the third county of the state, and it was followed in October of that year by the organizing of Michilimackinac, Brown and Crawford counties. Michilimackinac included the whole of the Upper Peninsula and a part of what is now Wisconsin, and was therefore the fourth Michigan county organized. It had its seat at Michilimackinac. Brown county included the eastern part of the present state of Wisconsin, with seat at Green Bay; and Crawford county included the western part of the present state of Wisconsin, with seat at Prairie du Chien.

In 1817, Green Bay as a part of Michigan territory, was garrisoned as the first evidence of American governmental jurisdiction of that part of the country.

In March, 1818, shoes were sent from Detroit to the garrison at Green Bay, being conveyed by pack horses.

At this period an uncommon situation presented itself in Michigan territory. It was usual throughout the ambitious and developing west to find the inhabitants eager for statehood and ready to grasp it at the first opportunity.

Michigan had now acquired sufficient population to entitle her to apply for admission, but the proposition to do so was voted down by an

overwhelming majority. The reason therefor is attributable to the fact that a large majority of the population was French, and they had had so short a period of representative government that they had not become accustomed to it, and had not surrendered their loyalty to a government whose commandant was law unto the community.

On August 27, 1818, the first steamboat, "Walk-in-the-Water," made its appearance at Detroit, from Buffalo. The Indians were warned of its coming and were told it was to be drawn by sturgeons and when they saw it approach they were filled with wonder; and filled the air with their expressive shouts.

FIRST PUTTING UP OF PUBLIC LANDS

Another incident of this eventful year for Michigan was the first putting up of public lands for sale. Prior to this there had been but slight recognition of private ownership of lands. Congress had therefore appointed a commission to hear the claims of numerous parties who claimed to have been in actual possession of certain tracts under the former governments, and to have actually exercised possession thereof at the time of the final acquisition of this territory from England by the United States, in 1796; and that commission had reported in favor of the allowance of numerous claims in the Lower Peninsula, and of a considerable number at Mackinaw and the Sault. On April 23, 1812, congress ratified the acts of the commission and directed the issue of patents for all claims confirmed by the commissioners, which patents were the first evidence of grants of title to lands in Michigan to private owners by the government of the United States.

In the summer of 1819 the "Walk-in-the-Water" made a trip to Mackinaw, being the first steamer to make an Upper Peninsula port. She carried a load of passengers and freight, and made the trip from Buffalo to Mackinaw and back in twelve days, the cargo being of the estimated value of \$200,000.

CASS UPPER LAKE EXPEDITION

An expedition organized by Governor Cass in 1820 to explore the Upper Lake region had very important results, for, from it, knowledge was acquired, and reliable and practical reports were given to the world as to the country traversed, and as to its inviting resources. The expedition started from Detroit May 24, 1820, and comprised Governor Cass, Dr. Alexander Wolcott; Captain D. B. Douglass, engineer; Lieut. Aeneas Mackay, in command of the soldiery, James Duane Doty, general secretary, Major Robert A. Forsythe, secretary to the governor, Henry R. Schoolcraft, geologist and topographer, Charles C. Trowbridge and Alexander R. Chase. They traveled in bark canoes of the pattern of the times. At Mackinaw they distributed the company and its freight into four such canoes, and, adding to the fleet a twelve-oared barge and taking on an additional escort, they proceeded to the Sault, where the Indians were reported to be turbulent. The British at this time had

fortified Drummond Island, and, though the right to the possession thereof was in dispute, they made it their headquarters for trade with the Indians on both sides of the boundary line. The British had maintained a custom of annually distributing large quantities of valuable presents to the Indians, by means of which they were able to maintain a large degree of allegiance, and at the same time exert an influence prejudicial to the safety of American settlers. That custom of giving presents was so extensive that the fleets of Indian canoes that resorted to the trading centers presented an interesting spectacle; and the practice was kept up to such a recent date that people still living remember of having seen over fifty canoes of Indians in a single fleet on their way to get their presents of guns, knives, blankets and the like. It was not uncommon for them to dispose of the articles received to the traders, and squander the proceeds for whiskey.

After the close of the war, the English for a time abandoned the custom of giving presents, and it was on this occasion that, in 1816, the great Chief Thomas, or Tomah of the Menominees, having made his pilgrimage to the Sault in expectation of receiving the usual supply of presents, and having met with a cold shoulder at the hands of Major Pathuff, then in command, was so disappointed that he returned to Mackinaw, betook himself to drink, and literally drank himself to death.

The custom of giving presents did not, however, remain long suspended. It was too potent of influence, and the English were not willing to dispense with the services of the Indians as allies. The renewal of the custom served to again arouse the prejudice of the Indians in favor of the English and against the Americans, and this prejudice was made very evident when Governor Cass and his party reached the Sault, June 14, 1820.

The village on the American side of the river showed no sign of American loyalty; in fact there had not been up to that time an actual American occupation of the place. There were a few French and English families, possibly fifteen or eighteen of whom that of John Johnson, active in behalf of the British during the war, was perhaps the most distinguished. On the Canadian side of the river the Northwest Fur Company had its buildings and maintained a factory and a rude system of locks in the Canadian channel of the river. This company maintained an extensive trade in all the surrounding country, and thereby, in connection with the custom of making presents, exercised almost complete control of the savage inhabitants.

As has already been recited, during the early possession of this section by the French, Repentigny, under a grant from the crown, had built a fort on the American side of the river. As one of the objects of this expedition was to establish an American fort, it seemed advisable to locate the site of the old one and a council with the Indians of the village was called principally for that purpose, so that the location of the Old French grant might be determined, and recognized.

The Indians responded to the governor's invitation and met him and

his party at his tent on the 16th of June, but at once made it evident that they were not disposed to be friendly, or make any concessions. While some of them indicated a consent that Americans might settle there, they gave the governor to understand that a military post was not wanted, and that if one was established it might be subject to attack by the young men who were still determined to hold the country as a heritage of their own.

The governor was not to be trifled with, or driven away through fear, and he made response that a fort would be built whether they liked it or not. In this council was a certain chief called the "count" dressed in the costume of an English brigadier and he, during a speech, as if to emphasize his displeasure and his determination, with a vigorous flourish of his war-lance thrust it and planted it in the ground as a symbol of Indian possession of the soil. On leaving the governor's tent the Indians went to their own village on a hill near where the old French fort had previously stood, and there in front of the wigwam of the "count" they hoisted the English flag.

Immediately on learning of this, Governor Cass, with only his interpreter to accompany him, walked to the Indian village, took down the flag, and, after telling them that none but an American flag could be used there, boldly carried away the British colors. This boldness of the governor overawed them, but, nevertheless, they dispatched their women and children to more remote parts, and the men of the village made preparations to attack the governor's party; the Americans, at the same time, numbering in all sixty-six persons and all well armed, prepared to defend themselves. Shingobawassin was the head chief and had been absent from the council, but now, under pacifying influences to be noted later, put in appearance, prevented the attack, and renewed the council with the governor, with the result that a treaty was signed by which the Indians released to the Americans a tract of sixteen square miles, though the "count" maintained his opposition and refused to sign the treaty.

From the Sault the expedition coasted along the south shore of Lake Superior to Keweenaw point, thence through Portage lake and crossed overland to the great copper boulder, of which they had heard, on Ontonagon river. They then went up the St. Louis river and made their way to the Mississippi, after which they returned to Green Bay, Wisconsin, where they separated, the governor and a portion of his party going to Chicago and thence to Detroit, while the remainder of the party went to Mackinaw, and thence to Detroit; thus ending a perilous journey that proved of great benefit to Michigan, and especially to the Upper Peninsula.

Up to the year of 1822 the United States maintained a system of government trading houses, the abolition of which, that year, enabled American fur traders to compete with the British, with the result that British influence over the Indians immediately began to decrease, although it was a considerable period after that before the British traders let go

their foothold in this peninsula; and as long as they remained they controlled the Indians as far as they were able to do so.

By the treaty of Ghent the settlement of the boundary line between the United States and Canada was left to commissioners, and in 1822 they decided that Drummond Island, in the mouth of St. Mary's river, which, up to that time had been claimed by both countries, belonged to the United States. Notwithstanding such decision the British continued to possess it, against the protests of the Americans, and maintain their trading post thereon, and as late as 1826, from that point, distributed presents and annuities to four thousand Indians in return for services rendered to Great Britain, and to continue the exercise of British influence over the Indians, and thereby gain the advantage of their trade.

COURTS AND TRADERS

The early traders and settlers in the Upper Peninsula were greatly hampered by the lack of opportunity for redress of grievances in the courts. Undoubtedly to this fact, and the consequent lack of restraint, may be attributed much of the lawlessness that prevailed in certain sections. It is true the laws of the territory provided a system of county courts, and Mackinaw county maintained such a court after its organization. This court was, however, presided over by a layman, and naturally slight realization of legal remedies resulted. It was an expensive proposition to resort from various parts of the county to Mackinaw, with witness to a legal controversy, and this fact, together with the questionable chance of getting justice at trial, caused many grievances to be overlooked, or to be fought out in the open arena of their origin, where the question of right became one solely of might. True there was an appeal from the county court to the supreme court at Detroit, and on appeal in those times, the case could be tried *de novo*, and a jury could be had; but it was an expensive proposition to the people of this then remote region; and this was not all, the supreme court had its session in Detroit once a year, and that in the very last of September, so that navigation to the northward was very likely to be closed against the vessels of those days, before the litigants could return after the trial was over.

In 1822 this grievous situation was laid before congress by James Duane Doty, who had removed to Green Bay, then in Brown county, Michigan territory, and in his communication he informed congress of the resulting hardships to the traders, and related that the Indian debtors believed their debts to the traders were paid by a tender of a due amount of furs at the trader's residence, and if the trader was absent he was pretty certain to lose his claim. In that communication a showing was made as to the importance of the trade of this section, and it was claimed it produced a larger revenue than any other, with the possible exception of Orleans. Mackinaw was claimed to have yielded duties to the extent of \$40,000 in 1807, while in the month of November, 1821, the same point exported 3,000 packs of furs, and it was claimed that the sale of foreign goods in the tributary territory amounted to a million dollars annually.

Upon these representations, Congress passed an act in January, 1823, providing for a district court for this locality, to have jurisdiction over all offenses and transactions concerning commerce, and dealings with the Indians, and also the usual jurisdiction of the county courts. Mr. Doty was made judge of the new court.

In March of the same year an act was passed whereby congress made important changes in the form of territorial government, so that legislative power of the territory was vested in the governor and a council of nine persons, these nine to be selected by the president and confirmed by the senate from a list of eighteen to be elected by the people of the territory; and by the same act the judges were given equity as well as common-law powers.

In February, 1825, congress again took action favorable to the settlers of the territory and provided for its division into townships, for their incorporation, and for the election of all county officers except judges, justices, sheriffs and clerks; in other words, for the election of all county officers except those connected with the administration of justice.

CASS'S SECOND EXPEDITION

In 1826, to further the interests of the government in the Lake Superior regions, General Cass and Colonel Thomas L. McKenna made up another expedition the story of which, as written by McKenna, was published in Baltimore in 1827 and is entitled "Sketches of a Tour to the Lakes." It treats of the characters and customs of the Chippeway Indians, and of the incidents connected with the negotiation of the "Treaty of Fond du Lac" negotiated by them. Mr. McKenna started from Georgetown, District of Columbia, on the first day of June, 1826, by stage to Baltimore; thence by steamboat to New York, up the Hudson to Albany in the "Lady Clinton," a new river barge of that period, which was described as a "floating palace," and was towed by the "Commerce." "an unusually fine steamboat and of great power." From Albany he proceeded through to the Erie canal, which was first opened to travel the year previous, and was reckoned as one of the greatest of boons to the western-bound emigrants of those days, doing much to shorten the period and lighten the burden of the tedious journey. From Buffalo he traveled by steamer "Clay" and landed in Detroit, Michigan territory, Friday, June 16, 1826, after a fifteen days' continuous journey from Georgetown.

The party organized for this tour left Detroit, June 23d, on the "Schneau Ghent," and was composed of Governor Cass, Colonel Thos. L. McKenna; Colonel Croghan, the newly appointed inspector general of the army; Captain Hinkley, and a Mr. Porter who was a passenger to Fond du Lac. After a voyage, in which they encountered some rough weather and consequent delays, they came in view of Drummond island, and the highlands of St. Joseph, about one o'clock in the afternoon of July 2nd, and of which they recorded: "In the west, on our

left, Michilimackinae and Bois Blanc, looming above the other dark lines that the fogs and vapours make upon the sky." The narrator also recorded that "at five o'clock dropped anchor in the Detour, having an island nearly in the middle of the Detour, about thirty yards from our stern, filled with Indians, drunk, noisy and naked. This sight interested me more than any I had seen. The boat was let down and Colonel Croghan, Mr. Porter and myself went on the island on our way to Drummond island, which is about a mile across from our anchorage. We there learned from an interpreter that these were Indians who had been to Drummond island (principally Chippeways and Ottawas) to receive their annual presents; and that having got them, they had, as usual, given them for whiskey, and were now enjoying the luxury of being drunk and naked."

On landing at St. Joseph they were introduced to the officers of the post by Captain McIntosh, of the schooner "Wellington," and were invited to the officers' quarters and treated with great cordiality; being informed that of three thousand Indians who had been there to receive presents, there still remained about six hundred. On returning to the schooner in the evening the party concluded to again land upon the island and see the drunken Indians by torchlight. To their happy surprise, their own party, who had preceded them from Detroit and had been to Michilimackinae, had returned to meet them here and had drawn their barges up in line, pitched several tents and lighted their camp fires.

Of the condition of those Indians, and the situation as pertaining to them, Mr. McKenna wrote: "It is not possible to give a description of the looks of those staggering and besotted Indians, when seen by torchlight. The torch is made of birch bark and emits a large flame, and much smoke. The glare from one is vivid, but a hundred, all lighted at once, and flaring about in all directions, and reflecting upon naked and painted savages, with bells rattling from their long and painted locks, and who every now and then fall into a thicket, and letting go their grasp of a torch, send it flaming and smoking along the ground, produce an effect which it is not easy to describe; whilst its fittest resemblance is that hell of which we read, where the wicked are said to gnash their teeth, and from whence the smoke of their torment ascends; while the Indians yell and make cries of the most appalling sort. All the evil comes from whiskey. We saw a log house on the island, where a settler had fixed himself, and I counted on the shore seventeen empty barrels. For their contents these poor wretches had exchanged their fine Michilimackinae blankets, and kettles, and knives and calicoes that had been distributed to them at Drummond Island, where the British government squanders, annually, a sum a little short, if any, of one hundred thousand dollars."

And this pen-picture of Mr. McKenna's represents conditions within our peninsula only eighty-five years ago. Of the party as here reorganized the author continues: "Our company is now composed of Mr.

Cass and myself, as commissioners; Colonel Edwards, secretary, and G. F. Porter, assistant secretary; Colonel Croghan; Major Whipple, commissary; Christian Clemens, who has charge of the public goods; Henry Conner, interpreter; Joseph Spencer, in charge of the boats; J. O. Lewis, James W. Abbot, assistant in delivering provisions to the Indians, and E. A. Brush, together with thirty-one engagees, or voyageurs; one baker, and one cook; making a total of forty-three, besides the three voyageurs we have left to mend and bring in our canoe.

“The Detour soon widens into an expanse of waters of four miles and is studded with islands, all of them green and beautiful, and of a circular form, and which are from fifty yards to a mile in circumference, and in the distance are seen the highlands of St. Joseph, and the island of that name, just before us; whilst the Indian canoes are in motion, skimming this beautiful expanse of waters, in all directions, conveying to their villages those who have been at Drummond Island; whilst behind us the schooner ‘Ghent’ is seen getting under way for Michilimackinac. Our barges, dressed off with the flags of our country, look like a little fleet. The whole together would make a beautiful panorama.”

As the party proceeded up the river, they perceived a canoe filled with Indians, following, and all apparently plying their paddles, with the result that the colonel was soon overtaken. In it was Ole Nequegon, or the Wind, and his family, who had been to Drummond island to get their presents from the British king, and having heard that “his father, Governor Cass, had passed,” had come on to see him and shake hands, and, of course, to get more presents. He was given salt, pork and tobacco, and an order on the agent at Michilimackinac for other articles for his family. He was an Ottawa and lived well and his canoe was well filled. He was one of the few Indians who remained friendly to the United States, during the war of 1812. “By his side was his aged and wrinkled squaw, and ranged in the order in which people are forced to sit in bark canoes, were his two sons and four daughters. The old man was asked if he knew the person who had just given his daughter the beads, Colonel Croghan. He seemed in doubt. The governor told him he was the same who whipped the red coats at Sandusky, when he instantly recognized him, and to show us that he did, put a hand upon each of his own shoulders to indicate the places where his epaulets were worn.”

THE SOO AND COLONEL CROGHAN (1826)

The party landed at Sault Ste. Marie at two o'clock in the morning of July 4th, cold, wet and hungry, but were soon lodged in a house kept by a Mr. Harris, where as Mr. McKenna writes, it took him an hour before a large fire, and with his great coat on, to get warm. Refreshments were prepared, including a whitefish, and the governor, who had retired, on hearing they were to have one of these fish, got up and joined in the repast. The fish is described as the finest that swims and with nothing to equal it.

During the day Colonel Croghan reviewed the troops and the party was cordially received and hospitably entertained by Colonel Lawrence, the commanding officer, and by the entire garrison; by Mr. Johnson, the patriarch of the Sault, Mr. Schoolcraft and others. Here, all preparations had been made for the further journey of the commissioners, "six hundred miles beyond the limits of civilization" and a detachment in charge of Captain Boardman, an experienced officer in the service, was assigned as escort, with Lieutenant Kingsbury second in command, and Dr. Pitcher as surgeon.

Considering the part played by Colonel Croghan in the war of 1812, and thereafter in connection with the affairs of this peninsula, it is but



BLOCK HOUSE, OLD FORT BRADY

fitting that we make mention of him, and we can not better do so than in the language of his friend and companion, McKenna, written just after witnessing his review of the troops: "I believe there was not a man in the quarters, from the Colonel to Sergeant Snow, and from Sergeant Snow to the most unobserving private, who did not feel the conviction of Croghan's powers and his exact fitness for the place. Indeed, few men have more, either of the gait or expression of the soldier. His face is altogether a military one. There is something in his eye that passes from it, in command, like fire. He never blunders. He knows the forms and the order, and is gifted with a voice and language to command, and is a most soldierly person. He is about five feet ten inches high, straight as an arrow, with a fine breadth of the shoulders and

chest, and is compact and well-made in all respects. There is a spring and elasticity in his movements and a quick and penetrating spirit about him, that makes his presence felt. No man carries a warmer or more generous heart. It is the very fountain of benevolence; and his eye which flashes so in command, is soft and expressive when he mingles in society. If Croghan had not the heart I have described, he would not be worth anything, nor be where he is. It was this generous heart of his that operated upon him at Sandusky; for show me a generous man and I will show you a brave one. Show me a cold, calculating, cruel man, and I will show you a treacherous man and a coward. A brave man is mild in peace; but in war and in a righteous cause, he is a lion. These are the characters who are fit for private friendship or the public service, who adorn and honor both; and Croghan is one of these."

To introduce here, copious extracts written at that time by Mr. McKenna seems to be the best method of picturing the then conditions of the country, its people, business, trades and the relations of the white men and the Indians, as well as the diversity of character found in both Indians and traders. He writes, further, as follows:

"Sault de St. Marie, July 6, 1826.

"It was not my intention to have omitted, in my notice of the inspection, a reference to this hospital and this school; yet I believe I said nothing of either. Were I a surgeon, I would adopt as a model this hospital and its entire arrangement—except that the building is too small, and rather low pitched. Every possible attention had been paid by the officers charged with it, toward making it a sweet and even inviting place. The apartments are in the nicest order and well ventilated. The sick are as well provided for, even to a nice linen nightcap, which is carefully placed under every pillow, as if these essential preparations were made by the hands of a provident and affectionate friend.

"The cases I saw were generally inflammatory and rheumatic, in the production of which whiskey has no inconsiderable agency; and in which the lancet is, as it ought to be, freely used. It does appear to me that this part of a soldier's rations might be dispensed with, or commuted. It is notorious that many persons enlist, to whom whiskey at the commencement is nauseous, but it is part of their supplies. They receive it, taste it, and taste it again, until at last it becomes agreeable and the use of it is continued until they are afflicted with inflammatory diseases, or turn out to be confirmed drunkards.

"The school is kept by a Mr. McCleary, a non-commissioned officer of the post, and a most interesting appendage, truly, it is to the post. The system is Lancashire in part, but is, in my opinion, in some particulars, at least, an improvement upon it. For example; the pupil is not only required to spell the word correctly, but to give its derivation, or meaning. A given number of words being written on a slate, they are called over by the monitor, when the meaning will be given by the dictator until the meaning of every word is comprehended by each member of the class. The mode of acquiring the definition along with the correct orthography is important. The examinations in geography and astronomy were highly creditable, indeed striking, there being only two of the twenty-four scholars over ten years of age.

"This school, which is within the fort, is under the direction of a committee of officers who prepare or revise the rules for its government, and visit it, etc.; the whole subject to the approval of the commanding officer. Mr. McCleary, besides being well qualified to conduct so important and interesting an establishment, is a man of genius. We were shown two emblematical transparencies which he had prepared in honor of the fiftieth anniversary of our independence. One of them represents a soldier of the United States army embracing a Chippeway Indian chief dressed in the costume of his nation, and in the center of the picture is an eagle, with a scroll from his beak, having on it Washington and Lafayette, and this motto:

“We are a firm and solid brotherhood,
Which neither treachery from within, nor
Assaults from without, can dissolve.”

The other is an emblematic scroll having on it:

“NATIONAL JUBILEE
Fiftieth
ANNIVERSARY OF AMERICAN INDEPENDENCE”

“From a feeble infancy she has grown to a giant size, and a giant’s strength. Here may the oppressed of every country find a refuge, and the industrious a home. Our agriculture has reduced the wilderness to submission.”

This is supposed to have been the first American school at the Sault, and illustrates the high standard of patriotism represented by the pioneer teacher and officials.

After writing further of his inspection of the Military he comments as follows:

“The Indians who live about here in summer, and who subsist on the fish taken by them from the rapids, but who go in winter into the interior to hunt, assembled to witness our maneuverings. It is easy to see that they had yielded the contest for supremacy. They looked as though they believed the white men had got the ascendancy. They sat in groups on the green, upon their hams, as is their custom, their bodies naked, with a blanket round their hips, smoking their pipes, silent, but watchful. We spent the evening—I mean the Governor, Colonel Croghan, and myself, at Mr. Schoolcraft’s—where we met Mr. Johnson, the patriarch of the place, and his family, except his wife, who though not of the party this evening, I have seen.

“Mr. Johnson is by birth an Irishman, and his connections in the old country are among the nobility. He has been in this country nearly forty years. His wife is a woman of the Chippeway, or, as it should be called O-jib-way nation, and daughter of the famous Wa-ba-jick, the great chief formerly of Le Pointe, of Lake Superior, a man of renown and one who ruled both in wisdom and valor, and proved himself, in every emergency, to have been worthy of the station he held as chief of his band (the same as referred to in the history of the Indians as Waub-ojeck). A personal acquaintance with Mr. Johnson and his family, I esteem to be among the most interesting circumstances of my, so far, agreeable travels. Allow me to make you acquainted with this family.

“Mr. Johnson is in his sixty-fourth year, and Mrs. Johnson in her fifty-fourth. He is feeble and decrepid. A free liver in earlier life, he now feels the burden of sixty-four winters to be great. His education and intercourse with polished society up to his thirtieth year have given him many very striking advantages over the inhabitants of those distant regions, and indeed fit him to shine anywhere; whilst the genuine Irish hospitality of his heart has made his house a place of most agreeable resort to travelers. In his person, Mr. Johnson is neat; in his manners affable and polite; in conversation, intelligent. His language is always that of thought; and often strikingly graphic. He is always cheerful, even when he is afflicted the most. Mrs. Johnson is further and quite fully described in the chapter on the Chippewas.

“Governor Cass, the commissioner, was made fully sensible of her power at the council in 1820, for when every evidence was given that the then pending negotiation would issue not only by a resistance on the part of the Indians to the propositions of the commissioners, but in a serious rupture, she, at the critical moment, sent for some of the principal chiefs, directing that they should, to avoid the observation of the great body of Indians, make a circuit, and meet her in an avenue at the back of her residence, and then, by her luminous exposition of their own weakness and the power of the United States, and by assurances of the friendly disposition of the government towards them, produced a change which resulted, on that same evening, in the conclusion of the treaty. I have heard Governor Cass say that he felt himself, then, and does yet, under the greatest obligations to Mrs. Johnson for her cooperation at that critical moment; and that the United States are debtor to her, not only on account of that act, but many others.”

“Of the children,” he says, “they have seven, three sons and four daughters. Of Mrs. Schoolcraft you have heard. She is wife, you know, of H. R. Schoolcraft, Esq., Author of Travels and other works of great merit, and Indian agent at this place.

“The old gentleman, when in Edinburgh, had several propositions made to him to remain. The Duchess of Devonshire, I think it was, would have adopted Mrs. Schoolcraft; and several propositions besides were made to settle upon her wealth

and its distinctions, and his own friends and connections joined to keep him among them, by offers of great magnitude. But he told them he had married the daughter of a king in America, and although he appreciated and was grateful for their offers to himself and his Jane, he must decline them, and return to his wife, who through such a variety of fortune had been faithful and devoted to him.

"You may be curious to know how a gentlemen of Dublin or Belfast, should find his way up to Lake Superior; and what led him to unite his destiny to the daughter of Wa-ba-jick. He meditated no step of the sort when he landed in America; but it occurring to him, when at Montreal, that he would take a trip up the lakes, he procured an outfit, and, following the impulse, pursued his way until he arrived at St. Michael's Island; thence he went over to Wa-ba-jick's village. His outfit was such as to enable him to make occasional exchanges with the natives, which his independence led him to do in preference to being dependent on his family. This resulted in his becoming a trader. Wa-ba-jick's daughter had been solicited by, and refused to other traders; but to Mr. Johnson Wa-ba-jick said; 'I have noticed your behavior. It has been correct. But, white man, your color is deceitful. Of you may I hope better things? You say you are going to return to Montreal; go, and if you return, I shall be satisfied of your sincerity, and will give you my daughter.' He went to Montreal, returned and married her. She was then delicate, and, as Mr. Johnson tells me, very beautiful."

Of the population and the village, Mr. McKenna records there were at the Sault at that time forty-seven men, thirty women and seventy-five children making a total of one hundred and fifty-two; and of the buildings, there were twenty-four occupied and thirty-three unoccupied, including one cooper shop, four warehouses, four storehouses, three retail stores and two grocery stores; and he says that among the residences there were but three or four comfortable ones, the best of which was occupied by Mr. Johnson. The buildings were principally located along the river shore, with a street about ninety feet wide between them and the river, but a few buildings were upon a level plain at an elevation above the river bank. Most of the small buildings were occupied by "voyageurs, and their Indian families, and their dogs." The fort was then picketed, and was defended with blockhouses but no mounds, and was garrisoned by about two hundred effective men.

The staples of the place were then whitefish and maple sugar, and a few furs, and he says that but for the beneficent provision of the whitefish by a kind Providence it would be impossible to live there. Of the method of taking the whitefish Mr. McKenna says: "It is taken by both whites and Indians with a scoop net, which is fastened to a pole about ten feet long. Two of the men go out in a bark canoe, that you could take in your hand like a basket, and in the midst of the rapids, or rather just below where they pitch and foam the most. One sits near the stern and paddles; the other stands in the bow, and with the dexterity of a wire dancer balances this eggshell that you or I would be certain to turn over in our attempts to keep it steady. When a fish is seen through the water, which is clear as crystal, the place is indicated by the man with the net, when, by a dexterous and quick motion of the paddle, by the Indian holding it, he shoots the canoe to the spot, or within reach of it, when the net is thrown over the fish, and it is scooped up, and thrown into the canoe. Meanwhile the eye of the person in the stern is kept steadily fixed upon the breakers and the eddy, and whirl, and fury of

the current; and the little, frail bark is made to dance among them, lightsome as a cork; or is shot away into a smoother place, or kept stationary by the motion of that single paddle as circumstances may require. It is not possible to look at these fishermen, Indians and Canada French, and even boys and girls, flying about over these rapids without a sensation of terror. These fish are caught in great abundance, and sold as low as two and three cents apiece. The brook trout are taken here also in great abundance."

Of the maple sugar Mr. McKenna says: "Three families in the neighborhood, of which my old friend Mr. Johnson is one, make, generally, four tons of sugar in a season. Some of it is very beautiful. I have some mocoeks of it given to me by Mrs. Johnson, of her own make. It is as white as the Havana sugar, and richer. A mocoek is a little receptacle of a basket form, and oval, though without a handle, made of birch bark." He also tells us that the Indians often live wholly upon maple sugar, and are said to grow fat thereby. Also that potatoes of the finest quality, and oats grow here, and the show of vegetables is much more abundant than he expected. He also mentions that on the Canadian side of the river there was the Northwest Fur Company's establishment, and along down the river for a distance of about two miles were about eighty buildings of every kind.

On July 12th the party again took up its journey toward Fond du Lac, taking its course along the south shore of Lake Superior. Mr. McKenna describes the hazards as well as the pleasures of the voyage, and the beauties of the coast and the islands that they pass, but in all the many landings made there is no record of an inhabitant for a distance of nearly four hundred miles. He found an Indian lodge under the eastern bluff at the mouth of the Montreal river, where there was one man, with several women and children, in a starving condition, and with no means for taking either game or fish. Of this place Mr. McKenna records that "over the eastern bluff of this river goes the pathway of the portage to Lac de Flambeau, which has an outlet in the Chippeway river, which runs into the Mississippi at the foot of Lake Pepin. It was from this lake the party of Indians went who committed the murder on Lake Pepin, and who, after having been surrendered, broke jail at Michilimackinac and to recover whom is made part of our duty."

ST. MICHAEL'S ISLAND AND LA POINTE

St. Michael's Island is mentioned as about eighteen miles from the mouth of the Montreal river and as showing the first evidence of civilization seen since leaving the Sault. Here were horses, cattle and fences. As the expedition approached the island "Indians, to the number of seventy, set up a whooping and yelling and ran down to the beach, each armed with a rifle or gun, and fired a salute of several rounds. Never were poor starving creatures more overjoyed. They had been here, on their way to the treaty, for six days, and had taken in that time but forty fish. The first question I asked on landing, was to know of Mr.

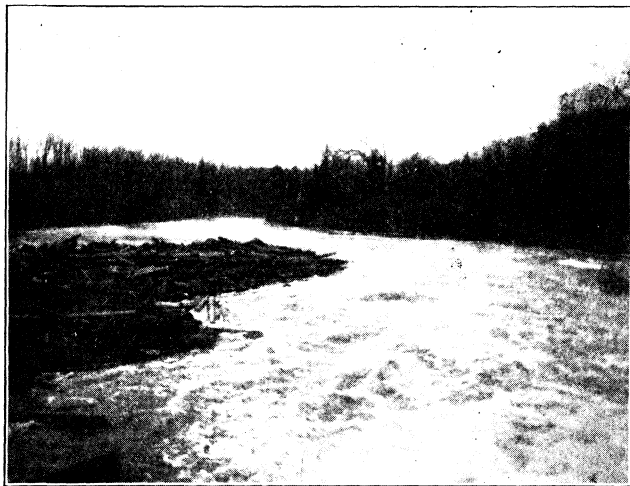
Cadotte, who has lived here twenty-five years, if he had any milk, and was rejoiced to get the answer 'Oui Monsieur'. The governor and his barges arrived about an hour after sundown. We were received by this worthy French trader with great cordiality. His houses were thrown open for us and all he had was put freely at our disposal. He has an Indian wife—a worthy, well disposed woman—and several children, several sons, and two daughters grown; his daughters both married to traders."

Of the Indians there he says he was struck with their mute appearance, after the first expression of joy was over, and "we fed them with flour and pork, and made them happy. They had but one want more, and that was for whisky. This we chose not to gratify.

"This place was once, a hundred years ago, the seat of a Jesuit mission, and it has been long occupied as a trading post. Now there is scarcely a vestige of a building left where the cross stood, and where its mysteries were attempted to be explained to the natives. Once in about two years a priest passes from Montreal to Fond du Lac, to visit the scattered remnants of traders, and some few Indians, who have only traditions, when all is left to nature again. Opposite this island is La Pointe, significantly so called, of Lake Superior. It is emphatically the point, whether viewed in its length or breadth. It was here, across the narrows of the lake on the western shore, and about four miles west of Michael's Island that our old friend Mr. Johnson used once to live and where he married his wife. In the year 1791 Mr. Johnson remembers to have been on La Pointe and to have seen a scientific Frenchman or Italian, with his instruments adjusted, taking observations; and endeavoring to ascertain the longitude. His name was Count Andriani."

Again, writing of La Pointe and vicinity Mr. McKenna says: "It is a fine center for trade, and from which to send out expresses to the hands of Chippeways that inhabit this region; and at which, for a more prompt control of the abuses of every description, the government should have an agency. The Indians at these remote points are out of reach of the agency at the Sault, between which and the St. Peter's is a void which is too often filled up with cruelties, that need to be checked by the presence of some nearer or more central power."

Continuing the journey several encampments of Indians, or lodges were passed along the shore, one of these being at the mouth of the Brule, or Burnt river, and within about eighteen miles of the destination of the commissioners. "Burnt river is a place of divination—the seat of a *jongleur's* incantations. It is a circle, made of eight poles, twelve feet high, and crossing at the top, which, being covered in with mats, or bark, he enters and foretells future events. When within about ten miles of the end of the lake, we noticed a line stretching from shore to shore, the north and south shores being about ten miles distant, that seemed like a narrow shadow, not very well defined. As we approached it became more substantial. It was a well defined beach, with trees, pine and aspen, scattered irregularly over it from one end to the other, and



SCENES ALONG BRULE RIVER

this was the *fond* or bottom, or, more properly, head of Lake Superior. We pitched our tents on the southwestern side of the beach, which is washed by the St. Louis river, and here we met about thirty Indians. We were gladly received by them and made them presents as usual."

TREATY OF FOND DU LAC

There was still a journey of twenty-four miles to the American Fur Company's establishment on the St. Louis river, the place designated as the treaty grounds, and this journey up the river was made, and the commissioners and their escort landed at the treaty grounds, Friday, July 28th, while the date for the meeting was fixed for August 2nd. The council was held at the headquarters of the American Fur Company and the treaty consummated at this meeting received consideration in that part of this work relating especially to the Indians, but to illustrate the feeling as between the Americans and the British that existed thus recently in this section, I will quote an incident of the council as narrated by Mr. McKenna: "The only incidents of interest which occurred today were those which related to the case of a speaker (an Indian) who had a British medal around his neck. After he had finished his speech, and when in the act of presenting his pipe to be smoked, the governor remarked that we had noticed around his neck a British medal; that we supposed he wore it, not as a badge of authority or power, but as an ornament. If he wore it as a token of authority, we could not smoke with him, but if as an ornament only, we would. He took it from around his neck and laid it on our table, saying he put no value on it. The pipe was then smoked and an American medal given him to take the place of the English one. This may seem fastidious, perhaps, but when you know that one of the chief difficulties with which the government has to contend in this quarter is that which relates to the exercise of British influence over these people; and that an Indian looks, generally, before he elects his side, to the quantum of power that may be there, and compares it carefully with that which he may be solicited to abandon, you will see that our exception to a badge of this sort is all proper. It is intended, and especially in council, where so many witness it, as a protest against their taking any other side, whilst they profess to look to us for protection. This same Indian had a British flag, also, which he afterwards brought and, in full council, laid at our feet. On seeing it there the Indians set up a shout, and in their remarks, gave proof that they knew the import of a flag, and also what its surrender meant. This flag was ordered to be replaced with an American flag."

On the 5th of August the treaty was formally signed and the commissioners then made their demand for the surrender of the murderers, before referred to. Upon this question there was considerable parleying, but the commissioners were firm and insisted that the murderers must be surrendered, which resulted in an agreement on the part of the Indians to "deliver them at the Sault, or at Green Bay the next spring." With this the commissioners expressed gratification, "and told them it

would save their people from great calamity, for their great father would not sit still until his white children's blood should be washed out.'

At the close of the council, it is narrated by Mr. McKenna, "Everything was begun, and has continued, and ended well. The Indians express themselves in terms of thankfulness. They say their great father's hand is full of good things. I have no doubt the impressions made upon young and old will not be easily effaced. Many prejudices against the people of the United States, of whom they knew nothing before, are dissipated and feelings of friendship are produced."

The treaty made as the result of this council had great bearing on the future of the Upper Peninsula. While the primary objects of the council, at the outset, were to have the Chippewa tribe ratify the treaty of Prairie du Chien, establishing peace between the Sioux and the Algonquins, and to require the Chippewas to surrender to the judicial authorities certain of their number who had been arrested on a charge of having murdered four Americans at Lake Pepin and had escaped jail at Michilimackinac, the commissioners took upon themselves further powers, subject, however, to ratification by the president. In addition to providing the main objects of the council, as above related, the treaty granted to the government of the United States all mineral rights in the Chippewa territory, especially granting the right to "search and carry away, any metals or minerals from any part of their country," but specifying that this provision should not affect the title to the land.

MINERAL RIGHTS ACQUIRED

The treaty also provided for the cession of a section of land by the Chippewa tribe to each of the persons named in the schedule annexed thereto, intended to comprise all the halfbreeds and their children, and certain named full blooded Indians. Through this provision the way was opened to private ownership of lands by quite a large number of individuals.

Among other provisions of the treaty the Chippewa tribe acknowledged the authority and jurisdiction of the United States, and disclaimed all connection with any foreign power; and the United States promised the Chippewas an annuity of two thousand dollars per annum in goods and money, and the sum of one thousand dollars per annum to support a school to be located upon the St. Mary's river. An annuity was provided because it was learned that the actual income of the Chippewa tribe from the sales of their furs and other commodities did not exceed three dollars per capita per annum for each member of the tribe, and much of this was in merchandise at a high cost price. With this scant income, in the severe climate of the northern lakes, the Chippewas were indeed a poverty-stricken race, and they often suffered much from want of food. It is true that at certain points fish were abundant at nearly all seasons, but the improvident methods of the Indians were such that this fact did not effect alleviation of the hardships of those of the tribe

living at a distance from the favored points, especially during the long siege of the winter season.

Aside from the fact that, by the treaty, the United States secured the right to take minerals from any of the Chippewa lands, the fact that the government was looking interestedly at the promises of mineral wealth in northern Michigan is evidenced by the act of this commission in sending a party of twenty men from Fond du Lac to the Ontonagon river with a view to securing the large copper rock mentioned in the account of the expedition of 1820. This exploring party was in charge of George F. Porter. From his report it is made to appear that they came to the object of their search about thirty-five miles up the river from its mouth; the party having traveled on foot the last five miles "over points of mountains from one to three hundred feet high, separated every few rods by deep ravines, the bottoms of which were bogs, and which, by thick underbrush, were rendered almost impervious to the rays of the sun."

WONDROUS ROCK OF VIRGIN COPPER

Of this wonderful rock, much prized by the Indians, and the reports of which had been carried by them and by the traders to the far east many years before, Mr. Porter says: "This remarkable specimen of virgin copper lies a little above low water mark, on the west bank of the river, and about thirty-five miles from its mouth. Its appearance is brilliant wherever the metal is visible. It consists of pure copper, ramified in every direction through a mass of stone (mostly serpentine, intermixed with calcareous spar) in veins of from one to three inches in diameter; and in some parts, exhibiting masses of pure metal of one hundred pounds weight, but so intimately connected with the surrounding body that it was found impossible to detach them with any instruments which we had provided." The report was to the effect that the rock weighed about a ton, two-thirds of which seemed to be of pure copper, but it was impossible for them to move it and take it with them down the precipitous river.

This great copper rock was held sacred by the Indians of the locality, as their "Manitou," and after the attempt of Mr. Johnson, in 1828, to remove it, it was allowed to remain until after the coming of Mr. Paul as the first local settler. In 1842 he sold the rock to a Mr. Julius Eldred, of New York. Before it was removed by this purchaser, it was claimed by the United States government through General Cunningham, who was instructed by the secretary of war to remove it to Washington. Mr. Eldred was paid for the trouble and expense he had incurred, and the celebrated rock found its way to Washington and is one of the curiosities in the Smithsonian Institution. Its weight is given as 3,708 pounds.

After nearly two hundred years had followed the visit of Nicolet to the section of the country now known as the Upper Peninsula, the influence of the Europeans had scarcely made perceptible advance in the

way of civilization, though the Indians, from their contact with the white people, had acquired many vices to which they were at first strangers. As a consequence of the conditions much remained to be done, after the close of the war of 1812 to 1814, before there was any real opportunity for permanent settlement.

WHITE SETTLERS IN 1826

As late as 1826, when Governor Cass and Colonel McKenna made the treaty of Fond du Lac with the Chippewas, as may be seen from the foregoing quotations from the record of that expedition, there were practically no settlers in the regions they traversed, except the traders and the military. The account of the settlement at the Sault indicates there were a few artisans, probably essential to the business of the fur traders, but outside that hamlet, or post, there were in the distance of four hundred miles along the lake Superior coast only two or three French traders, each of whom resided with his Indian wife and family in the vicinity of some Indian encampment or trading place; those mentioned being a Mr. Holliday, on the main land near Keweenaw Bay, and Jean Baptiste Cadotte, on St. Michael's Island. At the Michigan Sault there was Mr. Johnson in the fur trade; Henry R. Schoolcraft, who had in 1822 been appointed Indian agent, with office at the Sault, and who, from 1828 to 1832 represented this district in the territorial legislature, and was later prominent in much government work among the Indians, and as an historian. The importance of his work may be realized when we consider that the treaties he made with Indians brought to the United States, sixteen million acres of land. There was also at the Sault at that time James L. Schoolcraft, a brother of Henry, who established a store there in 1825, and who was later married to Maria Johnson, sister of his brother's wife, and who was in 1846 murdered by Lieutenant Tilden, of the Sault garrison.

In speaking of the settlers at the Sault at that time, we diverge to make mention of a young native-born boy, then only ten years old, John McDougal Johnson, who attended the mission school at Mackinac island the following year, and in 1829 went east to attend school. In 1831 he returned to the Sault and became an employee of the government, as interpreter for his brother-in-law, Henry R. Schoolcraft, in which capacity he subsequently officiated on many important occasions, among them being the councils at Mackinac in 1836, at Detroit in 1855, at La Point in 1853 and at Grand Portage in 1856. He also acted as interpreter for various other people on different important occasions, and was regarded as one of the very best of Indian interpreters, and is credited with having rendered very valuable services to the United States. He was married in 1842 to Miss Justine Piquette, the daughter of an early settler at the Sault, and he died in 1872, leaving a family of ten children.

The Lake Michigan and Green Bay boundary of the territory was in practically the same condition as that of Lake Superior. There was a military post and a considerable settlement at Mackinac, where the

American Fur Company, with John Jacob Astor at its head, established its headquarters and is said to have expended fifty thousand dollars in the erection of its buildings, and from which it distributed enormous amounts of merchandise, said to have sometimes reached three million dollars annually, to the Indians of this locality, and to the west and south for many hundred miles. The business of this company was largely handled from Mackinac as a trading center, through its *coureurs du bois*, who travelled far and near among the Indian tribes, or located in the vicinity of important Indian encampments. It was in 1822 that this company erected the Astor House, as its headquarters. At Mackinac the government also maintained an important military post, with a strong garrison of two companies of soldiers, and also erected buildings for, and there established an Indian agency. The business of the Fur Company, and that of the Indian department and the military, attracted a number of artisans and small traders, so that the hamlet assumed considerable proportions. In 1820 Michilimackinac was credited with a white population of eight hundred and nineteen, but this was not all properly attributable to the post settlement, for it included the territory then referred to as Michilimackinac, which extended from Saginaw to Green Bay.

PROTESTANT MISSIONS IN MICHILIMACKINAC

At this post the first protestant sermon preached in the Upper Peninsula was delivered in June, 1820, by Rev. Dr. Morse, father of the inventor of the telegraph, and as a result of his visit at this time, and of his report thereof to the United Foreign Mission Society of New York, that society in 1822, sent Rev. W. M. Ferry to investigate the conditions, and in 1823 Mr. Ferry and his wife opened a school for Indian children. The work of these Protestant missionaries was assiduous and they soon had a little church in connection with the school. In 1826 this school passed into the hands of the American Board of Commissioners for Foreign Missions, who considered the work of such importance that it was made a central station, with provisions for taking children from distant tribes, and keeping them in a boarding school. Added to the school were shops and gardens wherein to give the Indian boys the advantage of manual training, while the girls were trained for household duties. According to the report of this school in 1827, W. M. Ferry was superintendent, John S. Hudson, teacher and farmer, and there were six other teachers and one hundred and twelve students; the students having been gathered from all through the Lake region, and as far west as Red river. The names of the other six teachers were Mr. and Mrs. Heydenburk, Mrs. Hudson, Miss Eunice Osmer, Miss Elizabeth McFarland and Miss Delia Cook. This mission house was the birthplace of Michigan's late senator, D. M. Ferry, during the incumbency of his father as superintendent. The next year thirty-three members were added to the church, and even traders were reported as converted in their wilderness homes.

In 1829 the church had a membership of fifty-two, of which twenty-five were Indians and twenty-seven whites, not including the missionaries themselves. The mission school prospered for years, and at times registered as high as two hundred pupils. In 1833, because of the expense attendant upon the school, the plan was modified, and the number of scholars limited to fifty, it being intended that smaller schools should be established in the various Indian centers. The following year Mr. Ferry was released and in 1837 the mission school and church were abandoned because of changed conditions, and especially because the Indians then nearly ceased their visits to the island to trade.

During the life of this protestant school and mission there was considerable friction engendered because of the feeling on the part of the Catholics that the field was theirs by right of preemption. As to whether or not there was any beneficial effect as the result of this mission there is a wide diversion of opinion, but the probabilities are that there were benefits derived by some, while perhaps the experience was ruinous to others. John J. Strang says of it: "The civilization of the Protestant Mission gave to the Indian all the white man's wants, with none of the means of gratifying them. It brought before them every temptation of vice, with none of the means of resisting it. It cast upon the mere child of the forest, all the responsibilities of the highest order of civilized society, with none of its experience. The Indian boys educated there were not received in the society of the whites as equals, and wanted the capital to establish themselves in business, and among the Indians they were so ignorant of the modes of procuring subsistence, and so effeminate as to be dependent and despised. They fell into menial employments and dissipation and soon died."

OTHER PIONEER ITEMS

Before the period of which we now speak, for comparison, and as early as 1824, the fishing business had entered the commercial field, and white fish were shipped from Mackinac to Buffalo. This industry grew quite rapidly and was of much importance at this point.

A post-office was established on the island in 1819, and then named it Michilimackinac, but in 1825 the name was shortened to Mackinac.

Among the early pioneers, mention should be made of Ramsay Crooks who, after having represented Mr. Astor in his Pacific coast adventures, and there gained a name as a brave adventurer, became a partner of Mr. Astor, and was the Mackinac agent for the American Fur Company from 1817 to 1822. He was a native of Scotland and entered the employ of Mr. Astor in 1809, having been there three years in the fur trade. In 1834, upon the retirement of Mr. Astor, Mr. Crooks became president of the company.

Other pioneers of Mackinac and St. Ignace will be mentioned in connection with the county history.

In those days no settlements were made except at garrisoned posts, and none elsewhere would have been considered safe. The French trad-

ers who located at advantageous points for trade were almost more Indian than European, and, as a rule, lived Indian fashion, with Indian wives and halfbreed children, so that they were not in the same danger as real white settlers would have been.

The first important post, or settlement, south of Mackinac was at Green Bay, and we have been unable to learn of but one trader located within the Upper Peninsula to the south of Mackinac in the early years of the 19th century; and that was Louis Chappeau, who located at the mouth of the Menominee river about the year 1800, though there is a conflict of opinion as to the exact date, it having been placed by one writer as early as 1796, and being given by others as about 1805. He is said to have represented George Law, an independent trader who had headquarters at Green Bay.

Here, however, the American Fur Company soon played a winning game, and its representative, William Farnsworth, in 1822, with Marinette as his wife, in company with Charles Brush, came from Michilimackinac to Menominee, and, soon after his arrival, forcibly dispossessed Chappeau, and took possession of his stockade trading post; Chappeau, with his Indian wife and family moving about five miles up the Menominee river from its mouth, where he constructed another stockade, and continued his trade, having with him a number of couriers and helpers.

Prior to this date, an incident occurred worthy of record in connection with the history of our early settlements, in which Chappeau was a prominent actor. It was in 1816 when the federal government was transporting troops to Green Bay to garrison Fort Howard, that the officer in charge, being unfamiliar with the waters of the bay, called upon Chappeau and compelled him to pilot the boats through the uncharted waters, to their destination. Soon other traders came to Menominee; John G. Kittson and Jos. Duncan coming in 1826; Baptiste Premeau, Charles McCleod and Jos. Decoto in 1832, and Dr. J. C. Hall in 1839.

The first settler of Delta county seems to have been Louis A. Roberts, a trader who located at Flat Rock in 1830, coming from Green Bay and bringing with him his wife, the first white woman to settle in that part of the peninsula, and one whose early life was somewhat eventful as a pioneer.

Mrs. Roberts came to Green Bay with her father when only nine years old, and at the age of fourteen she was an eye witness to the Indian atrocities at Mackinac, in 1812. She later married Lieutenant Morgan, who was of Captain Pearse's Company of Regulars at Mackinac at that time, and still later, after the death of Lieutenant Morgan, she married Mr. Roberts, and resided with him at Green Bay until their removal to Flat Rock as above mentioned. At Flat Rock Mr. and Mrs. Roberts took prominent part as settlement developed and local government was organized.

About the time of Mr. Robert's coming to Flat Rock, or soon thereafter, there came also two men, whose names are unrecorded, who built

a small sawmill, the first in that section. As there was then no method of acquiring title to lands in this vicinity, the logs cut must have been taken from the general domain of the Indians, or of the United States, and as there was probably but slight demand for lumber, the business does not seem to have flourished to any great extent. About 1842 the mill passed to the hands of John and Joseph Smith who abandoned it in 1844 and removed to the present site of the N. Ludington Company's mill at Escanaba.

Other, than as mentioned, settlement of the peninsula awaited the making of the land surveys and the placing of lands upon the market, and the surveying, in turn, awaited the acquisition of title by the government from the Indians.

INDIAN TREATIES

Treaty making with the Indians regarding this territory began very soon after the United States came into possession as against the British, following the war of 1812.

In 1817 a treaty was made establishing peace between the United States government and the Menominee nation, the same being necessary because of the Indians having been allies of the British during the war. By this treaty the Menominees acknowledged themselves under the protection of the United States.

Prior to the actual possession of the Americans, and in 1781, the English, through the Canadian governor, St. Clair, had negotiated a treaty for the purchase of Mackinac island, and at the same time for certain territory at Green Bay and Prairie du Chien, and the rights of the English under this treaty came to the United States with the gaining of independence.

In 1820, by a treaty with the Chippewas, negotiated on behalf of the government by Lewis Cass, cession was made to the United States of sixteen square miles of land on St. Mary's river, though the Indians reserved encampment and fishing rights.

In 1821, for an insignificant consideration, the Menominees ceded to the New York Not-ta-ways a half interest in their entire holdings, including a large territory in the southern part of the Upper Peninsula. This grant proved very unsatisfactory to a large portion of the Menominee nation, and thus the way was easily opened for further negotiations.

In 1826 there was the treaty of Fond du Lac, of which extended mention has been made, and of which, in this connection, it is only necessary to recall that by it mineral and mining rights were ceded to the government in the entire Chippewa territory.

In 1827, following the treaty of Fond du Lac, the same commissioners, Lewis Cass and Thomas L. McKenna, on the part of the United States, at Butte des Morts, on the Fox river, then in the territory of Michigan, met in council the Chippewa, Menominee and Winnebago tribes of Indians, and effected a treaty for the purpose of establishing the boundary lines between the lands of those several tribes, and the

president of the United States was authorized to establish equitable boundaries between the lands of said tribes and those of the New York Indians. By said treaty the Menominees also acknowledged title in the United States, through former Indian grants to the French and British, of a considerable tract of land at Green Bay.

No satisfactory adjustment of the difficulties between the Menominees and the New York Indians was effected through the provisions of this treaty, and in 1830 new commissioners were appointed for the task. This commission also failed to accomplish its purpose, and in 1831 the "Stambaugh Treaty" was concluded, whereby there was set off to the New York Indians a large tract of land west of Green Bay, and there was ceded to the United States a large tract of land along the shores of Green bay in the then Michigan territory, and part of which is within the present Upper Peninsula. This treaty was not formally ratified until 1832.

By a treaty concluded at Chicago September 26, 1833, the Chippewas ceded to the United States a large tract of land along the shore of Lake Michigan, including certain lands that had also been claimed by the Menominees and had been by them ceded to the United States. This treaty was negotiated on the part of the United States by Commissioners George B. Porter, Thomas J. V. Owen and William Weatherford.

Continuing the good work, by the treaty of Washington, made in 1836, Henry R. Schoolcraft secured from the Chippewas and Ottawas a cession of all their lands in Michigan not theretofore ceded, but from this cession there was reserved to the Indians certain small tracts of the main land near Mackinac and along the lake shores, the Beaver Islands, Schneau Islands and Sugar Island, and encampment and fishing rights at the Sault.

In 1838, because of the claims of the New York Indians in and to the lands of the Menominees, another treaty was made, wherein for a considerable money consideration, they (commonly called the Oneidas) ceded to the United States the lands theretofore ceded by the Menominees.

In 1842 a treaty was concluded with the Chippewas, which was ratified March 23, 1843, whereby all title not theretofore ceded and lying within the Upper Peninsula, including also Isle Royal, was ceded to the government.

This secured to the government of the United States title to practically all the lands in the Upper Peninsula and opened the way for their survey and sale.

In 1848, by treaty with the Menominees, supplemented later by the treaty of 1854, any and all remaining claims of that tribe to lands within the Upper Peninsula were extinguished.

CHAPTER X

THE DAWNING OF STABILITY

THE BURT-HOUGHTON SURVEYS—GOVERNMENT DEVELOPMENT—THE MICHIGAN-OHIO BOUNDARY DISPUTE—STATEHOOD—DELAY IN BUILDING ST. MARY'S SHIP CANAL—SURVEYS AND LEASES OF MINERAL LANDS—THE COPPER COUNTRY IN 1846—EARLY MINING IN THE UPPER PENINSULA—DISCOVERY OF IRON ORE—WANING AND WAXING INDUSTRIES.

The government having, in 1843, secured from the Indians title to practically all the lands in the Upper Peninsula, and the mineral and timber resources of the country having already begun to attract attention, the matter of completing the land surveys of this Peninsula became pressing and was promptly undertaken.

THE BURT-HOUGHTON SURVEYS

The work had already been anticipated, for, in 1840, the United States government, through the surveyor general's office, had contracted with W. R. Burt to survey certain portions of the Upper Peninsula. Up to that time no linear surveys had been made here, and the instructions given to Mr. Burt were, in part, as follows: "It will be necessary for you to carry up one of the range lines in the Southern Peninsula, from the third correction line to the Straits of Mackinac and from thence across the Strait by trigometrical process, in the most accurate manner. On getting a line across the Strait you will pursue such order in the survey as in your judgment will best secure a correct execution of the work in the manner now practiced in the survey of the Township lines." The survey of this Peninsula thus began at Mackinac and the district embraced in those instructions to Mr. Burt included the eastern portion of the Upper Peninsula, and extended as far west as range ten, including the islands as well as the mainland.

The work undertaken was arduous and the compensation allowed therefor was grossly inadequate. The country was much of it swampy and covered with a heavy growth of timber and underbrush, making it difficult to penetrate, and extremely hard to survey. Mr. Burt was

assisted by his sons, who were also competent surveyors. During the winter following Mr. Burt took up the matter with the commissioner of the General Land Office at Washington, with the result that better compensation was allowed than had theretofore been paid for such work. The survey was resumed the following spring, 1841, and continued to the westward.

In the summer of 1842, the Chippewa Indians having ceded to the United States government all the lands east of Fond du Lac, Lake Superior, including the islands of that lake, the work of land surveys was permitted to continue, and almost immediately applications were made for mineral permits within the newly acquired territory. Early in 1844, Mr. Burt, in company with the state geologist, Dr. Douglass Houghton, contracted for the survey of a large territory then thought to cover the mineral region of this peninsula. Their plan was to conduct a combined linear and geological survey, and to record the location of mineral discoveries and geological formations upon the charts and with the minutes of the land surveys, and this plan was followed in such of the work as was accomplished before the death of Dr. Houghton, which occurred in the fall of 1845.

Following the death of Dr. Houghton, October 13th, of that year, Mr. Burt made report of the progress of the work and of the mineral discoveries, and this report had the effect of greatly increasing public attraction to that part of the universe then destined, in its near future, to be recognized as one of the richest mineral bearing sections on the face of the globe. In 1846 Mr. Burt extended the surveys to the Wisconsin boundary, and included or completed a survey of the boundary line between the Upper Peninsula of Michigan and Wisconsin.

As early as 1842 survey had been made of the course of the Menominee river, and the same had been charted with great detail. Upon that chart is an illustration of some five or six buildings located on the Wisconsin side of the river, and labeled "Menominee city." There is also a showing of "Chappeau's Trading Post" on the Michigan side of the river, at the foot of the rapids that have ever since borne his name; the location adopted by him when he was dislodged from his first trading post near the mouth of the river by Mr. William Farnsworth, some twenty years previous. Upon the chart there was also located "Kittson's Trading House" in the Wausaukee bend of the Menominee river, about thirty miles above its outlet, and a little farther up stream, and about where the Pike river empties into the Menominee, on the Wisconsin side, the map was labeled "Potato Lands" and "Chippewa Indians," thus indicating that the then accepted boundary between the Chippewas and the Menominees was at or near the mouth of the Pike river.

In Mr. Burt's report of his survey he described the location of fourteen beds of ore, and made the prophecy in the form of an estimate, that they constituted about one-seventh of all the ore bodies in the Peninsula. He also reported quite fully upon botanical conditions,

and in that connection procured and preserved many new and interesting specimens. Mr. Burt's several reports were published by the general government, and were included with the geological report of Dr. Jackson and of Foster & Whitney, in 1849.

The original survey by Mr. Burt consisted in establishing township and range lines and this was followed by another survey, begun in 1844, whereby the townships were divided into sections, and the sections were subdivided into quarters, and this survey was completed about the year 1849.

When considerable progress had been made by the surveyors in the subdivision of the townships, in the year 1847, a United States land office was established at Sault Ste. Marie, and the first government lands of the Peninsula were put upon sale.

This land office was continued at the Sault until the year 1857, when it was moved to Marquette. During its history at the Sault there were many hot contests for precedence in the location of particular tracts found to be valuable for either mineral or timber, and from the time of its establishment land purchases became active, and actual settlement of the Peninsula gained rapidly.

GOVERNMENT DEVELOPMENT, ETC.

During the time occupied by the United States government in concluding its peace treaties, and its treaties of purchase of lands, with the several Indian nations interested, and the time occupied in making land surveys, a general development of government, both state and municipal, was going on within the state, and although largely within the Lower Peninsula, some portions thereof had important bearing upon the Upper Peninsula and its relation to the state of Michigan.

In 1831 the Territorial council authorized the governor to negotiate with the state of Ohio for the adjustment of the boundary line between the two states, but nothing of importance resulted from that move.

On June 29, 1832, a statute was enacted providing for an election to be held October 1st of that year to decide "whether it be expedient for the people of this territory to form a state government." By the provisions of the act all free white male inhabitants were allowed to vote, and at the election the measure was carried decisively.

During this same year the Black Hawk war occurred, and, while the warfare did not extend to the Upper Peninsula, it was greatly feared that it would have the effect to excite the Indians here, and great caution was used and strong efforts put forth for the suppression of the war which was principally carried on in Illinois and Wisconsin. Because it had threatened the peace of the Peninsula, then of but short duration, and because of the prominent part taken by Michigan territory to suppress the war, a brief mention of the war seems proper in this connection. Early that spring the great chief of the Sacs came back from beyond the Mississippi into what was then Michigan territory and Illinois, and began his raids upon the frontier settlements. In the

forces that joined to oppose him were United States Regulars from St. Louis under General Atkinson; militia from Illinois, under General Whitefish, and a company of Michigan territorial volunteers under Colonel Henry Dodge, whose valued services are considered as having prevented mischief from the Northern Lake Indians. Many battles were fought during the summer of that year, but on August 2nd the forces under Colonel Dodge and Zachary Taylor nearly annihilated the Indian forces and captured the chief. Of the officers who played prominent parts in this war history Zachary Taylor subsequently became president of the United States, while Lieut. Jefferson Davis, then of the United States army, who at the time of the capture of Black Hawk escorted him to Jefferson Barracks, was none other than the then future president of the Southern Confederacy.

An epidemic of Asiatic cholera became prevalent in the Lower Peninsula in 1834 and raged to such an extent that seven per cent of the people of Detroit were carried off by its ravages within a single month. One most lamentable result of this epidemic was the death of Territorial Governor Porter, which occurred July 5th of that year. It was especially hazardous during the period when experienced and cool heads were needed in the formation of a state government. Upon the death of the governor, Secretary Mason became acting governor, and at a meeting of the territorial council, held in September of that year, steps were taken to provide a commission for the settlement of the southern territorial boundary with the states of Ohio, Indiana and Illinois, but this effort resulted in no accomplishment.

In December, 1834, the legislative council of the territory of Michigan sent a communication to congress upon the subject of establishing a territorial government for the state of Wisconsin, from which it appeared that rapid gains had been made in population, to the extent of over sixty thousand people in four years, of which number sufficient were within the proposed territory of Wisconsin to entitle her to territorial government. Congress deferred action upon this communication, however, and that territory was not finally established until the time when Michigan became a state.

On the 26th of January, 1835, congress passed an act in contemplation of the admission of Michigan as a state and fixed the date of election as April 4th, and the convention as the second Monday in May of that year.

THE MICHIGAN-OHIO BOUNDARY DISPUTE

Up to this time Michigan had been in peaceable possession of the strip of land then about to be claimed by Ohio, and regarding which the Toledo war found place in history, and there was no semblance of right to dispute the claim of Michigan to that property. Notwithstanding the fact that the survey in 1818 fixed the boundary line as Michigan claimed it and to accord with the ordinance of 1787, and Michigan had occupied the land by laying out roads, the governor of

Ohio sent to the legislature of that state a message asserting jurisdiction over the territory south of the mouth of Maumee Bay and asking legislation to authorize the taking of possession and control thereof. When the legislative council of Michigan, through acting Governor Mason, received notice of the message to the Ohio legislature, it promptly, and on the 12th of February, 1835, passed an act, "to prevent the exercise of foreign jurisdiction within the limits of the territory of Michigan."

On the 23d of February the Ohio legislature asserted jurisdiction over the territory then in question, and directing the exercise thereof. Governor Lucas promptly notified the Ohio county officers in the counties adjacent thereto to assert and exercise jurisdiction over the disputed territory; and he directed the major general of his district to enroll the inhabitants in the Ohio militia. He also appointed commissioners to meet him at Perrysburg April 1st, to run the line. The authorities of Michigan brought the matter to the attention of the president. Ohio had theretofore sought to secure this land through an act of congress, but congress adjourned without any action in regard thereto.

Governor Mason gave orders to General Joseph W. Brown, who was in command of the Michigan militia, to be ready to resist any attempt on the part of the state of Ohio to actually possess this strip, and the Michigan territorial council appropriated money wherewith the executive might enforce the laws of the territory. The officers of Michigan within that strip of land asserted their rights and resisted intrusion by the officers from Ohio.

Benjamin F. Butler was then attorney general of the United States and he decided that Michigan's position was right, and this likewise was then the opinion of the president, but, owing to the threatening situation, commissioners were sent to try and effect an agreement. It was claimed by Governor Lucas that the commissioners recommended that the inhabitants of the strip be permitted to determine the line, but that was denied, and the Michigan authorities never assented to it, and continued to assert authority by arresting offenders under the Michigan law. Governor Lucas called an extra session of the Ohio legislature and represented to that body that the commissioners had determined as above stated, and the legislature passed an act agreeing to the terms on condition that the United States would compel Michigan to abide the same; otherwise providing the enforcement of the laws of Ohio in the disputed territory, and appropriating three hundred thousand dollars for the purpose. A communication from the acting secretary of state at Washington denied that the commissioners had decided as Governor Lucas had reported, and suggested that the president might find it necessary to interfere if the Ohio officials persisted in carrying out their threats. Influence was exerted from Washington to prevent violence, and matters were fairly quiet for some time following.

Ohio had legislated to organize the county of Lucas to include this

land, and it was later reported that the Ohio authorities would open Court at Toledo September 7th, and that Ohio troops would protect the judge. On hearing this, Governor Mason ordered out the Michigan forces, and, in person accompanied the troops to Toledo. No opposing forces were encountered, no attempt to open court was discovered, and the Michigan army returned and was disbanded. It is fortunate there was no open attempt on the part of Ohio to open court at that time, for the feeling of the Michigan populace was intense, they felt that their rights were being openly trampled upon, and they were prepared to defend and enforce them.

The rights of Michigan to the territory in question were, so far as the boundary line was concerned, perpetually fixed and established by the ordinance of 1787, which had become in fact a contract, or compact, which congress had no right to abrogate. That ordinance had provided for the establishing of that line, the line had been established in accordance therewith, and it became fixed and unalterable as that ordinance had been construed. Notwithstanding the fact that Michigan unquestionably had the right to that disputed territory there were extended debates in congress regarding it while the question of the admission of Michigan as a state was pending before that body. Every one felt that, without the consent of Michigan, the power of congress to give the territory to Ohio was at least doubtful. Many asserted positively there was no such power.

Under the circumstances there was but one method to be pursued by the friends of the Ohio claimants, and that was to keep Michigan out of the Union until she surrendered to the demands of Ohio. Indiana and Illinois were alike interested with Ohio in the establishment of a boundary line, and therefore brought influence to bear to defeat the rights of Michigan. During the proceedings for admission the constitutional convention met at Detroit, in May, 1835, and resulted in the submission of a constitution for the approval of the people. In October following an election was held, the constitution was ratified, and Stevens T. Mason was elected governor.

Considerable friction ensued on account of the conflict between the state and the federal government, evidencing an effort on the part of the president to assist the forces opposed to Michigan and to compel her to yield her rights. To illustrate, the president appointed John S. Horner, of Virginia, secretary of the territory of Michigan "vice Stevens T. Mason, superseded," and the feelings of the Michigan people, upon the subject were emphatically expressed at a mass meeting in Detroit in July, 1836, when, following an address by Secretary Horner, the meeting adopted the following resolution: "Resolved, that if our present secretary of the territory should find it beyond his control, either from the nature of his instructions, his feelings of tenderness toward those who had for a long time set at defiance as well the laws of the territory as those of the United States, or any feelings of delicacy entertained toward the executive of a neighboring state, who has in

vain endeavored to take a forcible possession of a part of our territory, to enable him to properly carry into effect the existing laws of this territory, it is to be hoped he will relinquish the duties of his office, and return to the land of his nativity.”

The legislature met in November, 1835, and began its work for the perfection of a state government, but adjourned until January in the hope that by that time the state would be admitted. The territorial officers necessarily continued to exercise the functions of their offices, because they could not be superseded by state officers until the state actually came into existence.

Violent opposition to the admission was again raised in congress, and to the difficulties over the boundary line, was added a new one of large proportions—that of slavery. The proposed organization of Michigan prohibited slavery within its borders. Arkansas sought to come into the Union with an extreme provision for the protection of slavery, and there arose a determination in each section, north and south, not to allow one state to be admitted without the other coming in also.

The boundary line question, however, was kept prominent, and the representatives of the interests of Ohio, Indiana and Illinois succeeded in getting this committee to report in their favor, and to propose to compel Michigan to wait for admission until she conceded the boundaries desired by those states. The acts for the admission of both states were passed, and together signed on the 15th of June, 1836, but, while Arkansas was admitted as a slave state without condition, Michigan was only to be received except on surrender of the boundary line question to Ohio and Indiana. In order to conciliate the people of Michigan and compensate them for the robbery committed, it was proposed to add to the territory at first included within the state boundaries that part of the Upper Peninsula east of Montreal river, and also the American part of Lake Superior adjacent thereto, and it was provided that until the new boundary line was adopted by a convention of delegates elected for the purpose by the people of Michigan, she could not be admitted.

The people of the state were largely in favor of admission, but many of them did not relish the idea of being “held up” or forced into a trade, and little did they know of the value of the Upper Peninsula territory offered them. As a consequence there was much opposition to an acceptance of the condition.

A special session of the legislature was called and met July 11th and the whole matter was ably and fairly laid before it through a message from Governor Mason. The legislature provided for a convention to be held at Ann Arbor the 4th Monday in September. The convention met accordingly and refused to accept the conditions imposed. Various political questions, and the question of gaining or forfeiting for Michigan an interest in the proceeds of the sale of public lands, caused the matter to be further agitated, and arguments setting forth the value of the Upper Peninsula, as shown by Mr. Schoolcraft, were brought to

bear, with the result that an irregularly called convention, made up entirely of delegates favorable to admission (termed the frost-bitten convention), assented to the terms imposed by congress.

After a considerable controversy over the validity of the convention, congress accepted its action as that of the people of the state and admitted Michigan to the Union, January 26, 1837; and thus Michigan had a large and valuable portion of the Upper Peninsula thrust upon her, a thrust which she has more recently learned to appreciate. In the act of admission, congress recognized the state as having existed as such since November, 1835, when the officers of the state were elected by the people.

The territory of Wisconsin was, concurrently with the admission of Michigan as a state, organized from the remaining portion of what had been Michigan territory, except that the southern boundary was fixed to accord with the wishes of Illinois.

STATEHOOD

At the time Michigan acquired statehood, the means of transportation and communication were still very imperfect. There was no railway communication with the east, and the travel continued to be by stage and canal boat; while there was no convenient method of land transportation west of Detroit, and it was before the day of the telegraph. The work of development should therefore be considered with reference to these conditions.

Under such circumstances the early state legislation was largely enacted with a view to the development of the country, and roads, or highways were laid out in every direction, and railway charters could be had for the asking.

As one of the means of developing the country the legislature in 1835 passed an act for the appointment of a state geologist and made provision for a geological survey. Doctor Douglass Houghton, who had already more than a state-wide reputation, was appointed to the office, and he organized a system and inaugurated the work in that line, of which mention has already been made.

DELAY IN BUILDING ST. MARY'S SHIP CANAL

One of the first measures adopted by the state for internal improvement was its provision in March, 1837, for the construction of the St. Mary's Ship Canal by which to avoid the rapids in the river at the Sault. An appropriation was made for beginning the work, and plans for the canal were approved by the board of internal improvement. Surveys were made, contracts for construction let, and the contractors were ready for operations, and began the purchase of their supplies about the last of the year 1838, expecting to start the work of construction with the opening of navigation the following spring. To aid in this work a small advance was made by the state to the contractors in the spring of 1839, and the contractors arrived at the Sault May 9th

of that year. Just as they were about to begin the work they were served with a notice from the war department of the United States that they must not interfere with the improvements made by the United States at that place, and saying "among which the millrace is regarded as one of the greatest importance."

The contractors were further notified by the officer of the government that he would be obliged to "interfere with any work on the projected canal that might injure the United States millrace near that post."

The state of Michigan had had no notice from the war department of its proposed interference, and the work contracted for by the state was not within the reservation of land made by the general government. In reply to the notice from the Federal government the contractors informed the officer that "they were bound by the state of Michigan to excavate the canal within the lines run and laid out by the chief engineer, and that they should proceed with the work, and could not allow water to flow through the race, where the canal crosses the same, as it would entirely frustrate the object that the state of Michigan had in view."

Captain Johnson was then the commanding officer of the post and he informed the contractor that, under his instructions "the proposed work could not go on peaceably." The contractors went upon the work, and were there met by Captain Johnson at the head of a company of United States soldiers who forcibly took from the men their working tools, and drove them from the place at the point of the bayonet; the military arm of the federal government thus setting at defiance the rights of the young state to have its civil rights adjudicated in the courts. Nothing can be said in justification of the position thus asserted by the federal government, and the unjust and unwarranted occurrence resulted in a delay of nearly fifteen years in the project of constructing the canal.

In 1840 Governor Woodbridge treated earnestly of the matter in his message to the legislature after which the facts were carefully investigated and reported upon by a committee, and thereupon a joint resolution of the legislature was adopted in which it was declared that the actions of the federal officials and troops were "unwarranted by the constitution of the United States, and a violation of the rights and sovereignty of the state of Michigan," and calling upon the federal government to pay to the state, as a matter of justice, its advances and expenses.

The matter was again taken up by the governor in his message, in 1841, wherein he recited his duty "again to ask the attention of the legislature to the unauthorized and forcible interruption, by the troops of the United States, of the public works of the state, during the year before the last, at the Sault de Ste. Marie," and saying "the pecuniary loss to the state, resulting from that reprehensible interruption, remains unsatisfied, and the injury to its honor unatoned for." For some unexplained reason congress did not recognize the claim of the state, and

the principles of American government were trampled upon with impunity by the government itself. The same government had shortly before, with as little reason, imposed upon this state as a condition of statehood, its surrender of certain territory to the state of Ohio, and the acceptance in lieu thereof of the Upper Peninsula. The state having yielded, as a matter of policy, proceeded to make available the newly acquired section by the construction of the canal. The fisheries of the lakes were of immediate value, and sufficient had been developed to evidence large future values in minerals. The expense of transfer by land portage at the rapids of the Sault, of all shipments, multiplied the cost of work and the expense of transporting the products and supplies of this region, and better means of boat communication between Lake Superior and the lower lakes was necessary to the proper development of the country and its resources. In the then conditions boats of adequate capacity to meet the demands could not be constructed in Lake Superior, because of the impossibility of bringing here the necessary material, and boats of adequate capacity could not be taken onto Lake Superior except at an enormous expense of a land portage.

The banking law of 1837, enacted with good intentions but scant appreciation and foresight, had the opposite effect to that intended. It was thought the banks, and the currency provided for, would aid materially in the development of the country, but, instead thereof, three years later the best property in the most thriving localities had depreciated to fifty per cent of its former value, and other property to a much smaller percentage of its value. The state lost heavily on its bond transactions, and found it difficult to raise sufficient funds to meet its current expenses.

The want of shipping facilities, and the fact that land surveys had not been made, and that public lands could not, as a consequence, be put upon the market, added to the strained conditions of finance because of the failure of the state banking system, prevented the development of general business in the Upper Peninsula; and the lack of general business, combined with the great cost of such a project, prevented the construction of vessels upon Lake Superior, or taking there by portage those constructed elsewhere. The canal was therefore a necessity in order to put to use the newly acquired territory, and with such a canal there would be opened up an opportunity for business in many directions.

In 1842, when the state had been brought almost to the verge of bankruptcy, because of the collapse of its banking system, and when it was greatly chagrined at the attitude of the general government in so unceremoniously and forcibly stopping its needed public improvements, the legislature took a bold and businesslike stand, and determined to lay a foundation for a safer and more permanent business future. It provided for calling in all state scrip, for prohibiting shillasters, for specie resumption, and for rigid economy in the administration of all departments of state government.

SURVEYS AND LEASES OF MINERAL LANDS

The work which the state then had in hand was of great importance, and it was essential to the future welfare of the commonwealth that men of integrity and ability be in active charge of the various departments. So far as the Upper Peninsula was then immediately concerned the most important branch of the public service was in the line of its mineral and land surveys. Fortunately it had two good men, in the persons of Doctor Douglass Houghton and W. R. Burt in charge of those works, but unfortunately, when their combined work to make the surveys in unison had but fairly begun, Doctor Houghton came to his death by the capsizing of his boat in a storm at a point near Eagle River, Lake Superior, on the 13th of October, 1845.

His death was little less than a calamity to the state, and especially to the Upper Peninsula, and the loss was deeply mourned. His views of the geological conditions here were at variance with those of most scientists who had thus early given this locality their attention, but time has proved that he most clearly appreciated the situation. Had the surveys of the entire mineral regions of this Peninsula been completed and recorded by Dr. Houghton upon the plan conceived by him, they would have been of incalculable value.

It was during the work of Dr. Houghton and Mr. Burt that the discovery was made that the magnetic compass was so affected by local attractions that it could not be relied upon for accuracy, and, indeed, the needle would sometimes box the compass while the surveyors were traveling a small fraction of a mile, thus showing that local attraction controlled the compass in certain places. This raised a serious question, for accuracy in the survey, at once essential, seemed impossible with the instruments then known to science. Again the man of the hour was at hand, and this time it was William A. Burt, who had been prominent for years in the government surveys. The necessity of the hour brought forth the invention of the solar compass, through his genius, in the midst of the woods and mineral bearing hills of this Upper Peninsula. To perfect the instrument invented, Mr. Burt went east, and in a short time returned, and his solar compass was used to complete the surveys, and has ever since been acknowledged as one of the valuable scientific contributions to the engineering world.

Interest in the mineral resources of the peninsula could hardly withstand the delays in the survey, and without waiting for their completion the federal government issued permits to locate lands for mining purposes, and then granted mining leases upon the locations made pursuant to those permits. Remarkable developments in minerals soon had the effect to create great excitement which seemed to travel with the winds. Mining companies were organized, and much money was invested in exploration. At the same time mining interests furnished a new field for speculation which in fact was of a very risky nature, for the mining leases upon which the companies were based, were of very

questionable tenure, and the methods of exploration adopted in many instances were crude and expensive.

In 1847 the legislature of Michigan protested that the actions of the general government regarding leases rendered the rights of the lessees of the mines uncertain, and this resulted in a change of procedure, and soon thereafter the lands were put upon sale, and absolute title thereto was conveyed by patent.

THE COPPER COUNTRY IN 1846

As an illustration of conditions in the copper country, and of the excitement occasioned by the developments in those regions, some extracts from a letter written at Copper Harbor to a friend in the east, and published in the *Buffalo Morning Express* June 26, 1846, seem appropriate. As an introduction of the letter the paper recites that it is written by a scientific gentleman upon a professional tour in the employ of a "Copper Company," and vouches for his accuracy. Extracts from the letter are as follows:

"COPPER HARBOR, June 12, 1846.

"Dear Sir: Considering how nervous I am after prospecting over the hills of conglomerate, trap and sandstone in this wild Siberian end of the world, I hope you will appreciate the amazing triumph of will over the animal propensities of listlessness and lack of nerve when I undertake, on a gun case, upon my knee, to fulfil my promise. *Mais celle egal.*

"This is a queer country, and a stumbling block to world-makers. Its features and construction would almost warrant the belief that it was made by another hand from the rest of this common footstool, and that some of the B'hoys, or the evil one, had a hand in the matter. Anyway, it is a cold, sterile region, with a great bullying, boisterous sea, subject to sudden tempests, and tremendous north and northwest storms.

"The country is bleak, barren and savage, without any signs of cultivation or civilization except the appearance of bedbugs and whiskey; rats and cockroaches have not yet come up, but are expected. It is the land of dirty shirts and long beards. Every one tries to look and act as *outré*, wild and boorish as possible, and far more than is in any way agreeable. One—a professor, too, save the mark—bragged that he had not changed his shirt for four weeks, and that a man must be a very dirty fellow if, with the use of *unguentum*, he could not keep clean, even longer than that. Among dealers arithmetic is not considered a necessary accomplishment, or a Christian virtue.

"The way it costs here from a passage in a birch canoe, or a rotten and condemned old steam-boat up to Bohea and Pork, is a caution to the descendants of Abraham. Thus you have the Paleontological features; and you can study out the whole formation at your leisure.

"This country is undoubtedly immensely rich in mineral treasure. All the statements you have seen in the newspapers are true, and yet nineteen-twentieths of the whole speculation will be a total failure. Of the working companies, as yet, there are very few that are paying expenses, because everything is done *au gauche*, with inexperienced overseers, and generally without the most remote knowledge of the contents and value of the veins they are working except so far as the pure mineral masses are concerned; while many of these are so large and unwieldy that they threaten to prove ruinous to the owners. There is a very strong prospect in some half dozen working veins, that silver is to be produced abundantly. Two of these I have visited, and I have no doubt they will improve, in descending the veins. Further, there is no doubt but that a small part of the valuable deposits is all that has yet been seen by mortal eyes—covered as all is by drift, and the most impenetrable growth of cedar, spruce and tamarack. Nothing short of clairvoyance will for many years discover it. By the way clairvoyance has been tried, but some malign mineral or infernal influence renders this god-like science migratory.

"Those working veins situate in the interior are using oxen or mules (after cut-

ting roads at great cost), which are fed upon hay at fifty-five dollars per ton, and all else in proportion. There is not a spear of grass on a whole eternity of this country, and an ox or an ass, turned out, would starve, unless he could feed on pine shadows and moss.

"After great expense and incredible pains and trouble, we got our outfit, started for Canada in charge of a little schooner, towing our boats and fixings, and which were totally lost, in the storm of Friday night, a week ago, the vessel and passengers saved by the skin of their teeth.

"On the subject of the services of such men as know a hawk from a hand-saw, in geology and mineralogy, I have only to say that such, *at least in pretension*, are as plenty as blackberries; and of all grades and nations—German, English, Prussian, Swiss and Yankees. You can scarce turn over a stone, as the boys say, without finding them. Assayers, refiners, miners and professors abound; and, like the squaw's puppies, they are all captains."

EARLY MINING IN THE UPPER PENINSULA

For reasons already mentioned early mining on Lake Superior was attended with large expense. Supplies were carried by steamboat to Sault Ste. Marie, where they were transferred by wagon, and by a tramway constructed for the purpose, to a point above the rapids, and from such point by small coasting boats to shore landings nearest their destination, and from the landing place they were carted with mules or oxen, or packed to the scene of operations. In the very earliest of mining explorations and developments, and in later ones, even, where the locality was such that it was difficult of access, the supplies were packed in by men, some of whom became adepts in the business, and were able to carry very heavy loads over rough and treacherous trails. The transfer was, however, in most instances, by mules, horses or oxen, or, in winter by dog trains and sleds. During early mining operations, before the construction of highways, most of the mineral was carried from the mines to the lake shore in winter by the use of sleds.

To meet the demands of the times a number of steamers were carried around the rapids and launched into Lake Superior, there to take the place of the coasting boats. The transfer of these boats past the rapids was accomplished by constructing a frame work in which the boat rested and was propelled upon a series of rollers.

Many of the enterprising pioneers in the mineral regions of the Upper Peninsula were compelled to face failure, and abandon their hopes of a glittering future, even with a fair showing of mineral at hand, because of the enormous burden of expense attendant upon the work, and the uncertainty of their leaseholds, but the widespread interest in the country, combined with the intense spirit of the times, caused the general development to forge ahead in spite of individual failures; and the mining regions became the scenes of great activity. Not only did the president of the United States declare the mineral leases to be without authority of law, but the state legislature also declared "all leases of any of the lands aforesaid within the state, by authority of the United States, are contrary to the interests and policy of the state," whereupon, a joint resolution of the Michigan legislature, approved January 26, 1847, requested of congress the enactment of a law to provide for the disposal by the federal government, of its min-

eral lands within the state, in such a manner as to protect those who, acting under the void leases, had invested labor and capital in exploring for and developing the mineral wealth of the country. The nature of the work at hand necessitated the presence of men of ability and character, and their influence has been made manifest, and has been continuous in the development of the country and its various resources, and has had largely to do with the moulding of society upon a high plane of intellectuality and broad-mindedness, while the success of the mining enterprises in general has been so great that the people almost as a whole are thrifty and well-to-do.

DISCOVERY OF IRON ORE

Almost concurrently with the development of interest in modern copper mining came the discovery of iron ore in what is now known as the Marquette range. In 1844 Mr. Burt is reported to have discovered and taken from the body of ore, in place, at the site of the present Jackson mine, the first specimen of iron ore found in the Upper Peninsula.

The incidents of this discovery are interesting in several ways. It is related that, as Mr. Burt's surveying party, consisting of eight men, were working in that vicinity, one of the men was running a line with the assistance of a compass, when suddenly the needle refused to do its work; being controlled by the local forces; sometimes pointing south instead of north, and thus arousing great interest and occasioning considerable consternation in the party. When the point was reached at which the compass needle was drawn to the south, Mr. Burt instructed a search of the locality to determine the cause. The various members of the party took different courses, but the search was short for they soon found an outcrop of ore from which they took and brought in specimens. The fact that magnetic iron ore existed in the region to be surveyed now brought to the surveyors a realization that the magnetic compass could no longer be relied on for accuracy. Almost as if by a prearranged plan of nature, immediately following this discovery, the sun betook itself behind the clouds, so that no work could be done, and for the next two days it was stormy, rendering traveling in the woods most disagreeable.

The party had with them but a scant supply of provisions, and the abundance they had left at a located corner a few miles back afforded them no immediate relief, for they could not retrace their course with either a reliable compass, or the sight of the heavenly bodies to guide them. The supplies that had been intended but for a day were all that the party had for five days, with the exception of porcupine meat, which, under those circumstances was a valuable addition to their bill of fare.

The effect of this magnetic ore upon the compass used in surveying not only led to the invention of the solar compass, but the report in the Lower Peninsula of the discovery of iron soon thereafter led to

the beginning of the development of the extensive iron industries of the Peninsula. The following year, 1845, explorations of this locality were conducted by men from Jackson, Michigan, and location was then made of the since famous Jackson mine. In 1846 a quantity, approximately three hundred pounds, was taken as a test and smelted. In 1849 the Cleveland mine, near Ishpeming, was opened and in 1850 a small lot of its ore was shipped to Newcastle, Pennsylvania, where it was made into bar-iron, proving the excellent quality of the ore, and thus closing the first half of the century with a fair introduction of Michigan iron to the iron world.

In 1850 the government of the United States ceded to the several states the "swamp and overflowed lands" still remaining unsold within their respective boundaries, and by this act Michigan became possessed of the title to nearly six million acres of land that had been supposed to be fit for cultivation only after being properly drained; but a large portion of which were afterwards found to be very desirable for their timber, and as agricultural lands. The state made liberal use of these lands to induce the construction of state roads or highways, with a view to opening up the territory to actual and active settlement and improvement, and the Upper Peninsula came in for its share of these valuable lands, and many of them were secured by enterprising citizens as compensation for highway construction. In the grants of such lands many private fortunes have found their inception, or have been greatly enhanced.

Prior to the adoption of the constitution of 1850, there were no privileges of general incorporation, and therefore corporations could only exist by means of private charters to be secured from the legislature, for and against which powerful lobbies were often maintained to influence the legislature, and the granting of which was often the occasion of more or less scandal. Under the new constitution, adopted at just midway the nineteenth century, the way was opened for general incorporation of companies for various purposes, and the handling of large financial propositions which the Upper Peninsula presented was more readily accomplished, and the way seemed to be opening up for rapid progress.

Closely upon the heels of the copper development in the last decade of the first half of the nineteenth century, followed the intense interest in lumber and iron, in each of which there was a scramble for the best locations, so that the last half of the nineteenth century practically began with active interests in all three of those industries through which the Upper Peninsula has contributed in so large a measure to the commerce of the world in the period of its most rapid development from that day to this.

WANING AND WAXING INDUSTRIES

At that period it was noticeable that the necessities of the Indians and the activities of the traders had seriously depleted the source of

supply of furs so that the business of the fur-traders was rapidly on the wane, and the coming of permanent settlers was destined to further reduce it. It declined rapidly with the advance of civilization, and now the remaining fragments of that once almost sole commercial industry of this part of the country was scarcely reckoned with in making up an inventory of our commercial and industrial assets. The American Fur Company abandoned the field as the location of its headquarters as early as 1854.

The fishing industry developed rapidly, especially in the vicinity of Mackinac, during the second quarter of the nineteenth century, and had assumed considerable proportions, before the advent of a commercialism in our iron and copper, and when lumber was considered for little else than the supply of a very limited local demand. It has continued to be an active participant in the furnishing of supplies to the wide world, and is today an industry of large proportions.

Aside from a considerable influx of population into the copper regions during the five years preceding 1850, there was comparatively little progress in the way of settlement in the Peninsula except at the Sault and Mackinac.

We have already mentioned the early traders on the mainland and islands of Lake Superior, and those at the mouth of the Menominee. At the last named place a slight interest in lumbering was exhibited during the second quarter of the nineteenth century, but this will be written of in the chapter relating to Menominee county. Aside from the early settlers already named as having located at Menominee, there came also, before the year 1850, Andrus Eveland in 1842 and John Quimby in 1845, both of whom engaged extensively in the fishing business, and each of whom subsequently laid out village plats or additions in what is now the city of Menominee.

CHAPTER XI

PIONEERS PRIOR TO 1850

FIRST COMERS TO DELTA COUNTY—MISSIONARIES TO BARAGA COUNTY—
FOUNDING OF MARQUETTE—ONTONAGON AND RISE OF COPPER MINING
—THE SAULT AND MACKINAC AGAIN.

We have also mentioned the fact that Mr. and Mrs. L. A. Roberts were the first permanent white settlers at what is now Escanaba, Delta County, and that they located there in 1838. They settled first upon the banks of the Whitefish river, a short distance above its outlet into Green Bay. Before their arrival there had been a small sawmill constructed there by parties whose names are now unknown, and that mill was then in operation. About 1842 it passed into the hands of John and Joseph Smith, but was abandoned by them in 1844, at which time the proprietors located anew at the present site of the mill of the N. Ludington Company, and there they built the first steam sawmill in that locality. During that year Darius Clark and Silas Billings took up their abode at that place. In 1846 Messrs. Clark and Roberts erected a small water-mill about five miles up the Whitefish river from its mouth, and in the same year the Clark and Roberts mill passed into the hands of Jefferson Sinclair and Daniel Wells of Milwaukee, and three years later, in 1851, became the property of the N. Ludington Company. This mill had among its early employees some of those who later became prominent citizens of the Peninsula, and who reaped rich fortunes in its lumber resources.

One other saw-mill was constructed in that vicinity in 1845 by Silas Billings, George Richards, and David Bliss. It was a water-mill and was operated for about ten years.

MISSIONARIES TO BARAGA COUNTY

There was, in what is now Baraga county, but little of civilization after the death of the lamented Father Menard, during his missionary work, for many years, though the place was known to and visited by the traders frequently, and the American Fur Company maintained a trader's station there. In 1834 a Protestant mission was established

by John Sunday, a Wesleyan preacher, and he was followed the same year by Rev. John Clark, who erected a log mission house and a school house at Kewawenon, on the shore of Keweenaw Bay. Under his direction quite a large number of Indian houses were also constructed in close proximity to the mission. In 1837 D. M. Chandler, the first regularly appointed Methodist minister to the mission at the Sault and Kewawenon, came to this mission. In 1839 a blacksmith named W. H. Brockway, was appointed superintendent of missions, he having been acting minister at the Sault for the past year. Following Mr. Brockway other Methodist ministers officiated at this mission as follows; George King, from 1838 to 1840; John Kahbeege in 1840; George W. Brown in 1841 and 1842; Peter Marksman in 1843; John H. Pitezel from 1844 to 1846; Joseph W. Holt in 1846 and 1847; Peter O. Johnson in 1847; N. Barnum in 1848; and Rufus C. Crane in 1849.

Of the period in which Rev. Pitezel officiated at this mission he wrote descriptive of the mission and its surroundings as follows; "This mission is situated near the head of Keweenaw bay, one of the finest in the world, on a sightly spot, about forty rods back from the water. Near the house bursts forth from the side hill a living spring, an invaluable treasure anywhere. From the shape of the bay, this region, for miles around, is called by the French L'Anse, which may apply to anything shaped like an arch. Should we use this word occasionally, instead of the longer Indian name, it will be understood as designating the same place. The Indian cabins lined the shore and were mostly those built by order of Rev. John Clark. They bore evident marks of age and decay. The mission-house was of hewed logs, about twenty-four by sixteen feet, one and one-half stories high, covered with cedar bark, and a little shanty appended, which some of the missionaries had used for a study. We had on one side of us, near-by, the government blacksmith, and on the other side the carpenter, and off some distance, in another direction, was the farmer's family. These constituted our white neighbors. Across the bay, directly opposite, was the Catholic mission, three miles distant."

The government blacksmith referred to was D. D. Brockway, sent there by the United States government in 1843, pursuant to a treaty with the Indians, and he was subsequently agent for the Cliff Mine and president of the Atlas Mining Company. C. T. Carrier was the farmer referred to, and Cornelius M. Johnson, the carpenter.

The Catholic mission referred to was established in 1843 by Rev. Frederick Baraga, and Rev. Edward Jaker, writing thereof, says: "The Rev. Baraga built a church and twenty-four substantial log houses for Indian converts, and that he officiated there until 1853, when there were about three hundred and fifty Indians and half-breeds, of all ages, belonging to the mission." Rev. Baraga was a very highly respected and worthy missionary, and of him Rev. Pitezel, of the Methodist mission, wrote: "Rev. Frederick Baraga was the resident priest at L'Anse at our arrival; then probably about fifty years old; descended from a

family of distinction in Europe; well educated, speaking readily six or seven living languages, including German, French, English and Ojibwa. He spent years on the shores of Superior, building a church and making extensive improvements. He traveled extensively on foot and by all methods then in use. Temperate in his habits, devout and dignified in his private and ministerial bearing, he was universally respected by Indians and the mining community, and affectionately loved by those in closer fellowship. At a more recent date, in consideration of his sacrifices and meritorious services, the pope honored him with the miter of a bishop." The name of this reverend gentleman is appropriately preserved in that of the county wherein he worked so earnestly for the conversion of the natives, and the pioneer miners.

FOUNDING OF MARQUETTE

Marquette county had little white population prior to 1850, though the discovery of iron brought in explorers and a few men engaged in the development of mining properties before that date. Interest in the mining resources of the county was awakened immediately following the discovery of iron ore in 1844, and that interest increased as discoveries and developments continued. Mr. Peter White, one of the earliest of the permanent settlers, came to Marquette in a company of ten associates, in 1849, and of the trip there, and the then existing conditions, he writes: "We succeeded in crowding our large Mackinac barge up the rapids, or falls, at Sault Ste. Marie, and, embarking ourselves and provisions, set sail on Lake Superior for the Carp River iron region. After eight days of rowing, towing, poling and sailing, we landed on the spot immediately in front of where Mr. George Craig's dwelling house stands. That was then called Indian Town, and was the landing place of the Jackson Company. We put up that night at the Cedar House, of Charlie Bawgam. It is true his rooms were not many, but he gave us plenty to eat, clean and well cooked. I remember that he had fresh venison, wild ducks and geese, fresh fish, good bread and butter, coffee and tea, and splendid potatoes.

"The next morning, we started for the much talked of iron hills; each one had a pack-strap and blanket, and was directed to exercise his own discretion in putting into a pack what he thought he could carry. I put up forty pounds and marched bravely up the hills with it for a distance of two miles, by which time I was about as good as used up. Graveraet came up, and, taking my pack on top of his, a much heavier one, marched on with both, as if mine was only the addition of a feather, while I tugged on behind, and had hard work to keep up. Graveraet, seeing how fatigued I was, invited me to get on top of his load, saying he would carry me too, and he could have done it I believe; but I had too much pride to accept his offer. When we arrived at the little brook which runs by George Rublein's old brewery, we made some tea and lunched, after which I took my pack and carried it without much difficulty to what is now known as the Cleveland Mine, then known as



THE LATE HON. PETER WHITE, MARQUETTE

Moody's location. On our way we had stopped a few minutes at the Jackson forge, where we met Mr. Everet, Charles Johnson, Alexander McKerchie, A. N. Barney, N. E. Eddy, Nahum Keys, and others. At the Cleveland we found Capt. Sam Moody and John H. Mann, who had spent the previous summer and winter there. I well remember how astonished I was next morning when Capt. Moody asked me to go with him to dig some potatoes for breakfast. He took a hoe and an old tin pail, and we ascended a high hill, now known as the Marquette Iron Company's mountain, and on its pinnacle found half an acre partially cleared and planted to potatoes. He opened but one or two hills when his pail was filled with large and perfectly sound potatoes—and then said: 'I may as well pull a few parsnips and carrots for dinner, to save coming up again'; and, sure enough, he had them there in abundance. This was in the month of May.

"From this time till the tenth of July, we kept possession of all the iron mountains then known west of the Jackson, employing our time fighting mosquitoes at night, and the black flies through the day; perhaps a small portion of it was given to denuding the iron hills of extraneous matter, preparing the way for the immense products that have since followed. On the 10th of July, we came away from the mountains, bag and baggage, arriving at the lake shore, as we then termed it, before noon. Mr. Harlow had arrived with quite a number of mechanics, some goods, lots of money, and, what was better than all, we got a glimpse of some female faces.

"At one o'clock of that day, we commenced clearing the site of the of the present city of Marquette, though we called it Worcester in honor of Mr. Harlow's native city. We began by chopping off the trees and brush, at the point of rocks near the brick blacksmith shop, just south of the shore end of the Cleveland Ore Docks. We cut the trees close to the ground, and then threw them bodily over the bank onto the lake shore; then, under the direction of Capt. Moody, we began the construction of a dock, which was to stand like the ancient pyramids, for future ages to wonder at and admire! We did this by carrying these whole trees into water and piling them in tiers, crosswise, until the pile was even with the surface of the water. Then we wheeled sand and gravel upon it, and, by the end of the second day, we had completed a structure which we looked upon with no little pride. Its eastward or outward end was solid rock, and all inside of that was solid dirt, brush and leaves. We could not see why it should not stand as firm and as long as the adjacent beach itself. A vessel was expected in a few days, with a large lot of machinery and supplies, and we rejoiced in the fact that we had a dock upon which they could be landed. On the third day, we continued to improve it by corduroying the surface, and by night of that day, it was, in our eyes, a thing of beauty to behold. Our chagrin may be imagined, when, on rising the next morning, we found that a gentle sea had come in during the night and wafted our dock to some unknown point. Not a trace of it remained; not even a poplar leaf

was left to mark the spot. The sand of the beach was as clean and smooth as if it had never been disturbed by the hand of man. I wrote in the smooth sand with a stick, 'This is the spot where Capt. Moody built his dock.' The Captain trod upon the record, and said I would get my discharge at the end of the month, but he either forgot or forgave the affront. It was a long time before anyone had the hardihood to attempt the building of another dock.

"The propellers would come to anchor, some times as far as two miles from the shore, and the freight and passengers had to be landed in small boats. Our large boilers, when they arrived, were plugged, thrown overboard, and floated ashore, and the other machinery was landed with our Mackinac boat, or a scow which we had constructed. Cattle and horses were always pitched overboard and made to swim ashore.

"Under the lead of James Kelly, the boss carpenter, who was from Boston, we improved our time, after six o'clock each evening, in erecting a log house for sleeping quarters for our particular party. When finished, we called it the Revere House, after the hotel of that name in Boston. This building stood on its original site as late as 1860.

"We continued clearing up the land south of Superior street, preparing the ground for a forge, machine shop, sawmill and coal house. Some time in August, the schooner 'Fur Trader' arrived, bringing a large number of Germans, some Irish and a few French. Among this party were August Machts, George Rublein, Francis Dolf, and Patrick, James and Michael Atfield. All these have resided here continuously, * * *. It was cholera year; Clark died at the Sault on his way back; several others had died on the vessel, and many were landed very sick. We were all frightened; but the Indians, who lived here to the number of about one hundred, had everything embarked in their boats and canoes within sixty minutes, and started over the waters to escape a disease to them more fearful than the small-pox.

"At this time, the first steam boiler ever set up in this county was ready to be filled with water, and it must be done the first time by hand. It was a locomotive boiler. A dollar and a half was offered for the job, and I took it; working three days and a night or two, I succeeded in filling it. Steam was got up, and I then was installed as engineer and fireman.

"That summer there were but few boats of any kind on the lake. The reliable mail, freight and passenger craft was the schooner 'Fur Trader,' commanded by the veteran Capt. Calvin Ripley, from whom the picturesque rock in Marquette bay took its name.

"During the winter we had three or four mails only. Mr. Harlow was the first postmaster, and hired the Indian Jimmecca to go to L'Ance after the mail at a cost of ten dollars per trip. I believe the cost was made up by subscription.

"The Jackson Company had about suspended operations; their credit was at a low ebb; their agent had left in the fall, and was

succeeded by 'Czar' Jones, the President, but nearly all work was stopped, and the men thought seriously of hanging and quartering Mr. Jones, who soon after left the country. In the spring (1850) the Jackson Company 'bust' all up, and all work at their mine and forge was suspended. By this time the Marquette Iron Company's forge was nearly completed and ready for making blooms. Many dwellings, shops, etc., had been erected, together with a small dock at which steamers could land."

Thus the beautiful and prosperous city of Marquette had its beginning in the last year of the first half of the nineteenth century and was equipped for a good start of what proved to be a prosperous future.

ONTONAGON AND RISE OF COPPER MINING

Prior to the original survey made by Mr. Burt, Samuel W. Hill, in 1841, conducted explorations on the Ontonagon river and he was afterwards engaged in the geological surveys of that locality that were made under the direction of Doctor Douglass Houghton and of Foster and Whitney.

In 1843 James K. Paul made a preemption of land where the city of Ontonagon now stands, and he erected a log cabin thereon. Mr. Paul was a Virginian, brave, generous and open-hearted, and his small cabin served not only as a dwelling house, but as a store where he dealt out supplies to the few people that came shortly after.

In 1844 the government established a mineral agency at that point, and constructed a building sixteen by twenty feet for an office and Major Campbell was stationed there as the government agent. This was immediately following the ratification of the treaty whereby the Indian rights to lands in that vicinity were acquired by the government.

It was immediately following that treaty that the government began the issuing of mineral permits for leases, and the first permits were issued in 1843 to Wilson & Carson, Ansley & Company, and Turner & Company, and in 1844 C. C. Douglass, who had been assistant state geologist, began explorations under those permits. In 1845 the first practical attention was given to the copper mining interests, at what was then called the Ontonagon mine, but later known as the Minnesota mine. Prominent men that had been connected with this mine are S. O. Knapp, its first superintendent, Capt. Wm. Harris, Mr. Townsend and Mr. Roberts.

C. C. Cushman, representing a Boston company, located under a permit, in 1845, in the same locality. His company was first called the Ontonagon Copper Company, and later the Forest Mining Company. The same year Cyrus Mendenhall located a claim three miles square on the west side of the Ontonagon River for the Isle Royale Mining Company.

The following year many locations were made and the locality was a scene of considerable activity, and at a few places active operations

were begun, and the prospects were very bright. Mining stocks were in good demand for a time, but by the fall of 1847 speculation in stocks got a setback, and as a consequence, development was slow.

Among the very early settlers at this locality were F. G. White, John Cheynoweth, W. W. Spalding, A. Coburn, Abner Sherman, A. C. Davis, S. S. Robinson, Edward Sales, Doctor Osborn, Martin Beaser, and Messrs. Webb, Richards, Lockwood, Hoyt, Hardee, Anthony, Sanderson and Dickerson.

Of the early settlers Messrs. Cash, Spalding, and Lockwood built a boat in 1848, with which to do freighting upon the Ontonagon river. The lumber was cut with a whip-saw and the boat was seventy-five feet long, with an eight foot beam, flat bottomed, keel form, and of fifteen tons capacity. It was propelled by a crew of ten Indians, with poles, who were under the command of a white man. The boat was propelled up the river against the rapids by means of a seven hundred foot line which was stretched from the capstan to trees on the shore. It was eighteen miles from the mouth of the river to the mine and it required three days to make the trip up the river, though the boat was able to return down stream in one day.

In 1849 the first frame house in Ontonagon was built by Captain John G. Parker, and so the then village of Ontonagon had its beginning almost concurrently with the settlement at Marquette, just at the end of the first half of the nineteenth century.

So far as can be learned the first boat to arrive at Ontonagon was the propeller "Napoleon," which landed forty-four passengers on the eighth day of May, 1849. They were mainly laborers who came to work in the Minnesota copper mine.

The first shipment of copper was made June 15, 1849, by that company, the copper being floated down the river in two canoes that were tied or lashed together.

The first mail to reach Ontonagon overland came by dog-train in the winter of 1846-1847, and the house of D. S. Cash was used as the postoffice, and Mr. Cash continued to be the postmaster for six years. There was but one mail that winter.

In 1848 Lathrop Johnson converted the government agency building into a tavern and called it the "Johnson House," which was the first hotel open for the entertainment of the public. Until that time, Mr. Paul's cabin had been the usual stopping place for travelers.

THE SAULT AND MACKINAC AGAIN

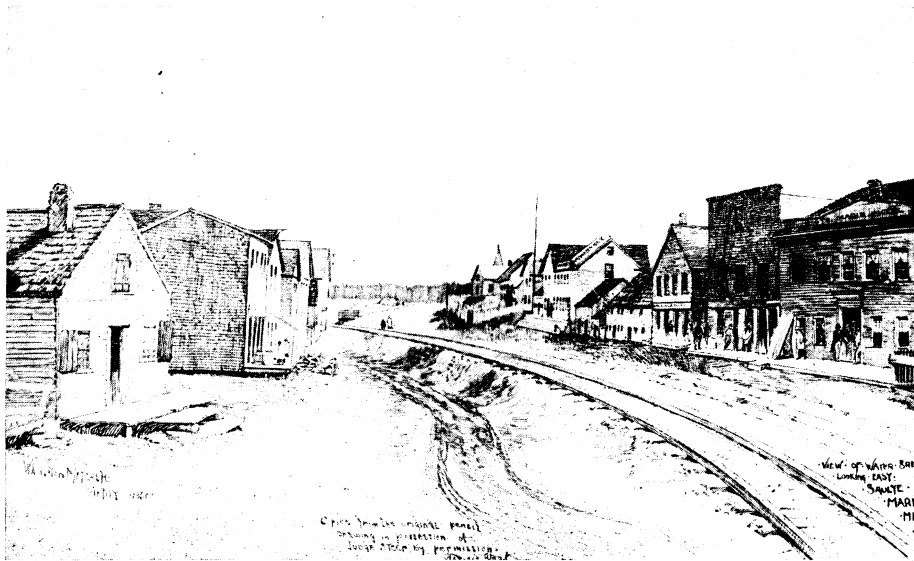
At the Sault there was comparatively little change from 1830 to 1850. In the former year the population is recorded as having been 526 at and near the village. In 1837 it had fallen off to 366. In 1840 it was 534, and in 1845 it again fell to 107; but increased again so that in 1850 it was 898.

The settlement at Mackinac continued to be the headquarters for the fur trade throughout the entire first half of the nineteenth century,

and the population varied somewhat; the census being of such a very large territory, gives no record so far as we can learn as to just the number in the village in 1850. The then county of Mackinac, prior to the division into a number of counties in 1843, covered a very large territory, and in 1840 was credited with a population of 923.

The government Indian agents located at Mackinac were as follows: 1816-24, W. H. Puthuff; 1824-33, George Boyd; 1833-41, H. R. Schoolcraft; 1841-45, Robert Stuart; 1845-49, William A. Richmond; and 1849-51, Charles P. Babcock.

Thus the last half of the nineteenth century began, for the Upper Peninsula, with the few settlements we have mentioned, the only ones



OLD VIEW OF WATER STREET, THE SOO

of any considerable importance being those at the Sault and Mackinac, but with substantial beginnings at Marquette, Copper Harbor, on Keweenaw bay, and at Ontonagon. Interest in the Peninsula, however, had assumed considerable proportions, and the three great attractions which were to enlist the attention of the public were copper, iron and lumber. The development in the sixty years from that time to this has been phenomenal, and the history covering that time will be written topically, with reference to localities, industries, etc.

CHAPTER XII

JUDICIAL AND LEGAL

THE PIONEER LAWYER GETTING TO COURT—UPPER PENINSULA CIRCUIT COURTS—JUDGE DANIEL GOODWIN—JUDGE JOSEPH STEERE—TWELFTH CIRCUIT JUDGES—THE PRESENT FOUR CIRCUITS—VETERANS OF THE BAR—JUDGES WILLIAMS AND STREETER—JUDGES GRANT AND STONE—JUDGE RICHARD C. FLANNIGAN—THIRTY-SECOND CIRCUIT JUDGES—J. LOGAN CHIPMAN, OF THE SOO—DAN H. BALL, OF MARQUETTE—OTHER MARQUETTE COUNTY LAWYERS—HOUGHTON COUNTY BAR—ONTONAGON, SCHOOLCRAFT AND DELTA—MENOMINEE COUNTY PRACTITIONERS—BAR OF DICKINSON AND IRON COUNTIES.

By Hon. John Power

A trifle in excess of a decade prior to the advent of the titanic struggle between the sections of our country, for that supremacy of the doctrine of indissoluble union as opposed to the theory of secession which was established at Appomattox Court House in the memorable spring of the year 1865, the judicial history of the Upper Peninsula of Michigan had its inception. But sixty years having elapsed in a theater composed of the most remote and inaccessible, and for many years most sparsely settled portion of the territory forming the state, it might well be expected that the matter appropriately applicable to the subject of a brief history of the bench and bar of the Upper Peninsula, would be so limited and circumscribed as to defeat any effort to present a sketch of the most elementary interest.

Notwithstanding, however, the paucity of what may be styled concrete material, there doubtless are many matters and personages connected with these sixty years of judicial and professional happenings, which may be found of more or less interest in the future, and hence, worthy of preservation in the pages of a work devoted to a historical recital of matters, events, development and progress of that section of our state north of the Straits of Mackinac, where the pine of primest quality and most gigantic dimensions stretched its ambitious boughs far into the pure atmosphere, surrounding a rugged region, it is true,

but one blessed with a climate redolent of health and laden with all those qualities which produce physical vigor, and where nature had selected storehouses in which to deposit almost limitless supplies of the most useful and most wealth-producing of her mineral gifts to man.

There are still living in several of these northern counties many of the older practitioners at the bar, who have a store of reminiscences connected with their professional work and experiences which are full of interest, and which might be of much value to the younger members of the profession as illustrating the virility and endurance, as well as the power to endure privation and hardship, which were possessed and exercised patiently and uncomplainingly by the generations of lawyers who served in the courts in this region, beginning in the year 1850.

THE PIONEER LAWYER "GETTING TO COURT"

Railroads were an unknown luxury anywhere on the peninsula until the year 1865, when the Marquette Iron Range was connected with the port of Escanaba by a piece of road some sixty-five miles long. Afterwards, in the year 1871-2, the Northwestern road was extended from Green Bay to Escanaba, thus furnishing an inadequate gateway operated by rail, from Marquette county on the north to the outer world. It was not until the year 1883 that the copper region—Ontonagon, Houghton, Keweenaw and Baraga counties—secured railroad transportation facilities. It follows that as late as 1884 and 1885 the lawyer practicing in the counties of the Upper Peninsula had no such comfort in reaching the various circuit courts, in the pursuit of his profession, as is enjoyed nowadays through the agency of the railroad coach, the Pullman car, the observation car and the dining car, with the various other luxurious accessories. In those days of the simple life long journeys were undertaken in the heat and dust and discomforts of the summer day, in an ordinary stage coach, usually an open wagon, or in the vigorous winter weather, when mayhap the mercury would sink to thirty degrees or more below zero Fahrenheit, in a sleigh, and in the earlier days even upon snow shoes.

It may be accepted as a fact, that these journeys to the various temples devoted to the administration of even-handed justice were no picnic occasions; far from it. The distance may be described as far more "magnificent" than those which are one of the proud boasts of our nation's capital, and in annihilating them the old practitioner, or he who is now old, enjoyed a more than ordinarily strenuous experience. From Houghton to L'Anse, thirty-two miles one way had to be covered in this way to each of the several terms; from L'Anse to Marquette, fifty-three miles; from Houghton to Marquette, eighty-five miles; from Escanaba to Manistique exceeded forty miles by the traveled routes, including over twenty miles of ice in the winter season. The distances to and from St. Ignace and Sault Ste. Marie, and to and from Menom-

inee, were still more heroic. The modern hotel and the comforts they afford were, of course, in great measure unknown. The old lawyer "travelling circuit," if you please, had to be content with much plainer fare, and much cruder surroundings, than they afford. The wayside inn with the rough common table, with all else eschewed except only the homely accessories of life, were all that he could look for with any reasonable hope of gratification. He would luxuriate in whitewashed walls and sanded floors, and deem himself thrice fortunate did he succeed in commanding a bed for his exclusive use, the occasion often arising when the exigencies required that he could be allowed to preempt only part of that most useful and indispensable article of household economy. Thus he was compelled (and they were cases of "willy nilly") to become a tenant in common of the bed with a person, or persons, whom he had never seen before; the extent and volume of his knowledge about whom was that they belonged to the Caucasian race.

The old-time court house, too, was a marvel of architectural simplicity; slab walls, four in number, with a shingle roof, constituted the temple; the jury room, a contrivance which well illustrated the adage "Necessity is the mother of invention." When the inventive faculty was not equal to the occasion, the "good men and true" were relegated to the nearest inn to deliberate on the knotty entanglements of evidence, and momentous questions involved in the case at bar. All-in-all, it may be accepted that the lawyer who practiced before the courts of the Upper Peninsula during the first three and a half decades after the adoption of Michigan's second constitution, neither lay on beds of roses nor feasted at Lucullian boards. They often had grim and trying experiences that tested the metal of which they were made, and proved, beyond room for refutation, the sterling, manly and gritty qualities that predominated in their virile make-up; their indomitable resolution, strong fortitude under adverse conditions and dogged determination to win the battle, the gage of which is taken up in every manly man's life struggle.

In these reflections upon the characteristic qualities and the labors of the early-day lawyer, in the primeval judicial period of judicial and professional history on the peninsula, there lurks no intention to make or suggest any invidious comparisons between the old lawyers and their juniors who occupy the places formerly filled by many who have passed away; by those who have retired and those who are still in the harness and who have become the veterans, the old guard of the profession. It is fully recognized that our young men who offer their services to the public as legal advisers, and who hold themselves as worthy to be entrusted with the professional supervision of interests of the greatest possible moment to the people, are, as a rule, men of learning and ability; aye, and integrity; notwithstanding the unpleasant but undesirable fact, that as in all flocks, there are black sheep.

It must be borne in mind that this, in the most emphatic degree, is an age of strenuous effort; that competition is rife in every field of en-

deavor; that the profession of the law is being invaded by too many persons ambitious of legal and forensic fame, some of whom are lacking in the qualities essential to success, yet, all things considered, the reasonably reflective will conclude that the profession of the law, regardless of the flippantly expressed opinions of the unthinking to the contrary, furnishes as large a measure of capacity, integrity and reliability as can be expected to be afforded by men drawn from any of the most approved constituent parts of the civilized people of today.

UPPER PENINSULA CIRCUIT COURTS

The state of Michigan, prior to the adoption of the constitution of 1850, for judicial purposes, was divided into four circuits. The first circuit, by force of the statute of 1846, embraced the counties of Wayne, Monroe, Macomb, LaPeer, St. Clair, Mackinaw and Chippewa. When this statute was enacted, the Upper Peninsula had but two organized counties: those of Mackinaw and Chippewa. The statute referred to provided that two terms of the circuit court should be held in each of the counties annually; but further provided that the second term might be omitted in some of the counties, among which were those of Mackinaw and Chippewa, unless the sheriff and county clerk of the excepted counties should determine and declare that such second term was necessary, in the public interest. It will be seen, therefore, that the labors of the judiciary and of the members of the bar, in that portion of the state known as the Upper Peninsula prior to the adoption of the second state constitution, were limited and few. The organized counties upon the peninsula were judicially served under this statute until the adoption of the constitution of 1850.

That constitution as far as respects the Upper Peninsula, provides as follows, according to article XIX:

Sec. 1. The counties of Mackinaw, Chippewa, Delta, Marquette, Schoolcraft, Houghton, Ontonagon, and the islands and territory thereunto attached; the islands of Lakes Superior, Huron, and Michigan, and in Green Bay and the Straits of Mackinaw, and the river Sault Ste. Marie shall constitute a separate judicial district, and be entitled to a district judge and district attorney.

Sec. 2. The district judge shall be elected by the electors of such district, and shall perform the same duties and possess the same powers as a circuit judge in his circuit, and shall hold his office for the same period.

Sec. 3. The district attorney shall be elected every two years by the electors of the district, and shall perform the duties of prosecuting attorney throughout the entire district, and may issue warrants for the arrest of offenders in cases of felony, to be proceeded with as shall be prescribed by law.

Sec. 4. Such judicial district shall be entitled at all times to at least one senator, and until entitled to more by its population, it shall have three members of the house of representatives to be apportioned among the several counties by the legislature.

Sec. 5. The legislature may provide for the payment of the district judge a salary not exceeding one thousand (\$1,000) dollars a year, and of the district attorney, not exceeding seven hundred (\$700) dollars a year; and may allow extra compensation to the members of the legislature from such territory not exceeding two (\$2) dollars a day during any session.

Section 26 of the schedule of the constitution of 1850 provides that the legislature shall have authority, after the expiration of the term of office of the district judge first elected for the Upper Peninsula, to

abolish said office of district judge and district attorney, or either of them.

Act No. 150 of the session Laws of 1863 abolished the office of district judge, abolished the judicial district and created the Eleventh judicial circuit—the circuit including all the territory of the Upper Peninsula—while the office of district attorney, created under the constitution of 1850, was abolished by act 191 of the session laws of the year 1865.

Under the provisions of act No. 135 of the year 1851 the district judge was required to hold eight terms of court each year in the district; two terms in each of the counties of Mackinaw, Chippewa, Ontonagon and Houghton. Marquette county was at that time attached to Houghton county for judicial purposes; and the latter included the present county of Keweenaw. The county seat of Houghton county was, at the time of the organization of the district court, located at Eagle river, now within the limits of Keweenaw county.

JUDGE DANIEL GOODWIN

The only district judge of the judicial district organized under the constitutional provisions of 1850, was the Hon. Daniel Goodwin, of Detroit, who was the president of the constitutional convention by which the constitution of 1850 was adopted. Judge Goodwin continued to occupy the bench of the district court of the Upper Peninsula until the court was abolished in the year 1863, and subsequently was elected judge of the Eleventh judicial circuit, created by the act of 1863. He served as circuit judge of the Eleventh judicial circuit until the year 1881, so that the venerable judge wore the ermine of the Upper Peninsula for a period of thirty years; from the inception of the district court until the year last mentioned. During his incumbency of the circuit judgeship, the official title of Judge Goodwin was attacked; the claim having been advanced that it was invalid, and that he was ineligible to the office of circuit judge in this the Eleventh circuit because of non-residence. The judge, being a resident of Detroit, continued to reside in that city during the entire period covered by his service as district and circuit judge. A proceeding in the nature of a *quo warranto* information was filed against the judge in the supreme court, at the April term in the year 1871. The court held that Judge Goodwin's title to the office was valid, notwithstanding non-residence, and that it is only when a judge actually residing in his circuit removes from it, "that he vacates his office." The case in question is entitled "The People ex rel, Eli P. Royce vs. Daniel Goodwin; Twenty-two (22) Michigan, page four hundred ninety-six (496).

The writer of this sketch would fail in duty to the memory of a most excellent gentleman, did he pass without further comment than is contained in the recital of mere incidents, an occasion that presents the opportunity to place upon a record which may be scanned by many eyes, his estimate of the character of a just and pure-minded judge.



HON. DANIEL GOODWIN

Having had occasion during a few of the last years of Judge Goodwin's administration of the law within the Eleventh judicial circuit to practice in his courts, the impression became deep-seated, as a result of observation and personal experience in the trial of causes before this even-handed jurist, that no state in the union, no country within the limits of civilization, was ever better, more justly and more equitably served upon its bench, than Michigan and the Eleventh circuit while Judge Goodwin presided in the courts of the several counties within that circuit. His temper was eminently judicial. Patient almost to a fault, he was never known to become irascible, hasty or testy. Counsel was fairly and patiently heard; litigants justly treated, and the public good always conserved by Judge Goodwin during the long years of his honorable service.

JUDGE JOSEPH H. STEERE

The Eleventh judicial circuit, the first circuit created on the Upper Peninsula, has had since its creation but two judges, Hon. Daniel Goodwin and the present incumbent, Hon. Joseph H. Steere. As hereinbefore stated, the circuit was created in the year 1863 and the circuit court took the place of the district court on the first day of January, 1864; so that the Eleventh circuit has now entered upon its forty-eighth year; and its second judge is still in service on its bench. Judge Goodwin's service on the bench of the Eleventh circuit covered seventeen years, and Judge Steere has now been serving in the neighborhood of thirty years. This is a time-record, it is believed, unexcelled in the history of any other circuit in Michigan.

Hon. Joseph H. Steere, when elevated to the bench, was for that dignity a very young man. He probably had not yet reached his thirtieth year, and, resultingly, his practice at the bar had been limited; but, notwithstanding that fact, he has made one of the most successful judicial officers that Michigan has had during its entire history. His excellent legal equipment at the outset; his extensive reading, his industrious habits, his close application, all stood him in good stead and contributed with the aid of a judicial temper, marked by his unvarying patience and courtesy, to win his noted success. His affability off and on the bench, made it a pleasure to practice in his court. In an extended experience at the bar, the writer has appeared in many of the state courts, not only of Michigan but of other states, and in the federal circuit court, district court and circuit court of appeals; has met during that experience a large number of judges, state and federal, and has transacted business in their courts, including that of President Taft when he was presiding justice of the Circuit Court of Appeals for the Sixth Circuit; and, in the light of that experience, he is prepared to say that no one among these judicial officers excelled in the happy faculty of patient judicial temper the Hon. Joseph H. Steere. It follows, and goes without saying, that he has achieved a noted success upon the bench. Such men as he can best serve the public interest in presiding in our courts of justice.

TWELFTH CIRCUIT JUDGES

By act No. 28 session Laws of the year 1865, the Twelfth judicial circuit was created, comprising the counties of Ontonagon, Houghton, Keweenaw and Marquette. The present county of Baraga was, at the time of the creation of the Twelfth judicial circuit, part of the county of Houghton, and most of the present county of Iron, as well as a portion of Dickinson county, was then included in the territory of Marquette county. The last mentioned act provided that on and after the 10th day of March, in the year 1865, the counties mentioned should constitute the Twelfth judicial circuit. The act provided for the holding of a judicial election on the first Monday in April, 1865, and that the judge thereat elected should hold office commencing on the twenty-eighth day of May, 1865, and ending on the first day of January, 1870. At that election, Clarence E. Eddie was elected circuit judge of the Twelfth circuit. Judge Eddie was at the time of his election a resident of Houghton and had been in the region but a few years; and at the time of his election, he was engaged in the practice of law in partnership with the late J. A. Hubbell, who represented the old Ninth district in congress for several terms. Judge Eddie held the office of judge of the Twelfth circuit until the early part of the year 1869, when he died, though yet a comparatively young man.

At the following judicial election in April, 1869, James O'Grady was elected and filled the bench of this circuit until the first day of January, 1876, when he was succeeded by William D. Williams. James O'Grady came to the Michigan copper region from Marquette, at the close of the year 1866, and practiced law part of the time, being one of the firm of Hubbell & O'Grady. He had been in practice in Marquette for two years when he established himself in Houghton. He was a resident of New York when he established himself in Marquette, in the later portion of the year 1863. He was active as a member of the committee which, early after the opening of the war of the rebellion, organized the body of troops for field services popularly known as the "Irish Brigade." Judge O'Grady took the field with the brigade, as a major in one of its regiments. He was a Democrat in politics, and in common with a number of others of his political views, fell under the displeasure of the great war secretary, Edwin M. Stanton, who, lacking faith in the loyalty of the Democratic officers serving in the army, compelled a number of them to resign, among whom was Major O'Grady. It was after this army experience that he moved to Marquette. He was by birth a Vermonter, a man of considerable ability, and especially dignified in manner and in bearing. He was a good judge; something of a martinet, however, and especially severe upon persons convicted of crime in his court. He died at Houghton in the year 1879.

THE PRESENT FOUR CIRCUITS

Act No. 32 of the session Laws of the year 1861 reorganized the Eleventh and Twelfth circuits, and created a new circuit which was

designated as the Twenty-fifth judicial circuit. The Twenty-fifth judicial circuit consisted of Marquette, Delta and Menominee counties. It included all of the territory now known as Marquette county, and also the principal part of the present county of Iron, and a portion of the county of Dickinson. The counties of Ontonagon, Houghton, Keweenaw, Baraga and Isle Royale constituted the Twelfth circuit under this act. Isle Royale had but a short time before been organized into a separate county. Prior to its county organization, Isle Royale was attached to Houghton county for judicial purposes. The Eleventh circuit, under the same act, consisted of Chippewa, Mackinaw, Manitou and Schoolcraft counties. Mackinaw county has since been detached from the Eleventh circuit and now forms part of the Northern circuit of the Lower Peninsula, the Thirty-third circuit. (See Act 110, Public Acts 1891.)

Since and by act No. 65 of the year 1891, the Thirty-second judicial circuit was organized, and it was made to consist of the new county of Gogebie and the county of Ontonagon, which, by the act, was detached from the Twelfth circuit to form part of the new one. Act No. 32 of the year 1881 provided that no person should be eligible to the office of circuit judge in either the Eleventh, Twelfth or Twenty-fifth judicial circuit who had not resided within the circuit for thirty days prior to his election. This provision as to resident's qualification was inserted in the act with a view of dissipating a considerable dissatisfaction which had existed among members of the bar on account of importation, so to speak, of judges to serve on the bench in the various circuits of the Upper Peninsula.

It will be observed, therefore, that the Upper Peninsula at the date of this article, is divided for judicial purposes into four circuits—the Eleventh, Twelfth, Twenty-fifth and Thirty-second. The counties of Alger and Luce constitute part of the Eleventh circuit, while the county of Mackinaw is attached, as before stated, to the Northern judicial circuit of the Lower Peninsula.

VETERANS OF THE BAR

In the year 1850, the birth year of the second constitution, the bar of the Upper Peninsula was numerically limited indeed. Its membership in that year was confined to the county of Chippewa and to the city of Marquette, and, possibly, the village of Houghton. If there were lawyers elsewhere on the peninsula, the writer has been unable to obtain any information regarding them. At the present time, the legal professional field is well filled throughout the peninsula, the counties of Houghton, Marquette, Delta, Chippewa and Menominee being particularly favored by membership in the profession. The bars of these several counties, as well as those of some other counties in the peninsula, contain men of superior legal ability—men who would achieve success in the practice of their profession, anywhere and against all competition. It is sometimes a subject for wonder that some of these men in-

duced themselves to select a field for their life work such as the Upper Peninsula; so many localities throughout the country offering superior advantages to the industrious, capable, practicing lawyer. Some of these gentlemen have devoted their whole lives to the work of their profession in this region, and have now reached and passed the oft-quoted scriptural age of three-score years and ten, though yet continuing in active and useful professional work. The elders of the profession in the various counties, the men who have impressed their individuality upon the courts of the Upper Peninsula while practicing in the various circuits, will be given proper notice hereafter. At this point, it will perhaps be deemed appropriate to mention the several lawyers who served upon the bench in the other circuits of the peninsula, besides the Eleventh circuit, to the judges of which notice has already been accorded.

JUDGES WILLIAMS AND STREETER

As above stated, the Twelfth circuit had on its bench Clarence E. Eddie and James O'Grady, in its earlier history, the latter having been succeeded by William D. Williams, of Marquette. After the decease of Judge Williams, J. A. Hubbell, the well known former representative in congress, became judge of the Twelfth circuit. Judge Hubbell had served in congress twelve years, during which time he was, of course, out of practice, and when he came upon the bench he was somewhat handicapped by reason of this fact. He had not kept as closely in touch with the decisions of the courts and with the statutory enactments as would a man engaged in daily practice. Notwithstanding such disadvantages, Hubbell acquitted himself in the discharge of his important duties quite ably. He was a man of rigid integrity and of a strong, vigorous personality. His sense of justice was well developed, and he was universally regarded as a just judge. Judge Hubbell's health, however, while he was serving upon the bench, was somewhat feeble and grew more so as his age advanced, so that after two or three years he found himself physically unequal to the work which the bench demanded, and he was frequently relieved and rested by Judge Norman W. Haire, of Ironwood, Michigan. Judge Haire presided at several of the terms in Houghton county, and perhaps elsewhere in the circuit before Judge Hubbell vacated the bench.

Judge Hubbell's successor is the present incumbent of the judgeship in that circuit, Albert T. Streeter, of Houghton. Judge Streeter was admitted to the bar upon the recommendation of a committee of examiners in the circuit court for the county of Houghton, in one of the earlier years of Judge Williams' incumbency, and immediately entered upon active practice at Calumet, Houghton county. For a time he practiced his profession alone, and subsequently became associated with A. W. Kerr, one of the prominent practicing attorneys in Houghton county at the present time. Judge Streeter's service upon the bench at the close of the present year, when he will retire from the of-

fce, will have exceeded two terms, during which time he has presided at many important trials, civil and criminal. He is a hard-working, patient and conscientious judge; ever earnestly endeavoring to hold the balance even. He has been and is a worthy colleague of the other eminent men who have occupied the various benches in the Upper Peninsula. Judge Streeter will be succeeded on the first day of January, 1912, by Patrick H. O'Brien, the circuit judge elect.

JUDGES GRANT AND STONE

The first circuit judge of the Twenty-fifth judicial circuit, consisting of Marquette, Delta, Iron, Dickinson and Menominee counties, was Hon. Claudius B. Grant, who recently retired from the supreme bench of this state. Judge Grant served in the circuit from the first day of January, 1882, until the first day of January, 1888, a full term. At the judicial election, in the spring of 1887, Judge Grant was elected justice of the supreme court, and entered upon its service and occupied his seat on the bench of that court from the first day of January, 1888, until the first day of January, 1910, a long period of unbroken service, representing in all twenty-eight years upon the circuit and supreme benches. One of the features of Judge Grant's work that would attract interested notice, is the tremendous industry and capacity for work which he displayed. The volumes of the reports of the cases decided in the supreme court of Michigan, during the years when Judge Grant was a member of the court, induces the conviction that he was one of the hardest working judges Michigan has had. The decisions handed down by Judge Grant alone, and written by him would fill many volumes, and a reading of them results in the impression that in their preparation he was not niggard of his labors in the work of research. Judge Grant was a vigorous trial lawyer, and appeared at the bar in many cases at every term of the courts at Marquette, Houghton and elsewhere before his promotion to the bench. The lawyers who practiced with him, either as his associates or opponents in the years of his bar work, will recall with what completeness in every detail his cases were prepared, and with what vigor and lucidity they were presented. He was, for a time, associated in the practice of the law with Joseph H. Chandler, one of the foremost lawyers of Houghton in his time. The firm was then known as Chandler & Grant. Later it became, Chandler, Grant & Gray, until Joseph H. Chandler moved to Chicago, when Judge Grant continued to practice as the head of the firm known as Grant & Gray. The judge also served as prosecuting attorney of Houghton county for two terms. He was exacting as judge in his demands upon the officers of his courts for the preservation of order, and the seemliness of the surroundings while the work of the courts was in progress. This judge needs no monument other than the many enlightened decisions penned by his hand, to be found within the covers of the Michigan reports from the Sixty-ninth volume to and including the One Hundred Fifty-eighth.

In the year 1888, John W. Stone, of Marquette, took his seat upon the bench of the Twenty-fifth judicial circuit, and served as its judge continuously from that time until the close of the year 1909. Judge Stone, at the judicial election of the year 1909, was elected justice of the supreme court of Michigan, and he entered upon the discharge of the duties of that exalted office on the first day of January, 1910. Judge Stone, at the bar and on the bench, was a lawyer of exceptional ability and unflagging industry. The writer is unable to recall his failure to meet any demand upon his official service and time during all the years, exceeding a score, while he was incumbent of the bench of the Twenty-fifth circuit; the fact that he took his seat upon the bench of the supreme court after passing his seventieth year, and after a long life of continuous professional and judicial labors, presenting a vigorous, hearty appearance, speaks eloquently for the robust health and vigor with which he was liberally endowed. There is a history behind Judge Stone, in a professional and official way. Very early in life, he served the public in the capacity of county clerk; later, as prosecuting attorney; still later, as circuit judge for a short term in Lower Michigan. Between the years 1880 and 1884 he filled the office of United States attorney for the Western district of Michigan, to which he was appointed by President Arthur. Judge Stone also served two terms in the congress of the United States, as representative from the district in which his home town, Allegan, was located at the time of his election; and, as before stated, he has now had a continuous judicial experience from the beginning of the year 1888 to this time. This venerable jurist gives promise of many years of valuable service to the people of Michigan, notwithstanding his advanced age.

JUDGE RICHARD C. FLANNIGAN

Upon the translation of John W. Stone to the supreme court, Richard C. Flannigan of Norway, a man of fine legal acumen, large experience at the bar, broad scholarly attainments and unassailable integrity was the very worthy selection of Governor Warner to fill that portion of the unexpired term on the circuit bench of the Twenty-fifth circuit intervening before the next general election. The appointment of Mr. Flannigan commanded the universal approval of judiciary, bar and people of the peninsula at large, and particularly of all those most closely identified with the Twenty-fifth circuit by reason of residence within its limits. So unanimous, indeed, was the sentiment of the lawyers respecting the capability, fairness and general fitness for judicial honors of Judge Flannigan, that he received the enviable compliment of a unanimous nomination for the office of circuit judge from both the Republican and Democratic judicial conventions, composed in large part of lawyers. As a consequence, he was subsequently elected to the office without opposition and bids fair to fill it for a series of years.

The present judge has made a most satisfactory beginning in the discharge of his duties and the conduct of his courts, and has im-

pressed the members of the bar and the general public most favorably. To use the expressive vernacular, he is "making good" to such extent that it is believed by all who have interestedly observed, that his incumbency of the bench will depend upon his own inclinations. Born to the soil, too, there is much about this most recent acquisition to the bench of the peninsula to attract notice. Ontonagon county produced a future judge when Richard C. Flannigan was born within its limits, in the year 1857. Mentally, intellectually, he is in his prime, while, by reason of his temperate and regular habits of life, he is also physically vigorous, so that he gives promise of a long period of usefulness, in a position which he is eminently fitted to fill with credit to himself and profit to the people. He is pre-eminently one of the people, too, having sprung from a parentage having nothing in common with those born to the purple, or those who revel in the luxuries of opulence. It is believed with confidence, that Judge Flannigan, Providence favoring him with extended life, will achieve a fame of which his descendants and his many friends may entertain a just sentiment of pride.

THIRTY-SECOND CIRCUIT JUDGES

The Thirty-second circuit like the Eleventh, has had but two judges since its organization. Norman W. Haire was the first and Samuel S. Cooper the second, and present judge. Both were young men when they mounted the bench, and both are still unadvanced in age while both acquitted themselves well in the discharge of the judicial duties; Judge Haire to the close of his work on the bench, and Judge Cooper to the present time. As previously stated, Judge Haire not only took care of the work of his circuit, but also of considerable of that of the Twelfth circuit during the latter part of Judge Hubbell's term. He retired from the bench voluntarily, and also withdrew from professional practice and engaged himself in mining work. At the present time, former judge Haire is chief administrator of several important mining properties in Northern Michigan, and elsewhere; the chief of which is perhaps, the Copper Range Consolidated interests. A very competent lawyer, a judge whose judicial fairness was characteristic and a genial generous gentleman, the bar of the Upper Peninsula could not afford to lose him from its brotherhood. May he live long and prosper.

The county of Chippewa affords us with the earliest information regarding the men, who, perhaps, first engaged in the practice of the law under recognized bar-forms within the limits of the Upper Peninsula.

J. LOGAN CHIPMAN, OF THE SOO

In the nature of things, this limited article cannot be expected to sketch every member of the bar who has practiced and who is practicing before the courts of the Upper Peninsula. It is not so intended, but those gentlemen who have by their personality and long association with the records in a professional sense, impressed themselves, so to

speak, upon the courts and upon the profession, are briefly mentioned, and their records and characteristics somewhat detailed. As above stated, Chippewa county gives us examples of the earlier practitioners in this region. Among them, was the well known and it may be added, famous J. Logan Chipman, whose professional practice and history are found largely associated with the courts, the bar and the city of Detroit. We find Mr. J. Logan Chipman engaged in the work of the profession at Sault Ste. Marie, as early as the year 1849; a time when the county of Chippewa formed a part of the First circuit, of which the county of Wayne was also a part. The older residents and bar-members of the peninsula will recall that Mr. Chipman married a daughter of old Chief O-shaw-waw-no, who resided for many years at the foot of the Soo rapids, and he lived for some years thereafter at Sault Ste. Marie with his Indian wife, engaged in the practice of law.

The earliest records of the court work and law practice are found in said Chippewa county. Among them is a most interesting one regarding a case tried in the year 1849, before a justice of the peace, Henry M. Dodge. J. Logan Chipman represented the defendant in this case, which was entitled Poissin vs. Anthony, and the suit was brought for the recovery from Anthony of the value of a dog belonging to the plaintiff, which had been shot by Anthony, as was claimed, while the animal was trying to escape through a fence with a ham which he had stolen from Anthony's larder. The plaintiff in the case was represented by William Norman McCloud, who, tradition informs us, was a brilliant and highly educated ex-clergyman, who had formerly been a leading minister in one of the principal churches of Philadelphia; but, owing to intemperate habits, he had left the ministry and had taken up the law. He is further said, on the authority of tradition, to have been as learned and brilliant an advocate as ever addressed a court in Michigan. But he died while comparatively young under unfortunate circumstances at Mackinac. "J. Logan Chipman and McCloud having ample time on their hands, and each a keen appreciation of humor, made a function of this noted Chippewa trial, and prepared and tried the case with all the skill and ability which would have graced the Dartmouth College case. They conducted the case with great dignity and detail of erudition. Each appeared before the court in Prince Albert coats, wearing white cravats, and resorted to all the arts known to the profession, both in technical pleading and forensic eloquence. Much Latin was used. The declaration filed by McCloud was a marvel in pleading, being patterned after the old common-law indictment for murder and freighted with legal phraseology. He also illustrated the document with pen sketches of the tragedy. It began in this wise: 'Before his honor, Henry M. Dodge! On this Twenty-sixth day of the month of February in the year of the nativity of our Lord, One Thousand Eight Hundred and Forty-ninth as by Archbishop Usher, his computation, although there be Thirty-six (36) conjectures amongst Christian chronologists on this one point alone, cometh the Plaintiff

Poisson and Complains, etc.,'' and each statement in the pleading is thus expanded and elaborated in a most learned manner. The verdict was against Anthony, and the case was promptly appealed. This pleading was really a legal curiosity. The writer remembers to have read it. It contained a number of pages all formed in the same peculiar way, but it appears that it has disappeared from the files and it is now out of reach, a circumstance to be regretted. Mr. J. Logan Chipman settled in Detroit, and there practiced his profession most successfully. He became one of the judges in that city, occupied the bench with credit, and represented the district of his residence in congress for at least two terms. With his passing went one of the most noted lawyers of Michigan; a man of great ability and most genial temperament. He was one of those who won by his affability and his personality all who approached him. None is heard to say, nor has been within the knowledge of the writer, a disparaging word in relation to J. Logan Chipman. Besides these two gentlemen, George W. Brown, who was also superintendent of the Soo canal, practiced law in the earlier years at the Soo.

DAN H. BALL, OF MARQUETTE

In the year 1861, there came to the Upper Peninsula from Lower Michigan, the man who is now in the position of dean of the entire bar of the Upper Peninsula in respect to length of service and active practice, Dan H. Ball, of Marquette. This gentleman has been engaged in the active practice of the profession without any intermission down to the present time in the various circuits of the peninsula, as well as in the state at large, and in the federal and other state courts. He has therefore been engaged in the active practice of his profession for fifty years, and is hale, hearty and capable of much laborious achievement today. He is found in his office, or in the courts, during every working day, as actively and zealously at work as an ambitious man, full of industry and application in the very prime of life might be. No man at the bar has won as many legal victories as Dan H. Ball. His work is as perfect as industrious research and broad legal capacity can make it. And these qualifications are fortified by an unswerving and unassailable integrity. He is a lawyer of the old school, capable of no petty schemes or devices—one who regards the ethics of the profession as sacred and binding upon his professional conscience. His whole professional life has been exemplary and stands as an example which might well be followed by the younger members of the profession. Mr. Ball, during his professional practice, has been from time to time associated with other members of the profession. He was the head of the firm of Ball & Chandler, which conducted offices at Marquette and Houghton, and also the firm of Ball & Black, and Ball, Black & Owen. The present firm of which the subject of this short sketch is the head, is Ball & Ball, of Marquette.

At the time of Mr. Ball's coming to Marquette, there were two

other practicing lawyers there. M. H. Maynard and Peter White, who were jointly engaged in professional business under the firm name and style of White & Maynard. Mr. Maynard went out of practice about the time James O'Grady became circuit judge. While Mr. Peter White, although admitted to the bar, was not identified with the work of the profession to any great extent, his chief business, even as early as 1861, being that at which he was engaged at the time of his decease—banking. Mr. Maynard was on the peninsula as early as the year 1855, and there was also a lawyer in practice at Marquette, named Charles Saford, who lived in the region, however, prior to the year 1861.

OTHER MARQUETTE COUNTY LAWYERS

A sketch of the lawyers of Marquette county, would not be complete were the names omitted of James M. Wilkinson, Henry D. Smith, F. O. Clark and John Q. Adams. Mr. Smith, in the seventies, moved to Appleton, Wisconsin, and Mr. Wilkinson, after a few years practice, abandoned the profession and entered the banking business. John Q. Adams practiced at Negaunee, entering upon his practice there in the early seventies; and F. O. Clark engaged in the practice at Marquette shortly after 1870, having practiced in the village of Escanaba a couple of years prior to that time.

HOUGHTON COUNTY BAR

The bar of Houghton county, in the year of the opening of the war, consisted of Charles Hascall, James B. Ross, Thomas McEntee and J. A. Hubbell. Messrs. Hascall, Ross and McEntee, practiced as a firm under the title of Hascall, Ross & McEntee. Either in the year 1864 or 1865, Clarence E. Eddie who became first circuit judge of the Twelfth circuit came to Houghton, and also Thomas M. Brady. Judge Eddie has already been treated of, as well as J. A. Hubbell. Thomas M. Brady had served for a time prior to his coming to Houghton, as a captain in one of the Michigan volunteer regiments. He remained in Houghton until about the year 1890, when he moved to Grand Rapids, Wisconsin. He was prosecuting attorney of Houghton county and its judge of probate for a least one term. He was a strong advocate before a jury, and won many noted criminal cases tried in the circuit court of Houghton county, at the time when criminal trials were numerous there. Mr. Brady is still living at St. Paul or Minneapolis, Minnesota.

Thomas L. Chadbourne began the practice of law at Eagle River, in what is now Keweenaw county, in the year 1864, and practiced at the bar until the close of the year 1907; a period of forty-three years of active practice, though perhaps, for two or three years prior to his retirement, the major part of the work devolving upon him was executed by his capable assistant, Allen F. Rees, who, by-the-way, still occupies the same offices at Houghton which were used by the firm of Chadbourne & Rees, and who, I believe, became the successor of Thomas L. Chadbourne as attorney for the Calumet & Hecla Mining Company and

other copper mining corporations. Mr. Chadbourne was for a time associated with J. A. Hubbell, the firm being known as Hubbell & Chadbourne. Mr. Chadbourne was a very able and painstaking lawyer, and was remarkable for the completeness with which he held his cases in hand. He came into court with every point in his case thoroughly investigated and fortified by text-book and case authorities, and seldom failed of success. It is believed Mr. Chadbourne retired from the practice of the profession well equipped financially, and that at his death, which occurred in the early part of April, 1911, at Palm Beach, Florida, he left his wife and children amply provided for.

Henry M. Newcombe was at Eagle River engaged in the practice of law, having come there shortly after the advent of Mr. Chadbourne. He served for a time as prosecuting attorney of Keweenaw county.

A. W. Henssler was another legal practitioner in Houghton county in several of the years prior to the year 1876. He was prosecuting attorney for a time, and then moved to one of the cities of Lower Michigan. He was not only a lawyer by profession, but also a physician, and like the proverbial "Jack of all trades" he was not the most eminent success in either profession. He came to grief in Lower Michigan, having been brought to trial there for a violation of the criminal laws of the state growing out of an alleged breach of trust in connection with his professional work. The present bar of Houghton county consists of a number of young and middle age men, of strong personality as a rule, and of good legal ability.

ONTONAGON, SCHOOLCRAFT AND DELTA

The lawyers of Ontonagon county in the year 1861, were George C. Jones and William D. Williams. The latter, as before stated, became circuit judge. After remaining a number of years in Ontonagon county, George C. Jones went to Appleton, Wisconsin, and there I believe, he still resides at a good old age.

In Mackinac county, Mr. Brown, James McNamara and Mr. Hoffman have been for many years the leading practitioners, and are men of wide experience and extensive practice.

Schoolcraft county has, at the present day, several young, vigorous and somewhat experienced lawyers at its bar. They are all capable and active workers.

The dean of the bar of Delta county is Eli P. Royce, who is now a nonagenarian. Mr. Royce in his earlier manhood, practiced the surveyor's profession, and planned and laid out, as its first surveyor, the village of Escanaba. He began the practice of law in Delta county in the earlier years in the history of the village of Escanaba, and continued to practice until about the year 1894, since which time he has practically retired from all legal activities. He was a candidate for circuit judge, opposing Claudius B. Grant, but was defeated. He has been prosecuting attorney of Delta county, and served also as mayor of the city of Escanaba. He is a man of venerable appearance, wonderfully preserved in view of his advanced years.

Delta county has a large bar, and the business of its courts has been rapidly growing within the last few years. Its bar at this writing numbers twenty members, most of whom are still in the active practice of the profession; and among the elders of whom may be reckoned John Power, A. R. Northup, F. D. Mead, Ira C. Jennings, C. D. McEwen, John Cummiskey, Newton C. Spencer and Judd Yelland.

MENOMINEE COUNTY PRACTITIONERS

In Menominee county, in the earlier years of its legal history, one of the most noted of its practicing lawyers was Judge E. S. Ingalls. He served for a time as probate judge, and this circumstance, coupled with the respect and affection in which he was held, was responsible, no doubt, for the fact that he was popularly called for many years of his life, Judge Ingalls. Eleazer S. Ingalls was born at Nashua, New Hampshire, in 1820. When eighteen he migrated to Illinois, driving an ox-team, accompanied by a companion of his own age on the trip. He passed through the site of Chicago and located at Antioch, where his father engaged in farming. He worked at blacksmithing for a time and read law, and finally entered upon practice. He married Martha M. Pearson. There were born to them three boys and five girls. Of this family at this time, only three survive. They are Mrs. A. L. Sawyer of Menominee, Mrs. P. M. Beaser and Arthur J. Ingalls. The two latter now live in California. In the year 1850 Judge Ingalls organized a caravan and crossed the plains to California. After remaining in California two years, he returned east with the object of taking his family to the gold-producing state; but he changed his mind and did not return to the Pacific coast. In 1859 he located on the bay shore a little south of the mouth of the Menominee river. Shortly after he moved to Menominee, and there immediately became a prominent and public-spirited citizen. There was an effort, at the time of Judge Ingalls' location in Menominee, to establish a county to be known as the county of Bleeker, with the county seat a few miles from Menominee city. This effort Judge Ingalls vigorously fought and defeated. He was engaged in the publishing business, and started the *Menominee Herald*, now the *Herald-Leader*. He was also active in railroad construction interests, and secured a contract from the state to build the Green Bay and Bay De Noc State road within Menominee county. He was very active, too, in the work of bringing about the construction of the Menominee branch railroad to the Iron range. He was interested in the Breen mine at Waucedda, and in the Emmet mine at the same place, whence shipments of iron ore were begun in the year 1878. As a lawyer, Judge Ingalls was especially strong before a jury because of his winning and impressive personality. He was the only attorney whose name appears in the record of the first term of the Circuit court of Menominee. He filled the offices of prosecuting attorney and circuit court commissioner, as well as that of judge of probate. Judge Ingalls was very widely known and universally respected. He died at a comparatively early age, that of fifty-nine.



JUDGE E. S. INGALLS

Benjamin J. Brown, also of Menominee, was a colleague at the bar of that county of Judge Ingalls, Judge Thomas B. Rice having practiced contemporaneously with them. Judge Ingalls' death occurred in 1879, Judge Rice's about two years later, and Benjamin J. Brown, also familiarly known as Judge Brown, passed away in the year 1905. Perhaps, the most appropriate method which can be adopted to characterize the life and work of Hon. Benjamin J. Brown would be to insert here the resolutions which were adopted by the Menominee county bar, his practicing colleagues who knew him best and had opportunity to study his characteristics, and who in these resolutions give expression to their views of the man. The resolutions follow: ..

"Hon. Benjamin J. Brown, unanimously acknowledged premier of the Menominee county bar, and by general recognition accepted as one of the leading lawyers of Michigan, died at his home, in the city of Menominee, on the ninth day of January, 1905. His death for some little time past had been not wholly unlooked for. He had reached an age at which resistance to the attacks of disease yields; and the community in which he had lived continuously for over thirty years was not wholly unprepared for the sad announcement that the disease which had developed in his system some years ago had at length proved fatal.

"On the occasion of the death of so distinguished a member of the bar it is eminently proper that his surviving colleagues come together to give formal expression to their feelings, and by proper observance mark their respect for the deceased. The announcement that our friend and associate, B. J. Brown, is dead is a command to at once suspend our work and convene to pay fitting respect to our departed co-laborer, although without any expression of action from individual or body the loss of B. J. Brown would be quickly felt by our community.

"We have all known him well for many years, and have learned to love and respect him for his many admirable qualities with which he has impressed his social and moral worth indelibly upon the community; but it is of him as a lawyer that we desire especially to record this tribute.

"Judge Brown, as he was familiarly called, was wont to speak of himself as having been 'born into the profession,' his father, Benjamin S. Brown, having been an able lawyer, and at one time associated in practice with Noah H. Swayne, afterwards one of the justices of the supreme court of the United States.

"Benjamin J. Brown was born at Mt. Vernon, Ohio, July 8, 1833, and received the principal part of his education at the noted Sloan Academy in that place. In May, 1855, he was admitted to the practice of law by the supreme court of Illinois, and the following year located at Green Bay, Wisconsin, where he lived until 1865, at which time he removed to Saginaw and became a member of the Michigan bar. In 1873 he came to Menominee, and here he has spent the greater portion of his professional life, having participated in a large part in the important legal questions and controversies that have arisen in the development of our institutions and industries. He was well known to our supreme court, where his clear view on legal questions, always expressed in the classic language of the old school, received the closest attention and commanded the thoughtful consideration of the court. His acute reasoning pierced the most stubborn shield. It is but the truth to say that he had acquired the attributes of readiness, fullness and accuracy.

"In our every-day practice here none of us dared dispute his enunciation of legal propositions. He was an exemplary practitioner, both in the preparation and presentation of cases. The precision and accuracy of his pleadings, and his insistence to the verge of tyranny on the use of the most apt word and phrase in legal documents will ever be remembered in connection with his name and work. The conciseness and aptness of his briefs, and the lucidity and eloquence of his arguments, are models worthy of imitation by the profession. This fact is exemplified by the records of many of our noted cases; therefore, be it

"Resolved, that the Bar of Menominee County, whose members have been associated with Mr. Brown so long and so pleasantly in the labors of the profession, and in the duties and responsibilities of a common citizenship, and who from their association with him have learned to respect, admire and love him, deploring his loss,

place on record this memorial of his life, and testimonial to his character as lawyer, citizen and honorable man.

“Resolved, that we tender to the family and friends of Mr. Brown our most sincere sympathy in their great loss and grief, but trust they, as well as all others who mourn his death, will find consolation in the knowledge and memory of his long, active and useful career, and his life’s work nobly done.

“Resolved, that the Bar of Menominee County requests that the Circuit Court for this County and the Supreme Court of the State of Michigan and the Federal Courts of the District of Michigan to receive and place in their permanent records this memorial to our deceased brother.”

Among the practitioners at the Menominee county bar at this time, are A. L. Sawyer, M. J. Doyle, William F. Waite, M. C. Cuddy, J. E. Tracy, G. S. Power and others; a strong bar, many of the members of which give promise of much future achievement.

BAR OF DICKINSON AND IRON COUNTIES

Dickinson county being comparatively young, has few of the men in its personnel who figured more than three decades ago in the professional work of the peninsula. R. C. Flannigan, present judge of the Twenty-fifth circuit, is one of these. A. C. Cook of Iron Mountain, and possibly his professional co-partner, H. M. Pelhan, is another. The present prosecuting attorney R. C. Henderson, Attorney Knight and other professionals in that county are comparatively young, though quite successful in their work. One of the oldest lawyers in Dickinson county is Attorney Hurley, who is now, I believe, conducting the court of justice of the peace.

Iron county, also comparatively new, had, however, some lawyers of note; among whom mention is due of Senator Moriarty, Charles E. Watson and Fred H. Abbott, all of whom have been engaged in the practice of the law in Iron county, nearly, if not quite, all the years of its existence as a county. The younger members of the bar here, too, are men of force, generally energetic and given to application to the work of the profession. Credit is due, and is hereby appreciatively accorded by the writer of this sketch, to Hon. Dan H. Ball of Marquette, Hon. Joseph H. Steere, of Sault Ste. Marie, A. L. Sawyer of Menominee, and the late Thomas L. Chadbourne, formerly of Houghton, Michigan, for valuable hints and data furnished him in its preparation.

CHAPTER XIII

THE FAMOUS SOO REGION

OUTLINE HISTORY OF LAKE SUPERIOR—ITS VESSELS—ITS COMMERCE—
ENORMITY OF TRAFFIC—THE RAPIDS—“DREAMS OF DE LONG AGO”
—THE LOCKS—THE CITY—AGRICULTURAL POSSIBILITIES.

By Hon. L. C. Holden

Lake Superior was discovered by the French explorer Brule in 1629, and is appropriately named. It is the largest body of fresh water in the world. It is 350 miles long, 160 miles wide and has an area of 31,800 square miles—exceeding the combined size of New Hampshire, Massachusetts, Rhode Island, Connecticut and New Jersey—which states, according to the last census, have an aggregate population of 7,991,521, while the ports on the shores of Lake Superior have a population of only 189,191, of which 9,050 are in Canada and 180,141 in the states; yet the tonnage of ores alone shipped from Lake Superior during eight months of navigation is three times greater than the total tonnage of all kinds and descriptions of freight exported in a whole year from the port of New York, which is the largest export city in the world.

The early explorers of the shores of Lake Superior reported most fabulous tales of the richness of the copper deposits along its south shore. Yet all united in the settled opinion that the locality was so far inland that the mineral could never be transported profitably to the markets of civilized people. Time has revealed the dimness of their vision, and now we look with prophetic eye to vessels which shall soon receive their precious cargoes at the ports of this great lake and discharge them a few days later wherever needed in the ports of the Old World. These cargoes will not consist alone of copper from the world's greatest native copper mines; nor will they be of iron alone from the world's greatest iron mines; nor yet only of the two combined; but combining the two, as nowhere else on the whole earth, there will be added to that vast and valuable bulk the grains grown on the largest and richest agricultural division of the continent.

More than two hundred streams flow into Lake Superior, but it is a remarkable fact that none of them is navigable. It discharges 72,000 cubic feet of water per second over the Soo rapids, equalling in me-

chanical energy about 150,000 horse power, or the equivalent of burning 1,500,000 tons of coal per year; which power when fully harnessed and utilized will generate a current of electricity sufficient, if transmitted, to light Detroit and Chicago and all the cities lying between.

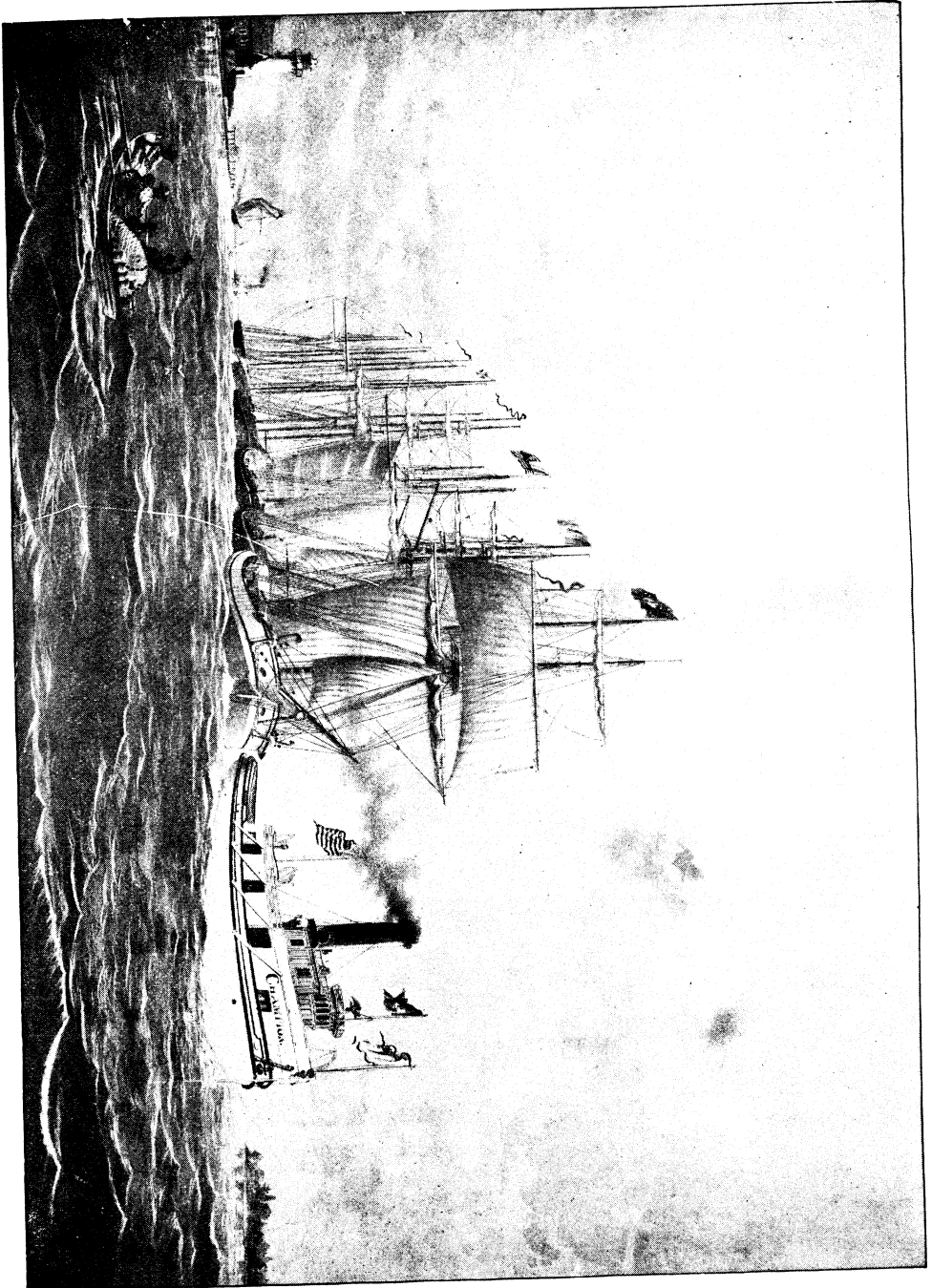
The greatest known depth of Lake Superior is 1,008 feet, and it is 601 feet above sea level and 407 feet below it. Its shore line is 1,500 miles long, being one and one-half times the length of the coast of California, and much greater than the distance in a direct line from Canada to the gulf of Mexico. Its waters are chemically pure, and so cold that bodies drowning in them do not rise to the surface, as decomposition does not occur, and gases do not form sufficiently in such a temperature to overcome the water pressure, which at the depth of a thousand feet is four hundred and thirty-three pounds to the square inch; hence it is that "Lake Superior never gives up its dead." It has been claimed that if an oak log six feet long and one foot in diameter should be sunk to the depth of 1,000 feet, the water pressure would compress it to the size of an ordinary rolling pin. What then must result to the human body if sunk to such a depth.

In only two other localities are chemically pure waters known to exist—being two small lakes in Scotland, and two small lakes in Germany.

LAKE SUPERIOR VESSELS

Ocean steamers going from Montreal to Lake Superior pass through forty locks, with a total lift of 550 feet. The first sailing vessel was built on Lake Superior by the French in 1812 and named the "Fur Trader." She was afterwards wrecked in an attempt to run her over the Soo rapids to the lower lakes. But another little boat, built in 1817 and called the "Mink," was successfully run over the rapids. In 1835 the first American boat was built on this lake and named the "John Jacob Astor." She was wrecked. In 1845 the steamer "Independence" came from Chicago, was hauled out of the river below the rapids, portaged about a mile and put afloat above the rapids. Nine years later her boiler exploded near where the head of the present canal is and she sunk—a total loss. About fifty years later J. H. D. Everett, of the Soo, became possessed of a part of the wreckage and made many curious souvenirs, such as paper cutters, egg cups, gavels, canes and the like from the well preserved timbers of this famous old boat—the first steamer on Lake Superior. The largest of these early vessels was only about one hundred and fifty feet in length, and two hundred tons capacity. The number of boats has steadily increased on the great lakes till there are now 2,500 or more. The size has also increased till some boats passing to and from Lake Superior are more than six hundred feet long and sixty feet wide; while Noah's Ark, which carried a pair of every living, breathing thing, was only five hundred and twenty-five feet long, and eighty-seven and one-half feet wide.

The Indian name for Lake Superior was "Kitchi Gummi" (Big



THE OLD WAY—TOWING SCHOONERS THROUGH THE RAPIDS

Lake), or "Gitchegomee" (Great Water). But in September, 1666, Claude Allouez declared that from thenceforth its name should be Lac Tracy, in honor of M. de Tracy whom Allouez thought had been sufficiently a benefactor of the community to entitle him to such distinction. The early maps showed the name to be Lac Tracy. Soon, however, the importance of the man for whom the lake was named—like most things human—paled into comparative insignificance, while that of the lake increased, is still increasing, and must yet increase in tremendous proportions, so that the name Superior is more expressive of its true importance, than if it had borne the name Tracy, or that of any other man.

ITS COMMERCE

The United States officials keep strict account of all the Lake Superior traffic passing through the locks at the Soo. That its growth and importance may more readily be understood, the following table is given, showing the most important features of that traffic, season by season, from the opening of the locks June 18, 1855, to the closing December 15, 1910.

Year	Total Passages	Passengers Number	Coal Short Tons	Flour Barrels	Wheat Bushels	Iron Ore Short Tons	Lumber M. Feet	General Merchandise Short Tons	Total Freight Short Tons
1855	193	8,295	1,414	10,289		1,447	127	5,690	14,503
1856	290	7,902	3,968	17,686		11,597	433	5,538	33,817
1857	376	6,650	5,298	18,515		26,185	680	7,140	51,607
1858	406	9,230	4,118	13,782		31,035	188	9,587	57,002
1859	669		8,884	39,459	74	65,769	766	25,280	122,056
1860	916			50,250		120,000		14,915	153,721
1861	538	8,816	11,507	22,743		44,837	664	12,972	87,847
1862	838	8,468	11,346	17,291	223	113,014	240	19,355	161,675
1863	1,257	18,281	7,805	31,073		181,567	1,414	30,213	236,780
1864	1,411	16,985	11,282	33,937		213,753	2,012	33,477	284,350
1865	997	19,777		34,985		147,459	822	11,226	181,638
1866	1,008	14,067	19,915	33,603		152,102	660	32,310	239,457
1867	1,305	15,120	22,927	28,345		222,861	1,177	33,632	325,357
1868	1,155	10,590	25,814	27,372		191,939	1,404	31,843	299,175
1869	1,338	17,657	27,850	32,007		1,423	4,813	368,226	
1870	1,828	17,153	15,952	33,543	49,700	409,850	814	40,342	539,883
1871	1,637	15,859	46,798	26,040	1,376,705	327,461	1,098	74,227	585,583
1872	2,004	25,830	80,815	136,411	567,134	383,105	1,853	109,663	746,258
1873	2,517	30,966	96,780	172,692	2,119,997	504,121	2,191	123,398	888,432
1874	1,734	22,958	61,124	179,855	1,120,015	427,658	686	55,312	655,138
1875	2,053	19,685	101,260	399,991	1,213,788	493,408	4,498	70,128	835,465
1876	2,417	20,286	124,960	390,577	1,971,549	609,752	17,820	91,119	1,073,570
1877	2,451	21,800	91,575	355,117	1,349,738	568,082	15,373	64,201	912,639
1878	2,567	20,394	91,856	344,599	1,872,940	555,759	34,889	69,007	937,351
1879	3,121	18,979	110,704	451,154	2,603,666	540,075	43,439	81,279	1,050,784
1880	3,503	25,766	170,501	523,860	2,105,920	677,073	48,635	100,849	1,321,906
1881	4,004	24,671	295,647	605,453	3,456,965	748,131	58,877	129,031	1,567,741
1882	4,774	29,256	340,184	844,044	3,728,856	987,060	87,133	172,167	2,029,521
1883	4,315	39,130	714,444	687,031	5,300,473	791,732	87,131	191,671	2,267,165
1884	5,689	54,214	706,379	1,248,243	11,985,791	1,136,071	122,389	207,173	2,874,557
1885	5,380	36,147	894,991	1,440,093	15,274,213	1,235,122	127,984	184,963	3,256,628
1886	7,424	27,088	1,099,999	1,759,365	18,991,485	2,087,809	138,688	230,726	4,527,759
1887	9,355	32,668	1,352,987	1,572,735	23,096,520	2,497,713	165,226	344,586	5,494,649
1888	7,803	25,558	2,105,041	2,190,725	18,596,351	2,570,517	240,372	345,854	6,411,423
1889	9,579	25,712	1,629,197	2,228,707	16,231,854	4,095,855	315,554	312,410	7,510,022
1890	10,527	24,856	2,176,925	3,239,104	16,217,370	4,774,768	361,429	371,294	9,041,213
1891	10,191	26,190	2,507,532	3,780,143	38,816,570	3,560,213	366,205	417,093	8,888,759
1892	12,580	25,896	2,904,266	5,418,135	40,994,780	4,901,132	512,844	459,146	11,214,333
1893	12,008	18,869	3,008,120	7,420,674	43,481,652	4,014,556	588,545	415,180	10,796,572
1894	14,491	27,236	2,797,184	8,965,773	34,869,483	6,548,876	722,788	451,185	13,195,860
1895	17,956	31,656	2,574,362	8,902,302	46,218,250	8,062,209	740,700	463,308	15,062,580
1896	18,615	37,066	3,023,340	8,882,858	63,256,463	7,909,250	684,986	520,851	16,239,061
1897	17,174	40,213	3,039,172	8,921,143	59,624,302	10,633,735	805,612	579,048	18,982,755
1898	17,761	43,426	3,776,450	7,778,043	62,339,996	11,706,960	895,485	623,146	21,234,664
1899	20,255	49,082	3,940,887	7,114,147	58,397,335	15,328,240	1,038,057	587,484	25,255,810
1900	19,452	58,555	4,486,977	6,760,688	40,489,302	16,443,568	909,651	541,397	25,643,072
1901	20,941	59,663	4,593,136	7,634,350	52,812,636	18,090,618	1,072,124	558,041	28,403,065
1902	22,659	59,377	4,812,478	8,310,240	76,730,965	24,277,555	1,091,471	740,100	35,361,146
1903	18,596	55,175	6,937,633	7,093,380	61,384,552	21,654,898	1,003,192	659,839	34,674,437
1904	16,120	37,695	6,454,869	4,710,538	49,928,869	19,635,797	923,280	732,009	31,546,106
1905	21,679	54,204	6,509,056	5,772,719	68,321,288	31,332,637	966,806	836,583	44,270,680
1906	22,155	63,033	8,739,630	6,495,350	84,271,358	35,357,042	900,631	1,134,851	51,751,080
1907	20,437	62,758	11,400,095	6,524,770	98,135,775	39,594,944	649,320	1,022,654	58,217,214
1908	15,181	53,287	9,902,460	5,704,375	106,041,873	24,650,340	453,761	842,901	41,390,557
1909	19,204	59,948	9,940,026	7,094,175	118,253,561	40,014,978	552,380	1,140,344	57,895,149
1910	20,899	66,933	13,513,727	7,376,789	86,259,974	41,603,634	693,101	1,411,549	62,363,218

As published by the government, the statistics are also given as to the freight traffic in pig iron, salt and copper, covering the period mentioned in the introduction to the foregoing table. For the year 1910 there passed through the canals 444,669 tons of pig iron; 528,610 barrels of salt and 148,070 tons of copper.

In the foregoing table showing the commerce through the locks also appears the item, "grain other than wheat," which totals 39,245,485 bushels, which may be sub-divided into bushels as follows: Rye, 408,358; corn, 683,919; flax, 5,811,334; barley, 11,421,583; and oats, 20,920,291. The flax seed alone had a value of \$14,627,128.

Forty-four new vessels were put in commission for the Lake Superior traffic in 1910. Fourteen of these new vessels do not exceed 258 feet in length, in order that they may use the Welland Canal between Lake Erie and Lake Ontario. Six others range between 300 and 500 feet in length, and eighteen of them are 500 feet or more in length, and carry from 10,000 to 13,048 tons of freight in a single cargo on a draft of 18 feet 11 inches.

The only bridge spanning the waters of the great lakes, west of Buffalo, crosses the waters of Lake Superior at the head of the Soo rapids, and was built at a cost of \$1,000,000. Its length is about one mile. It has swings to enable boats to pass through both the American and Canadian canals.

During the entire season of navigation, the total delay of trains in 1910 caused by the passage of boats was only 25 hours and 43 minutes; yet the total number of passages of the boats during that period were 33,638, and the number of engines passing over the bridge and swings during the same period were 3,240; and they hauled 5,057 passenger cars and 26,451 freight cars—so perfect is the system by which the boats are handled at the Soo.

From 1855 to 1881 the American canal was controlled by the State of Michigan, and twenty men were employed. When the United States Government took control in 1881, two watches of twelve hours each were established. In 1891 three watches of eight hours each were established and still continue. The force engaged in passing boats has been increased with a growth of commerce, the number now aggregating seventy-four operators and nineteen other persons employed as clerks, watchmen, and janitors.

The operating expenses for 1910 were \$70,609, and the repair expenses were \$32,487. The total expense of the government for operating the canals and locks and keeping them in repair have been reduced since the general government took over the operations from \$13.57 per ton, to \$3.98 per ton, showing that the cost per ton to the government has greatly decreased, while the number of tons passage has greatly increased.

ENORMITY OF LAKE SUPERIOR TRAFFIC

That the reader may be able to comprehend the enormity of the Lake Superior traffic, a few comparisons are made with a view of re-

ducing incomprehensible millions to items or conditions more readily comprehended.

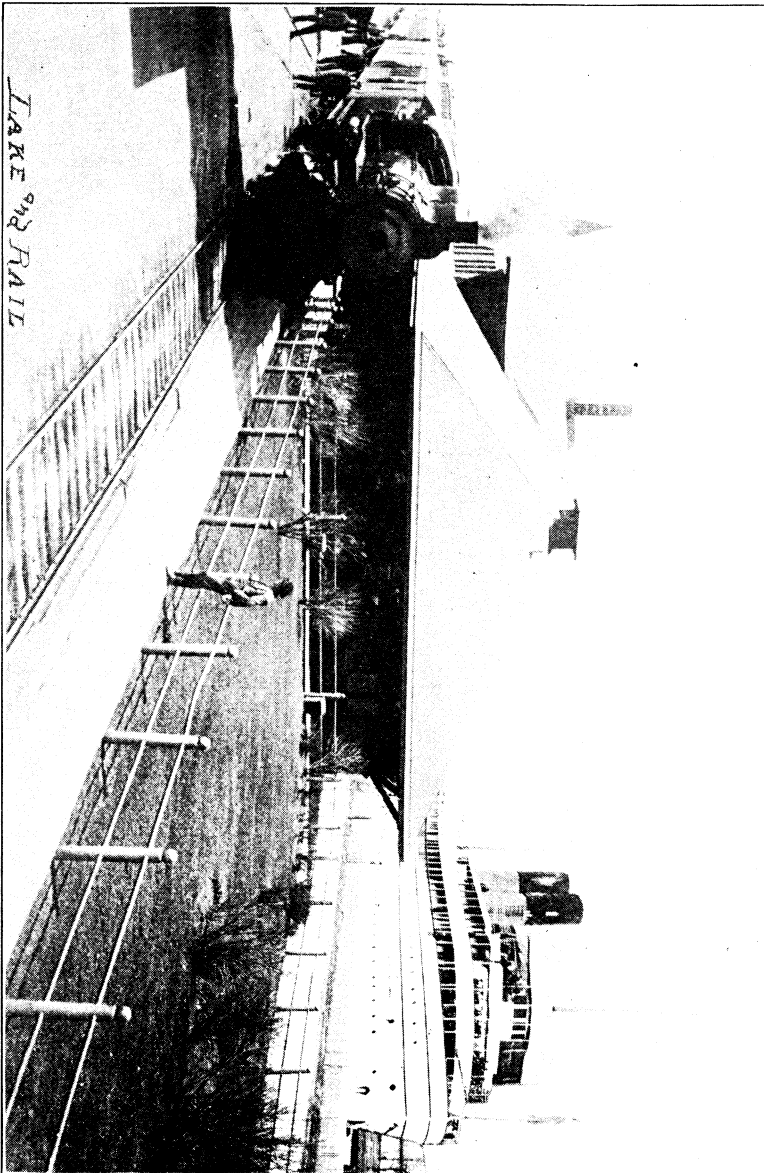
The maximum freight traffic for a single day was on August 26, 1907, when 487,649 tons of freight passed through the locks at the Soo, on 121 vessels. This vast weight, if transferred to a railroad, would load 24,382 freight cars to their full capacity of 20 tons each, which would require 609 engines to haul them, if divided into trains of 40 cars each. If consolidated into a single train of cars it would be 110 miles long—greater than the distance from Saginaw to Detroit, Saginaw to Port Huron, or Saginaw to Jackson.

The total weight of freight locked through at the Soo in a single season (April 12, to December 15, 1910), was 124,726,436,000 pounds.

The writer leaves the reader and the "School Master" to determine how long a train of cars would be if the season's freight were transferred from boats to cars; and how many days it would take that train to pass a given point running constantly, night and day, at the rate of 20 miles per hour.

The largest single cargo was carried by the "D. J. Morrell" in 1908. It consisted of 13,978 tons of iron ore, equaling in weight an army of 186,373 men. The largest cargo of lumber was shipped on the "Wahnapiatae" in 1887. She was owned by the Saginaw Lumber Company and the Emery Lumber Company; loaded at Duluth and unloaded at Tonawanda and consisted of 2,409,800 feet. The largest cargo of wheat passed through the locks at the Soo on the "I. S. De Graff" in 1908. It consisted of 422,000 bushels and was of the value of half a million dollars. To grow this single cargo of wheat would require a field of 28,013 $\frac{1}{3}$ acres, with a government average of fifteen bushels per acre. In other words, it would take nearly forty-four square miles of land, growing a government average crop of wheat to fill this boat once. But if the yield of wheat should be fifty-one bushels per acre—such as was grown by Joseph N. Welsh, in Dafter township ten miles from the locks in 1910—the acreage necessary to supply a single cargo for this boat would be reduced to 8,274 $\frac{1}{2}$ acres, or slightly less than thirteen sections. The Welsh field of wheat forms a subject of illustration herein, and is proof of the agricultural value of lands in the Lake Superior district.

The summary of the traffic through the locks in 1910 may be taken as a general illustration for preceding years, and the years which shall follow; except, of course, it is greater than for preceding years, and is expected to be less than in the years to follow. The total tons of freight passing through the locks for 1910 were 62,363,218. The total value of that freight was \$654,010,844 or an average of \$10.49 per ton. It was carried at a freight cost of sixty-two cents per ton for transportation, and the average distance it was carried was 840 miles. The total amount paid for carrying freight was \$38,710,904, and the total number of registered vessels which carried this freight was 877. The value of these vessels was \$134,698,500; being an average of \$154,000 each,



UNION PASSENGER DEPOT AND DOCK, SALT LAKE CITY, UTAH

some being much more valuable than that, and others less. The total mile-tons was 52,405,535,136, and the average cost per mile per ton was .74 mills.

The greatest distance run by any of these great freighters in any single season was 45,340 miles in 1902—a distance equal to nearly twice the circumference of the earth.

The greatest amount of freight carried by one boat in one season was 339,151 tons in 1907, and the greatest number of mile-tons was 280,610,200 in 1909.

The American canal and locks were operated 224 days, and the Canadian canal and locks were operated 248 days, which might be taken as a fair yearly average. The American vessels were ninety-four per cent and the Canadian vessels were six per cent. The average number of vessels per day passing through the Poe lock was 38; through the Weitzel lock 25, and through the Canadian lock 32. The total number of passengers transported through the locks was 66,933, of which American vessels carried thirty-eight per cent and Canadian vessels sixty-two per cent. No charge is made by either government for passage of vessels through the canals and locks. Each government treats the boats of the other precisely as it treats its own.

THE RAPIDS

The water of Lake Superior is discharged over a rocky incline of about eighteen feet, in the distance of about three fourths of a mile. This outlet is about one half of a mile wide, and many boulders or rocky projections in the incline cause the madly rushing waters to be tumbled and torn to foam. At no place is there a precipitous fall. The national boundary line is midway between the shores.

The Indians called this place Ba-Wa-Ting, or Pa-Wa-Teeg, which, in the Chippewa language means, "shallow water pitching over rocks." In the French language it was called La Sault, meaning "the jump," or "the leap." The river formed by the outlet of Lake Superior, of which the rapids are a part, was named "Gaston," in honor of the brother of Louis XIII, king of France. But Father James Marquette changed the name of the river from "Gaston" to St. Mary on his arrival here in 1668; which was the birth year of the present Soo, being the first settlement in Michigan and thirty-three years before the settlement at Detroit. The rapids being a part of the river, were spoken of in French as "La Sault de Ste. Marie," which, being literally translated into English, means "The jump of the St. Mary." The "La" was never much in use, and the "de" was not in general use; except in the name of the postoffice at this place. And while the city and the postoffice each took its name from the rapids, the city has ever been known as Sault Ste. Marie; while the postoffice was named Sault de Ste. Marie, until the latter part of the year 1903, when the "de" was omitted by order of the postoffice department; and the official name of the postoffice from that date has been the same as that of the city, which

now literally means in English, "Jump Saint Mary." In short, the place is generally spoken of as the "Soo," which Anglicized name was first officially recognized by local act No. 488, of the laws of 1905, when the name of the township adjoining the city was changed from "St. Mary's" to "Soo" by the Michigan legislature.

Many who do not understand the French, pronounce S-A-U-L-T as though it were spelled without the letter "u" in it—salt, a saline product. This is error. It is properly pronounced "So," with the "o" long and sharply accented. While in the name of the township and the name of the city (as familiarly spoken) the "oo" has the same sound as in the final syllable in Kalamazoo. A letter addressed to the "Soo," comes as readily through the mails as though the full French name "Sault Ste. Marie," were used in addressing it. But those who speak of it as "The Soo" should not forget the real meaning of the word, as referring to the waters of the St. Mary's river jumping down the rocky incline of the outlet of Lake Superior.

The persons living near the rapids were referred to in the early times by French as "saulteurs." From the earliest knowledge we have of these rapids they were filled with whitefish, as was Lake Superior and its whole river outlet. The water being shallow in the rapids the Indians were, and still are, able to scoop these whitefish out in great numbers. When the French explorers first visited the rapids about two thousand Indians made their homes here, largely because they could, for the most part, subsist on the whitefish they caught in the rapids. They also congregated here in great numbers for religious purposes, believing that Manitou, the great spirit, dwelt under the rapids and that the enormous boulders which lay all along the shores were, for the most part, hollow and filled with the souls of their departed friends. The French Jesuit fathers—the explorers of the early days—came among these Indians bearing aloft the cross of Christ and preaching the precepts of His religion. For the most part they were received kindly by the Indians, who slowly adopted the new faith, which generally took the place of their strange and unreasoning superstitions.

The fur traders of the Northwest Company and the American Fur Company, with their commercialism, bringing instead of the cross of Christ, Iscodawabo (which literally means, "fire water"), or Mushkuagomee ("strong drink"), being ardent spirits to which the native Indian took more readily than to the cross. Plenty of these liquors with some trivial merchandise of bright and pleasing colors, were given by the fur traders to the Indians for their furs. Such change of commodities greatly demoralized the Indians and incited them to theft, murder, and all manner of crimes, yet greatly enriched the fur companies. Through it John Jacob Astor became the first millionaire in the United States and laid the foundation of the wealth of the Astor family. The early white settlers of the Soo were largely French, who intermarried with the Indians, and civilization through such settlement and intermarriages began. Later, an influx of Canadians came, and now about three-fourths of the Sooiters are from Canada.

Visitors at the Soo are delighted with the exhilarating pastime of "shooting the rapids"—as it is popularly called—or passing down the turbulent chute of waters, in birch bark canoes with Indians for pilots. These "Che-maun" boats of the Indian—like the Indian himself—are passing from view, and soon will remain only in history. They are made from the rind of the birch, sewed together with the fine fibrous roots of the cedar or spruce, and made water tight by covering the seams with boiled pine pitch, the whole being distended over and supported by very thin ribs and crossbars of cedar, curiously carved and formed together, turned up at each end like gondolas and often fancifully painted. They are so light that two persons may readily carry one, yet strong enough to bear up a ton's weight on the water.

There was much valuable timber in the vicinity of the Soo, and the soils were rich and fertile. Many an interesting anecdote has come down from these early settlers who first made a start in the logging camps, which was afterwards followed, as is usually in new countries, by clearing the land for agricultural purposes.

A descriptive story of the early logging times at the Soo is told in French dialect, and published for the first time as follows:

DREAMS OF DE LONG AGO.

'Tis hard forget dose Shankya tams
 W'en I was strong an' young;
 Dose days we of'en broke de jams,
 An' h'ole French songs we sung,
 For, w'en I sleep right een ma dreams
 Dose days com' back to me,
 An' som'tams too eet realy seems
 I hear de falling tree.

I see de Shankya combose blaze;
 I see dat fire glow,
 She's sem'nin b'out her warmin rays,
 Joust lak long tam ago;
 De men h'ar sittin roun' de camp
 Som' smoke w'ile odders chaw;
 One grin's hee's h'ax beside de lamp,
 An'odder files hee's saw.

Der too up 'h'on dose bunks above
 Dey re' singin som h'ole song
 Of cruel war or ten'er love
 Wit chorous loud an' long;
 An den der's some' dats playing cards
 Right der nex' to de wall
 Day've got a pack an' chose der pards.
 Now soon dey'll start to quar'll.

An nex' I hear de fiddle soun'
 An see de boys advance;
 Dey bow an den dey circle roun';
 Den start dat "h'ole stag dance"
 Dey're pretty h'awkward for a spell
 Unteel dey re' getting warm
 Den "hoe eet don," an laff an yell
 Der noise mos' drown de storm.

I'm feelin hongry many tams
 For dose h'ole careless days
 I'm lonesome too to break de jams
 An see de comboose blaze;
 I can't tell w'y I feel like dat
 For I've got happy home
 But yet dose dreams dat com' at nat
 Dey mak' me want to roam.

I hope dat feelin weel pas' h'off
 For I'm too h'ole I guess;
 An w'en a man ees h'ole an sof;
 Dats tam' he took hee's res';
 We can't h'all tam' be young it seems;—
 Mos' peop' fin' dat was so.
 Bes' t'ing I try an stop dem dreams
 Bout days of long ago.

THE LOCKS

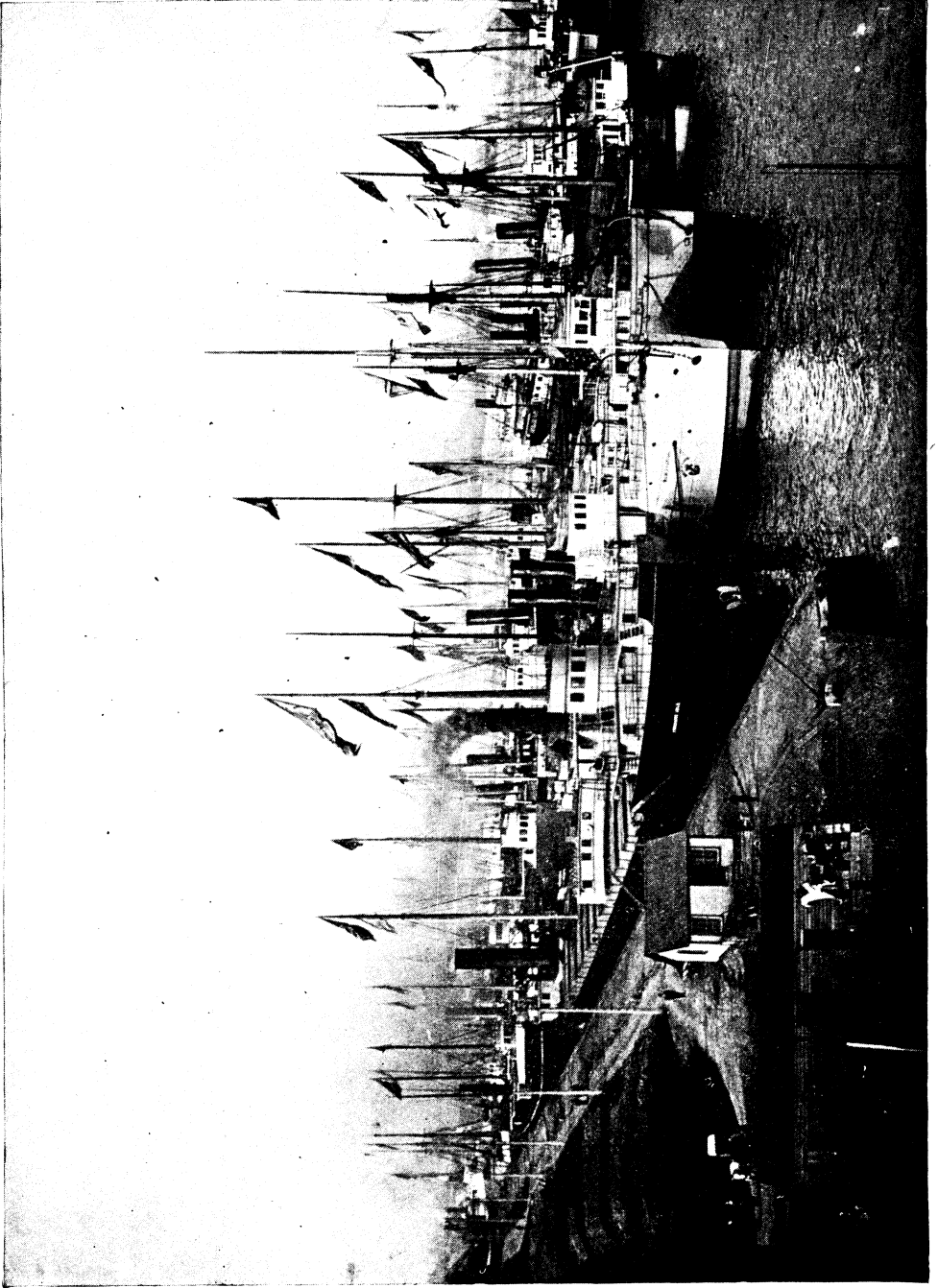
The Soo locks are the largest and most famous in the world. The first lock at the Soo was built in 1797 while General Washington was yet living. It was 38 feet long and 8 feet, 9 inches wide; was located on the Canadian side; with a lift of nine feet, and was destroyed by United States troops in 1814. Oxen were the motor power employed to propel "vessels" through it. It has recently been reconstructed as a "keepsake." The first lock on the American side was constructed from 1853 to 1855 by the state at a cost of \$999,802.46. There were two tandem locks, each with a lift of 9 feet, 350 feet long and 70 feet wide and having a depth of 11½ feet of water.

The present Weitzel lock (nearest the city) was constructed by the United States at the cost of \$2,150,000. It was in course of construction from May 1, 1873, until it was opened to navigation September 1, 1881. It is 515 feet long, 60 feet wide at gates, and has a chamber 80 feet wide. Its depth is 39½ feet, with a lift of 18 feet, and has 17 feet of water over miter sills. Its capacity is 1,500,000 cubic feet. It was named in honor of Gen. Godfrey Weitzel, the engineer in charge, who had gained fame with General Butler at New Orleans.

The Canadian lock was constructed between 1888 and 1895 and is 900 feet long, 60 feet wide and has 22 feet of water. It accommodates about thirty per cent of the freight traffic and about fifty-seven per cent of the passenger traffic passing the Soo.

On August 3, 1896, the new Poe lock was completed on the American side at a cost of \$4,763,865, the work of construction having been in progress nine years. It is 800 feet long, 100 wide and has 22 feet of water over miter sills. It occupies the place of the "Old State Lock." It can be filled and emptied in seven minutes. It was named in honor of Gen. Orlando M. Poe, engineer in charge of construction.

The three locks above referred to and now in use are insufficient to accommodate the growing traffic passing the Soo, and work on another and much larger lock adjoining the Poe lock, and between it and the rapids, has just been started. Its cost will be about \$6,000,000. The expenditure of this vast sum of money within the city of Sault Ste.



THE NEW WAY—WAITING TO BE PUT THROUGH THE LOCKS

Marie cannot but stimulate industries generally for the next few years. The United States Government has expended in all about \$15,000,000 and the Canadian Government about \$5,000,000 in "aids to navigation" at and near the Soo; in the construction of locks, canals, and in deepening channels.

The passage of more than one hundred boats per day through these great locks affords a fascinating and bewitching study for visitors; while a study of the locks themselves and their mechanism leads them to an appreciation of the marvels of American engineering.

THE CITY

From 1668 when the first white settlement was permanently established at the Soo, until 1874, when the village of Sault Ste. Marie was incorporated, the town was a dreamy, though picturesque, colony made up of Indians, French, and persons of English extraction and their admixtures.

The city was incorporated in 1887, and the present census shows a population within the city of 12,615, while Chippewa county (the second largest in area in Michigan), in which the city is situated has a total population of 24,472.

Its early history is replete with deeds of daring and cruelty of the warlike Chippewa Indians. But the civilizing influences of the white man have got in their deadly work among them, and only a few pure-bred specimens of the "noble red man" and the "beautiful Indian maiden" remain among us; though traces of their blood may be seen in many of our good citizens. A group picture, showing the better educated, progressive and respected half-breed accompanies this sketch, and may be said to be a typical illustration of the connecting link between Indian savagery and a higher civilization at the Soo. Each of these five men pictured in the group was noted for his good influences over the people from whom he descended, and his teachings by means of moral suasion and precept were of great and lasting value to the community.

The early history of the Soo is rich in the nomenclature of its great men. Its soil was stained by the blood shed in Indian wars and massacres. Many of the spots famous in its early history are yet well known. Among them is the place where Brule, the explorer of Lake Superior, landed at the foot of the rapids in 1629, being the same place where Nicolet landed five years later, shown in a picture taken about sixty years ago, which forms a subject of the general history of this work.

Another is the house in which Schoolcraft resided and wrote much of his famous history. It still stands and is a subject elsewhere of illustration.

The location of the early-constructed fort is well marked, and the new government building containing the postoffice, customs office and immigration office stands within the lines which marked the famous old fort.

The ancient burying ground of the Indians on the brow of the hill



GOOD CITIZENS OF INDIAN BLOOD

From left to right: Upper row—John Boucher and Louis Cadotte; lower row—Edward Shaaw-vaw-naw, Choogam, or Chief Marquette; and John Gunnoe, who was a friend of Schoolcraft, carried the mail from the Sag to the Soo, worked on the old state locks, and was superintendent of the County Poor Farm for twelve years.

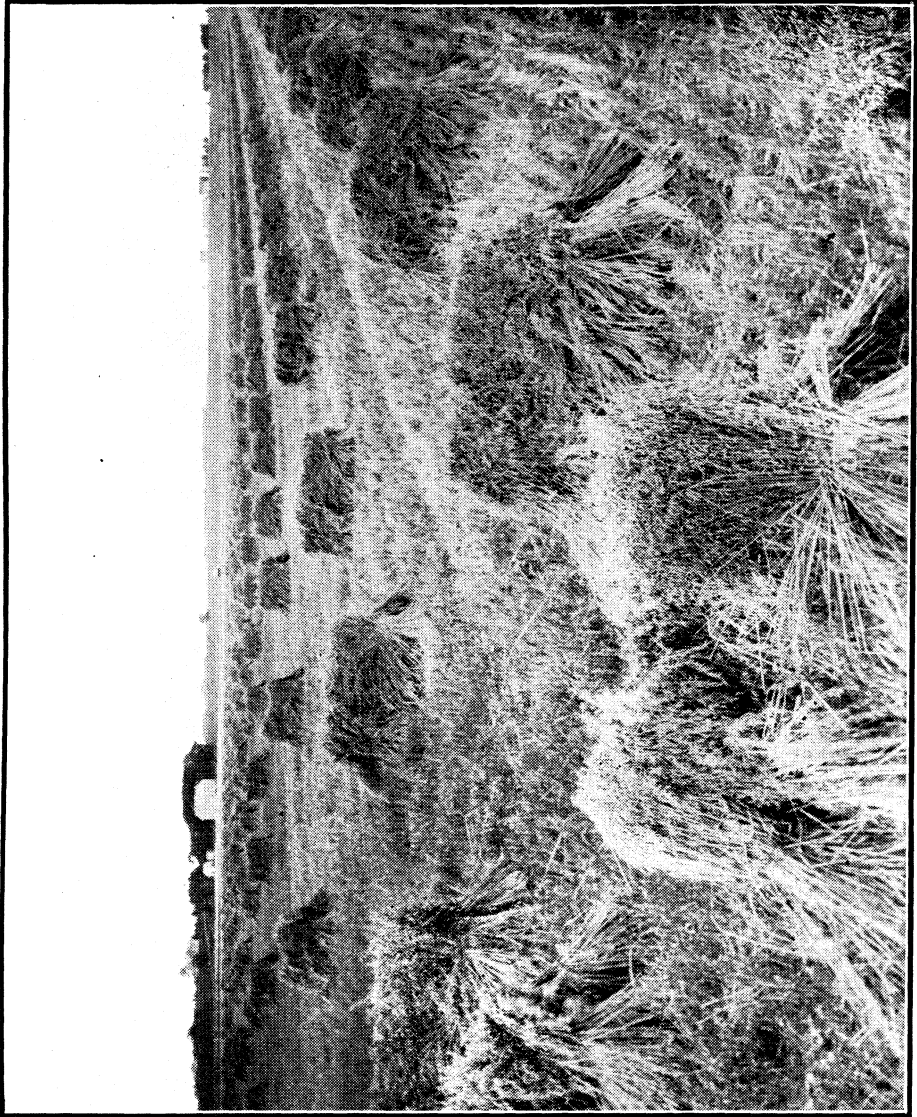
at the foot of Bingham avenue now forms a part of the government park along the river front. In 1905 the semi-centennial of the opening of navigation through the locks was observed at the Soo. As a memorial of the occasion there was erected on the very site, so sacred to the minds of the early Chippewas, a magnificent granite shaft with tablets of bronze recording permanently the history of the locks. Incidentally it marks the very spot known as "the flag episode" in the life of General Cass, and the ravine, on the east side of which he halted his troops and over which he personally crossed to where the British flag floated from a high staff—but from which the British had fled to the opposite side of the river in Canada—is still preserved in the park. The flag was guarded by savage Indians whom the British had left in charge, the chief of whom stood as though paralyzed by fear and amazement, while the brave general personally cut down the flag which had illegally floated on American soil for so many years, after the ratification of the treaty which permanently made this territory the property of the United States. This shaft was designed by Stanford White, and was about the last, if not the very last, of that great architect's designing before he fell a victim of the insane assassin, Harry K. Thaw. Many an other historic place which links the past to the present time is also preserved. No city in the state has a more interesting past; a more charming present, or higher hope of future thrift.

AGRICULTURAL POSSIBILITIES

Its commercial hope rests upon the sure basis of more than 800,000 acres of rich farming lands within the county, which are producing through the culture of the sturdy farmer the very best apples, potatoes, roots, oats, barley, wheat, peas, grass, and hay, to be found anywhere. Chippewa county, in which the Soo is located, although having but one-tenth part of its area yet under cultivation, already is producing a quarter of a million dollars worth of seed peas annually; also 22,000 tons of prime timothy hay for sale annually beyond what the farmers feed to their livestock; while it holds the highest record for the perfection of its dairy products within the state.

In recent years these lands have yielded as high as 51 bushels of wheat per acre, 93 bushels of oats, and 750 bushels of potatoes; and all over-weight. These facts prove what has long been conceded—that the further north vegetable life can be developed, the better that development.

Added to these agricultural possibilities are those of the tremendous water-power of the famous rapids, now about to be utilized for the first time, and which furnish unlimited means of cheap service in power to be supplied for manufacturing industries, and warrant the belief that there is in store for the Soo a bright commercial future; these conditions, coupled with the fact that the pure air and chemically-pure water prevent all forms of bilious disorders and cure hay fever and asthma in a night, make the Soo not only a famous summer resort, but a delightful place in which permanently to dwell.



CHIPPEWA COUNTY OAT FIELD, YIELD 93 BUSHELS PER ACRE

CHAPTER XIV

A KINGDOM WITHIN A REPUBLIC

THE RISE AND FALL OF KING STRANG AND HIS KINGDOM

The history of the Upper Peninsula has contained more than the ordinary of curious incidents occasioned largely by the individualism of the men at the helm on each particular occasion. At the dawn of her statehood the strange incident of the Toledo war was one, but a still more uncommon experience within the Upper Peninsula was that of the government of King Strang, on Beaver island in the county of Mackinac, in the decade beginning with 1846.

The southern shore of the easterly part of the Upper Peninsula is skirted by an archipelago which is made up of the three groups of islands known as the Beaver, the Fox and the Manitous. They were within the range of travel of most of the early visitors to and settlers in this portion of the country, and it is with the Beavers that this portion of our history has principally to deal. As the main island of this group, Beaver island is within easy reach of Mackinac, which has been prominently connected with the history of the state from its very beginning, it can readily be understood that the natural advantages and scenic beauty of the islands early attracted attention. There are twelve islands in the group, of which "Big Beaver" is the largest, being about twelve miles in length north and south, and with about six miles as its greatest width. Others in the group are ornamented with such common names as Garden, Hog, High, and Gull, while, to one, we find was given the classic name of Paros, and to another the apostolic Patmos. This group of islands has from the earliest, and still has the reputation of furnishing the best fishing along the lakes, being the natural home of the Mackinac trout. Big Beaver was possessed of many advantages, including beautiful banks which rise gradually until the surface of the island stands at an altitude of from forty to eighty feet above the lake. Within the island are numerous beautiful lakes, one of which covers over one thousand acres of land; and the whole island was finely timbered, so that it stood out invitingly to all passers-by upon the waterway of the straits, the main highway of travel in those early days.

This country was still comparatively new and wild in 1846, and there were but few inhabitants; those of the islands in question being fishermen and traders. Thus it was in that year when James Strang first visited the place and decided upon it as the site whereon to establish his kingdom.

To the strong individualism of Strang alone, and the fact that the country was then new and but semi-civilized, must be attributed whatever of success attended his pretentious effort; and for a time it had the appearance of being entirely successful. While the incident may be without a parallel in the history of republican government, there are many features thereof akin to the efforts of Joseph Smith, Brigham Young and John Alexander Dowie.

James Jesse Strang was born in Scipio, Cayuga county, New York, March 21, 1813, the son of a farmer, and a descendant, it is claimed, of Henry D. L'Estrange, who came from England with the Duke of York. It is highly probable that he inherited some of the ambitions, as well as the characteristics of his pioneer ancestors of the seventeenth century, and that his christian name was in memory of the king from whom the duke obtained his valuable patents; and his mother's maiden name, likewise, was James. The planting of those ambitions in the new and virgin soil of the west resulted in the events of this chapter.

Strang was educated in the common schools at Hanover, New York, to which place the family removed when James was a child. Like other farmer boys of his time he found that the matter of acquiring an education required persistent work which had to be accompanied by the ordinary work of the farm, but he was persistent, and as he grew towards the years of manhood he took up the reading of law while still at work on the home farm. He early acquired the reading habit, and being possessed of a retentive memory, he became well informed on matters in general. As a lad he was conspicuous in the rural debates of the times. By those who knew him then he was described as a young man of excentric ideas, and fluent language, with an abundant knowledge of his own worth and an unconquerable ambition for distinction. He was admitted to the bar at the age of twenty-three, having taught school as a means of support during a portion of the time in which he pursued the study of the law. He seems to have been restless under his early ambitions, and during his early career in the state of his birth he practiced law at Mayville, edited a paper at Randolph, and was post-master at Ellington. He was married to Miss Mary Perce, and with her removed to Burlington, Wisconsin, in 1843, where he entered into the practice of law in partnership with C. P. Barnes.

For some years Joseph Smith, the apostle of Mormanism, had been floating on the high tide of prosperity, and from his home at Nauvoo, Illinois, missionaries had gone forth until over a hundred thousand followers had been brought within the radius of his influence, and in his home he was absolute monarch, commanding a legion of armed men and being the civil head of a prosperous community, whose people,

though frugal and industrious, were fanatical in the extreme, believing in their ruler as divine, according to his utterances the sanctity of divine command and prophecy, and yielding to him implicit obedience. Strang had read, while still in the east, of the Mormon triumphs that had come to the Prophet of Nauvoo, and of the desire of the leader to enlarge his field of work and influence, and to employ young men of plausible speech, energy, and affable appearance in the work, and, in January, 1844, soon after his removal to Wisconsin, he visited Nauvoo to meet the much heralded "American Mohammed."

It is evident that Smith promptly recognized in Strang those elements that were in demand for the work in hand, for he seems to have met with instant favor and rapid promotion. February 25th he was baptised; March 3rd was ordained an "Elder of the Mormon Church," and received at once as a trusted member of its ministry. He was assigned to Wisconsin as his special field of labor, and applied at once to found in that state a branch of the Mormon church, or, in the language of the sect, "to plant a state of Zion."

Just at this juncture breakers appeared in the course of Joseph Smith, and, at the instance of the opponents of Mormonism, Joseph Smith and Hiram Smith were surrendered to the governor of Illinois and lodged in jail at Carthage, whence they were taken out and murdered by a mob.

James Strang, who had then been a member of the church for less than five months, promptly made claim to the right of succession to the position of Joseph Smith, and in doing so he produced what purported to be an autograph letter from Joseph Smith, dated June 18th, and bearing the postmark of Nauvoo, of June 19th. It was claimed by several witnesses to have been received in the mail at Burlington, Wisconsin, July 9th. The letter was dated nine days in advance of the murder of Joseph and was said to have reached Burlington a week before the news of that tragedy. The letter gave details of a vision in which "the spirit of Elijah came upon" the Mormon prophet and "the voice of God" said * * * "My servant Joseph, thou hast been faithful over many things, and thy reward is glorious; the crown and sceptre are thine, and they await thee. But thou hast sinned in some things and thy punishment is bitter. The whirlwind goeth before, and its clouds are dark, but rest followeth, and to its days there shall be no end. Study the words of the vision for it tarrieth not.

"And now behold my servant James J. Strang hath come to thee from afar for truth when he knew it not, and hath not rejected it, but hath faith in thee, the Shepherd and Stone of Israel, and to him shall the gathering of the people be, for he shall plant a state of Zion in Wisconsin, and I will establish it; and there shall my people have peace and rest, and shall not be moved, for it shall be established on White River, in the lands of Racine and Walworth, * * * and I will have a house built unto me there of stone, and there will I show myself to my people by many mighty works, and the name of the city

shall be called Voree, which is, being interpreted, Garden of Peace, for there shall my people have peace and rest, and wax fat and pleasant in the presence of their enemies."

The apostles of the church promptly pronounced Strang a presumptuous imposter and the letter a forgery, and they excommunicated him, and drove him from the field of Nauvoo, but he continued to assert his title in sermons and pastoral letters throughout Wisconsin, with the result that he soon gained a small following with whom he founded the "City of Voree" at Spring Prairie, where he organized his colony on the theory of a community in property ownership. There Strang established and published the Voree Herald as the organ of "the primitive Mormons," and as their prophet he was tireless in his labor and skillful in his methods of duping the credulous, wherein he closely imitated those by which Joseph Smith had been successful in the advocacy of his supernatural claims.

Brigham Young soon thereafter, as the "Lion of the Lord," was recognized as Prophet at Nauvoo, and with the advance of civilization about that place, he led his followers, constituting a large majority of the "saints," to his newly-chosen field in Utah, while others became followers of Strang at Voree.

As Joseph had found in the Ontario hills a volume in which the chronicles of the Book of Mormon were preserved in characters "translatable only by the crystalline Urim and Thummin," so the self styled Prophet "James" discovered in the banks of the White river a miraculously preserved record of the downfall of a great tribe of Israelites that had inhabited the continent centuries ago, and wherein was foretold the coming in the future ages of a mighty "prophet" who "should bring forth the record." Strang found witnesses who declared that on September 14, 1845, they were led by him to a certain hill near the White river bridge, where, after digging through the unbroken sward and solid clay that had been manifestly undisturbed for many years, underneath the network of roots of a large oak tree they found a case of baked earthenware containing three brazen plates, both sides of which were used to preserve "an alphabetic and pictorial record."

Following this "miraculous" discovery, while in a trance, the Urim and Thummin were "brought by an angel of God to the Prophet 'James,'" and the records on the "Voree plates" were translated as follows:

"My people are no more. The mighty are fallen, and the young men slain in battle. Their bones bleached on the plains by the noon day shadow. The houses are leveled with the dust, and in the moat are the walls. They shall be inhabited. I have in the burial served them; and their bones in the death shade, towards the sun's rising, are covered.

"They sleep with the mighty dead, and they rest with their fathers. They have fallen in transgression and are not; but the elect and faithful there shall dwell. The word hath revealed it. God hath sworn to give an inheritance to His people where transgressors perished. The word of God came to me while I mourned in the death shade, saying, I will avenge me on the destroyer. They shall be driven out. Other strangers shall inhabit thy land. I an ensign will then set up. The escaped

of my people there shall dwell, when the flock disowns the shepherd, and build not on the rock.

"The forerunner, men shall kill, but a mighty prophet there shall dwell. I will be his strength, and he shall bring forth the record. Record my word, and bury it in the hill of promise.

"RAJAH MANCHORE."

Subsequently Strang made claim of discovery of eighteen other metallic sheets 9 by 7½ inches in size, called "The plates of Laban," and they were declared to have been written prior to the "Babylonish captivity." A translation of the writing on these plates, in addition to nine sections of "direct revelations" composed "The Book of the Law of the Lord," printed and published later on Beaver island, "By Command of the King, at the Royal Press, Saint James, A. R. I."

Strang's community at Vorec prospered and increased in numbers, and, in 1846, his rival, Brigham Young, having gone west, Strang visited the Northern Michigan archipelago, and determined to plant a colony there. In May, 1847, with four companions, he went thither and explored Beaver island. It is recorded that the few fishermen and traders already there received them with the reverse of hospitality, but, as was the custom of explorers in those days, they built a camp of hemlock boughs, and they were, while there, compelled to live on the scanty fare which the woods and the swamps afforded them. During that season five Mormon families permanently settled on the island at Beaver Harbor. The next year a score of families came, and in 1849 the membership of the colony numbered into the hundreds. Their gentile neighbors strenuously resisted the immigration of the new sect to the island, but they were persevering, were a sober and industrious people, and soon acquired mastery of the situation. Their village was named after its founder, the "City of Saint James," which was soon shortened to its present title, that of "St. James," and the beautiful bay in the north end of the island was called "St. James Bay." From the large lake in the interior of the island a river outlet flowed to the bay, and this was named "The Jordan," while an interior lake was named the "Sea of Galilee." A road was built into the interior, and a saw-mill constructed to supply the necessities of the growing colony, and a schooner was built and launched as a means of communication with the outside world. The missionary work was pushed forward to such an extent that in 1850 large numbers of converts joined the colony, and St. James was made the permanent headquarters of the new church, and at the annual conference, in July of that year, it was re-organized as a "Kingdom" with Strang as "King," and to his title of office was affixed also the titles "Apostle, Prophet, Seer, Revelator and Translator."

The communal plan was abandoned and the lands of the church were apportioned among its members. By a system of tythes the taxes were paid, including the care of the poor, and all general expenses. There were numerous counsellors and subordinates to the King, to do his bidding and execute his commands, but his own energetic personality was

injected into affairs in general, and schools were started for the children, and debating clubs for the adults. A well equipped printing-press was installed, denominated the "Royal Press," from which were issued the orders of the king, and a newspaper, *The Northern Islander*, which was at first a weekly and finally a daily publication. It is said that the appearance and literary merits of this paper surprised the occasional tourists to this then remote and frontier region.

In the government of the island the principle of prohibition was rigidly enforced, and applied, not only to liquor, but to tea, coffee and tobacco as well, and the observance of Saturday as the Sabbath, and the attendance at church upon that day were compulsory. Rigorous penalties were provided for the offense of prostitution, but polygamy was sanctioned; though there were not to exceed twenty or twenty-five polygamous families in the colony. King Strang himself had five wives, but no other person had to exceed three, and it was required that ability to support a large family should be shown as a prerequisite to a plural marriage.

From the Royal Press above mentioned was issued "The Book of the Law of the Lord," which was claimed to be of divine origin, and it had the sanction of the King. It consists of a series of precepts relating to spiritual and temporal affairs written in imagery of the Bible. It was implicitly received by that entire colony as a "revelation miraculously transmitted, through a divinely appointed monarch, to his favored subjects." Copies of it are now prized as curios in connection with an unusual experience in frontier history. In its dealings with temporal affairs the book contains minute rules as to diet, attire and personal habits, the construction of dwellings and roads, the care of forests, and other details of domestic frugality and municipal economy, and those who dispute its divine origin must admit that its author was possessed of ability and a fund of useful information.

The construction of a tabernacle was commenced and other improvements for the comfort of the colony were instituted. The "King's Highway" still exists and its name continues, as it were, as an echo of the sentiment that then ruled a kingdom within this republic.

One of the domestic orders was to the effect that all women must wear the short skirts and ample pantalets of the bloomer costume, and while this was generally obeyed it was the cause of some friction that eventually resulted disastrously to both the king and his kingdom.

Though this Mormon colony grew to a population of about 2,000 it never attained a civilization approaching that of Salt Lake City; and the men are spoken of as generally rough and illiterate, and most of the women as sensual and ignorant, though Strang, himself, was "vigorous, intelligent, fluent in speech, of suave manners and very companionable." He was a master of oratory and "skilled in the art of appealing to the untrained sensibilities of his hearers." At times his authority was resisted by some of the more intelligent of his followers, but he received such unflinching support from the majority that resistance was ineffective.

Notwithstanding all the faith of his followers, the ruler of this island kingdom was never able to establish relations upon a peace footing with the gentile neighbors of the islands and neighboring mainlands, whose resistance to Mormon rule sometimes took the form of interference with their meetings, and was met by retaliation after the Mormon colony had grown to strength. This continued until the differences developed into a fierce, bloody, border-feud that existed for a period of some six years, during which time the Mormons gradually made gains until they became almost sole possessors of the islands, and were heartily hated and feared along the entire mainland coasts.

In his diplomacy Strang established friendly relations with the Indians of the vicinity; despite their intimate relationship with the traders who were his bitter enemies.

During the continuance of the border warfare grave accusations of piracy, robbery and other crimes were freely made against the inhabitants of the islands, and in 1851 the United States officials became convinced not only that the charge of piracy was true, but that the islanders had robbed the United States mails, trespassed upon the government domain and harbored counterfeiters. Of a sudden in May, 1851, the United States war steamer "Michigan" appeared in Beaver Harbor, with the United States marshal and district attorney on board. Strang and about twenty of his followers gracefully submitted to arrest, and were taken to Detroit and put upon trial, which lasted twenty days before Judge Wilkins of the United States district court.

With the assistance of Andrew T. McReynolds, Strang conducted the defense which resulted in acquittal. The verdict is generally attributed to the magnetic effect upon the jury of the dramatic defensive plea of Strang, wherein he posed before the jury as "one persecuted for righteousness sake." His victorious return to his Kingdom gained for him added prestige and power, and he easily carried the next county election in Mackinac county, in the fall of 1851, and within the fold of the Mormon church were to be found the newly elected sheriff, prosecutor and other important officials, while in 1853 Strang successfully won his own election to the office of representative in the legislature of Michigan, in which body he served with such ability as to win the commendation of the people in general. But the situation was a novel one, in that a King who ruled his own people with laws of his own making, sat as representative in a legislature to assist in the government of a republican state; and when, after assisting in the making of the laws for the government of the people of the whole state, he returned to his island home, his word alone was law, and he ruled with an absolute authority for the ensuing two years. In the conference of 1855 he sternly denounced tea-drinkers, tobacco users and other transgressors, and said: "The law of God shall be kept in this land or men shall walk over my dead body." This furnished a source of disaffection, to which he added by his systematic efforts to induce his followers more generally to adopt polygamy, so that some of the more enlightened Mormons became dis-

gusted with his pretensions and disgruntled by his imposture, and left his church and joined the forces of the Gentiles. H. D. McCulloch, an educated physician of Baltimore and an ex-surgeon of the United States army, but a man of unfortunate habits, had become one of the most capable of Strang's disciples, and, in him, nihilism on the island found an organizing head. In the winter of 1855 difference with his superior ended with his deposition from office in the church, and in the spring he left the island, joined the Gentiles of the coast, and infused into them renewed eagerness for the overthrow of Mormon rule.

Among the disaffected of the church were also Thomas Bedford and William Wentworth, whose wives had persistently rebelled against the order for the wearing of the bloomer costume; they upheld their wives in this rebellion and were ready for any scheme of vengeance. Bedford had met with a horse-whipping, and while it could not be traced absolutely to the King's command, it was at the hands of his people and it did not receive his disapproval. Wentworth was publicly rebuked for some claimed disobedience of the law of the church. These men published their grievances and pointed out the growth of polygamy on the island under the leadership and practice of Strang. It is said that Bedford, immediately after his punishment, determined to kill Strang; and Wentworth and McCulloch, having each his own grievance, joined him in a conspiracy to accomplish that end and to overthrow the kingdom.

McCulloch went to Lansing and laid the matter before Governor Bingham, and through his influence the "Michigan" was again sent to the island and there entered the harbor June 16, 1856. The captain sent an invitation to Strang to come on board, which invitation he hesitated to accept, but in the afternoon of that day he determined to do so and left his home for that purpose. As he was about to step upon the pier to enter the boat Bedford and Wentworth sprang from behind a wood-pile and fired upon him with revolvers, and Strang fell mortally wounded, twice in the head and once in the region of the spine. His assailants immediately went aboard the boat and surrendered themselves, and were taken to Mackinac where they were received with cheers by the crowd that had come to cherish an undying hatred for Strang and his church. They were never put upon trial, but were rather looked upon as heroes.

Strang did not die immediately, but was taken to Voree, where he received the devoted care of the lawful wife of his early manhood, an estimable woman who had rejected his "revelations," but had herself remained faithful to her belief in the life-long continuance of the marriage vow. He died July 9, 1856, and was buried in the "Cemetery of the Saints" at Spring Prairie.

The kingdom did not long survive the king. Some of his followers left on the same boat that carried their dying king. His assassination was the signal to an irritated populace to seek revenge, and there gathered from the islands and the neighboring mainlands, an exasperated,

armed mob, on pillage bent. The tabernacle was burned, the printing office sacked, the King's library was destroyed and his house pillaged. The faithful among the "Saints" were given one day to leave the island with their movables, and even then they were driven aboard boats without the privilege of securing the property they had gathered to take with them. Much property was destroyed by the invaders by means of axe and torch, but the homesteads were seized and occupied. It was a banishment which demands for many of those who were driven forth from their homes the pity of a righteous public; and the vengeance of that ruthless mob can find no justification even in the outrageous practices of the imposter king and those who fell victims to his magnetic suavity.

The King and his kingdom ended ignominiously, and with the record of this rise and fall of "A Kingdom within a Republic," it is pardonable to digress sufficiently from the realm of history to draw attention of the thoughts of our readers to "what might have been," had the ability and energy of this gifted man been directed toward the development of the country within the lines of republican institutions and on a moral, law-abiding basis; or "what might have been" had the environment been more conducive to the growth of the teaching of this apostle of Mormonism. But, deprecating the methods of its procurement, let us be thankful for the early ending of the reign of Mormonism in Michigan.

In justice to Mr. Strang it should be recorded, as a set-off to the evils of his misdirected efforts, that he was an intelligent student of natural history, and among other approved writings he contributed to the Smithsonian Institution a report on the "Natural History of Beaver Island" and wrote and published a book called "Ancient and Modern Michilimackinac."

CHAPTER XV

COPPER AND IRON MINING

ANCIENT COPPER MINING—MODERN DISCOVERY OF ANCIENT MINE—FRENCH ACCOUNTS OF COPPER COUNTRY—ENGLISH COPPER REPORTS—DR. HOUGHTON'S FAMOUS REPORT—ARRIVAL OF PRACTICAL CORNISHMEN—FIRST EFFORTS AT SMELTING—THE KEWEENAW FORMATION—COPPER FOUND ELSEWHERE—INDUSTRY SINCE 1845—FIRST IRON EXPLORATIONS—IMPROVEMENTS IN HANDLING ORE—THE MENOMINEE RANGE—THE CHICAGO & NORTHWESTERN RAILWAY—FIRST COMMERCIAL DISCOVERIES—DR. N. P. HULST AND THE LOWER MENOMINEE—THE QUINNESEC MINE—THE PIONEER PROMOTERS—GOGEBIC RANGE—GRAND TOTAL OF PRODUCTION.

Of the three great staple industries that became active in the Upper Peninsula in the middle of the nineteenth century, copper was first to attract the attention of the world and was most potent in drawing hither permanent settlers, and thus in inducing local development. It has continued to maintain a decidedly prominent position in the wonderful world-development of the past sixty years—the most marvelous the world has ever known,—and it has given to its native locality a continuous prosperity that few, if any other localities, can boast.

ANCIENT COPPER MINING

The Northern Michigan, or, as it is commonly called the Lake Superior Copper was first called to the attention of eastern civilization in the period just prior to the coming of the early Jesuit missionaries, in the seventeenth century, but it was known to and mined by the savage inhabitants of this country at a much earlier day. There is no record, and no authentic proof of when or by whom the ancient mining was done, but there is positive proof that it was done by some one, and that to quite an extent, several centuries ago; probably four or five.

When the Europeans visited this locality, they found the Chipewas in control of the entire Michigan copper country, and that nation

A TYPICAL MINEER'S TOWN

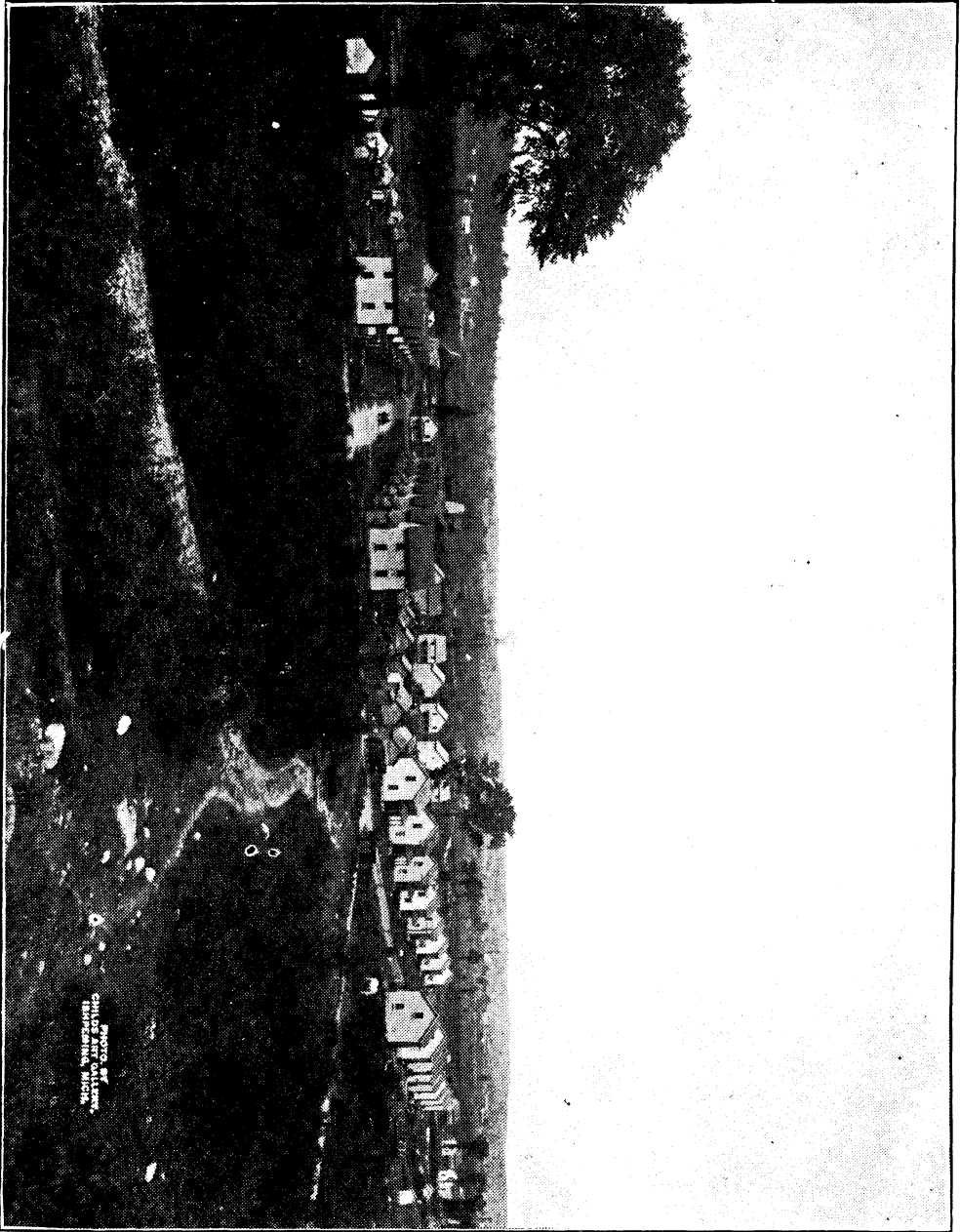


PHOTO BY
CHAS. J. SWANSON
MINNEAPOLIS, MINN.

continued in that control until the release thereof to the government of the United States in 1843. The Chippewas claim to have controlled the country for over four hundred years, and to have displaced the Mascoutins, who were their predecessors; and the story among the Chippewas was that the Mascoutins were the ones who conducted the ancient mining.

Evidences of that ancient mining have been found in various parts of the copper district, but the locations of greatest activity were apparently at Isle Royal, and in the vicinity of Ontonagon. It has been claimed that the fact that the greatest part of the mining was close to the shore indicates that the early miners were navigators of the lakes and came by boats to secure the products. It is, however, true that overland trails from lower Wisconsin and Illinois, reaching the copper country, via Shawano, Wisconsin, and making a ford of the Menominee river at the Wausaukee Bend, existed when the first settlers came here. These trails, by being so deeply worn, indicated long usage, and it is argued, and plausibly, that the Indians from below came in over this trail to barter their products for the copper of this locality; or, that the copper-mining Indians travelled over this trail carrying their copper or copper utensils to barter with the Indians of the southern prairies. It is certain that the trail was much used for considerable time after the coming of white settlers, and Indians continued to use copper implements long after the ancient mining became a matter of tradition.

It was undoubtedly because of the great thoroughfare of this overland trail that the Astor trading post was established by John G. Kittson at the junction of this trail and the Menominee river, and that was before the government made survey of this river boundary of the peninsula. It is therefore probable that the traffic was carried on with tribes in far distant localities, and that transportation was by boat upon the lakes, and by packs carried over the trail.

MODERN DISCOVERY OF ANCIENT MINE

When the present era of mining had its beginning in the forties, there came many able men, including prominent scientists, attracted by the glowing accounts of the richness of the country, just as early as the extinguishment of the Indian titles would permit the securing of private rights. The first discovery of evidences of the ancient mining seems to have been by Samuel O. Knapp, in the vicinity of Ontonagon in 1847. Foster & Whitney were engaged in the early geological explorations there and Foster wrote of Knapp's discovery in his "Pre-historic Races," as follows:

"As superintendent of the Minnesota Mining Company's mines, while passing over their grounds, he observed a continuous depression of the soil, which he rightfully conjectured was formed by the disintegration of a vein. There was a bed of snow on the surface three feet deep, but it had been so little disturbed by the wind that it conformed to the inequalities of the soil. Following up these indications, as displayed along the southern escarpment of a hill, he came to a cavern, into which he crept, dispossessing several porcupines which had resorted there to hibernate. He saw numerous evidences to convince him that this was an artificial excavation, and,

at a subsequent day, with the assistance of two or three men, he proceeded to explore it. In clearing out the rubbish, they found numerous stone hammers, showing plainly that they were the mining implements of a rude race. At the bottom of the excavation was seen a vein with ragged projections of copper, which the ancient miners had not detached.

"The following spring he explored some of the excavations farther west. One artificial depression was twenty-six feet deep, filled with clay and a matted mass of mouldering vegetable matter. At a depth of eighteen feet he came to a mass of native copper, ten feet long, three feet wide and nearly two feet thick, and weighing over six tons. On digging around the mass it was found to rest on billets of oak, supported by sleepers of the same material. This wood, from its long exposure to moisture, was dark colored, and had lost all its consistency. It opposed no more resistance to a knife blade than so much peat. The earth was so firmly packed as to support the mass of copper. The ancient miners had evidently raised it about five feet, and then abandoned the work as too laborious, having first knocked off all the projecting points. The vein was wrought in the form of an open trench, and, where the copper was most abundant, there the excavations were deepest. The trench was filled nearly flush from the wash of the surrounding surface. The rubbish was thrown up in piles, which could readily be distinguished from the general contour of the ground. A few rods farther west was to be seen another excavation in a cliff, where the miners had left a portion of the vein-stone, in the form of a pillar, to prop up the hanging wall.

"Of the fact that a race of skillful miners was operating here long anterior to the historic era, there are abundant proofs. The evidence consists in numerous excavations in the solid rock, from which the vein-stone has been extracted; of heaps of rubble and dirt along the course of the veins; of copper utensils fashioned into knives, chisels, axes, spears and arrow heads; of stone hammers, creased for the attachment of withers; of wooden bowls for the bailing of water from the mines; of wooden shovels for throwing out the debris; of props and levers for raising and supporting the mass of copper, and ladders for ascending and descending the pits.

"That the work was done at a remote period is demonstrated by the facts that the trenches and pits were filled even with the surrounding surface, so that their existence was not suspected for many years after the region had been thrown open to active exploration; that upon the piles of rubbish were found growing trees which differed in no degree, as to size and character, from those of the adjacent forest, and that the nature of the materials with which the pits were filled, such as the fine washed clay enveloping the half decayed leaves, and bones of such quadrupeds as bear, deer and caribou, indicated the slow accumulation of years, rather than a deposit resulting from a torrent of water."

Thus this existing material evidence corroborates the tradition of the Chippewas, that the miners were of a race prior to theirs, and therefore inhabited the country more than four hundred years ago. Who they were, and why they left and how and where they went will probably always remain a matter of conjecture.

FRENCH ACCOUNTS OF COPPER COUNTRY

That these copper deposits were brought to the attention of Europeans at a very early day in the history of America is shown by the publication, by Lagarde, in Paris, in 1636, the next year after Nicolet's return to Montreal, of an account of these copper regions, in which he says: "There are mines of copper which might be made profitable, if there were inhabitants and workmen who would labor faithfully. That would be done if colonies were established. * * * About eighty or one hundred leagues from the Hurons there is a mine of copper from which Truchement Brusle showed me an ingot, on his return from a voyage to the neighboring nation." He also says: "Among the rocks they found stones covered with diamonds attached to the rocks,—some

of them appearing as if just from the hands of the lapidary, they were so beautiful." These were undoubtedly the amethysts of the north shore, and their mention tends to confirm the location of the copper written of as being on Lake Superior. Again, in 1640, a small volume by Pierre Boucher was published in Paris, in which, writing of this country it is said: "There are mines of copper, tin, antimony and lead. In Lake Superior there is a great island which is fifty leagues in circuit, in which there is a very beautiful mine of copper; it is also found in various places, in large pieces, all refined." These very early accounts referred to must have been obtained through the Indians, even before the coming of the missionaries to the west, and probably either through local Indians who resorted to the east for trade, or through unknown traders whose unrecorded visits to this country may have antedated the coming of the missionaries.

Of the writings of the missionaries, it is recorded in the "Relations" of 1639-40, referring to the region of Lake Superior: "It is enriched on all its borders by mines of lead almost pure, and of copper all refined in pieces as large as the fist, and great rocks which have whole veins of turquoises." Repeatedly thereafter, a period of thirty years or more, the Jesuits in the "Relations," write of the richness in copper of certain parts of the country, and of the superstitions held by the Indians regarding the metal.

ENGLISH COPPER REPORTS

During the English occupation of the country Alexander Henry was engaged in trade, and of his travels he wrote: "On the 19th of August, 1765, we reached the mouth of the Ontonagon river, one of the largest on the south side of the lake. At the mouth was an Indian village and, three leagues above, a fall, at the foot of which sturgeon, at this season, were obtained so abundantly that a month's subsistence for a regiment could be obtained in a few hours. But I found this river chiefly remarkable for the abundance of virgin copper which is on its banks and in its neighborhood, and of which the reputation is at present more generally spread than it was at the time of my first visit.

"The attempts which were shortly after made to work the mines of Lake Superior to advantage will very soon claim a place among the facts which I am about to describe. The copper presented itself to the eye in masses of various weights. The Indians showed me one of twenty pounds. They were used to manufacture this metal into spoons and bracelets for themselves. In the perfect state in which they found it, it required nothing but to beat it into shape. On my way back to Michilimackinac I encamped a second time at the mouth of the Ontonagon river, and now took the opportunity of going ten miles up the river with Indian guides. The object for which I more expressly went, and to which I had the satisfaction of being led, was a mass of copper, of a weight, according to my estimate, of no less than five tons. Such was its pure and malleable state that, with an ax, I was able to cut off a portion weighing a hundred pounds."

In 1771 Mr. Henry, with a party of miners again visited the Ontonagon, travelling in a sloop prepared for the purpose, and with them went a Mr. Norburg, a Russian gentleman acquainted with metals, and holding a commission in the Sixtieth Regiment, then in garrison at Michilimaekinae. On reaching Ontonagon they commenced their explorations in the clay on the hill, not being prepared to work in the solid rock. A small house was constructed, and a party dispatched to the Sault for provisions. Explorations were commenced at a point where green colored water, which tinged iron of a copper color, issued from the hill, and this the miners called a leader. In digging they found frequent masses of copper. Mr. Henry and Mr. Norburg returned to the Sault, leaving a party of miners to continue the explorations during the winter. He further writes: "Early in the spring of 1772, we sent a boat load of provisions; but it came back on the 20th of June, bringing with it, to our surprise, the whole establishment of miners. They reported that, in the course of the winter, they had penetrated forty feet into the hill; but, on the arrival of the thaw, the clay, on which, on account of its stiffness, they had relied, and neglected to secure it by supporters, had fallen in; that to recommence their search would be attended with much labor and cost; that from the detached masses of metal, which, to the last, had daily presented themselves, they supposed there might be ultimately reached some body of the same, but could form no conjecture of its distance, except that it was probably so far off as not to be pursued without sinking an air-shaft; and lastly, that this work would require the hands of more men than could be fed, in the actual condition of the country. Here our operations ended."

As indicating the slight appreciation of the future value of the country, Mr. Henry says of it: "The copper ores of Lake Superior can never be profitably sought for but for local consumption. The country must be cultivated and peopled before they can deserve notice."

DR. HOUGHTON'S FAMOUS REPORT

Then followed the succession of wars which made the country uninhabitable by any except the Indians, and aside from the mention made of the copper and the attempt to secure the great copper manito mentioned, in connection with the expeditions of General Cass, Mr. Schoolcraft and Mr. McKenna in 1821 and 1826, little further was heard regarding these copper regions until the publication of the report of Dr. Douglass Houghton, state geologist, in his report of his explorations of 1841. That report to the Michigan legislature served to immediately arouse public interest in the locality. Explorations were continued by Dr. Houghton and the government, by treaty in 1842 (ratified in 1843), succeeded in securing a release of the Indian title to the lands in that part of the peninsula, thus opening it to development. Then came the granting of permits for mining leases, numbers of which were issued, without authority of law, by the federal government, and under which locations were made and active developments were begun in 1844. This

was before the survey was completed and about twenty men were left to hold various locations during the winter of 1844-45. The following year presented a scene of activity at Eagle River, Eagle Harbor, Copper Harbor, on the Ontonagon river and at Portage lake.

We can not better or more accurately describe the development of this region than by quoting from "Steven's Copper Handbook," as follows: "The Lake Superior Copper district of Michigan was the first American copper field of importance and is now one of the oldest of the leading copper producing districts of the world, as well as the third in size of output. It is the lowest in average grade of any successful copper mining district and probably contains the most copper of any single field. While the cupriferous Keweenaw formation of Lake Superior outcrops to the eastward in the district of Algoma, Ontario, and to the westward traverses northern Wisconsin and is found in several of the eastern counties of Minnesota, the developed and productive mines lie wholly within the limits of Michigan.

"In 1830 the lake was first visited by Dr. Douglass Houghton, a young scientist combining rare technical skill with high courage and indomitable energy. Through his efforts was made the first survey of the Upper Peninsula of Michigan, comprising more than two-thirds of the southern shore of Lake Superior.

"The first miners to reach Lake Superior copper field were Jim Paul and Nick Miniclear, two back-woodsmen who came overland from southern Wisconsin in midwinter, suffering great hardships, and arriving on the shore of the great lake in March, 1843. Later in the same year a land office was opened by the federal government at Copper Harbor, and a number of prospectors reached the field. The early mining locations were of immense area, and overlapped in a most haphazard and ridiculous manner. Confusion grew until the government adopted the expedient of selling the mineral lands outright.

ARRIVAL OF PRACTICAL CORNISHMEN

"In 1844 other mineral seekers, mainly devoid of practical knowledge, arrived in the district, and the news of important discoveries became bruited about. In this year arrived the first Cornishmen who were the first real miners to reach the district. The first actual mining of copper was done in 1844, the original product being a few tons of ore, called black oxide, but possibly chalcocite, taken from a fissure vein near Copper Harbor. This vein was abandoned quickly, but the same company opened a fissure vein carrying native copper, and begun the payment of dividends in 1849, since which year dividends have been paid annually by Lake Superior properties. Shortly after the opening of the Cliff Mine, in Keweenaw county, the Minnesota Mine was opened in Ontonagon county at the other end of the district. Cross fissures only were worked at first, but these, while producing several highly profitable mines, have pinched out or lost their workable values at 2,500 feet or less in depth. The stratified beds, on which all the productive

mines at the present day are developed, were neglected in the early years, and the Portage Lake District of Houghton county, now much the most important portion of the field, was neglected because of the few fissure veins found crossing the stratified beds. The first successful mining on cupriferous beds was done by the Quincy, which made a success of an amygdaloid lode, and gradually other amygdaloid beds were developed. The first successful mine to be opened on a conglomerate bed was the Calumet & Hecla, in 1866, which remains the largest and most profitable mine of the Lake Superior district, and has paid greater dividends than ever declared by any other mining company in the history of the world, these exceeding one hundred millions of dollars.

FIRST EFFORTS AT SMELTING

“The first efforts at smelting were made in 1846, when a small furnace was built by Prof. James T. Hodge, on Gratiot river in Keweenaw county. This ran for two short campaigns only, as selected copper rock, assaying about 20 per cent metal, gave smelter returns of only 3.5 per cent copper, showing that nearly five-sixths of the metal was lost in the slags. A second furnace was built about 1847, by the Suffolk Mining Company, seven miles southeast of Eagle river, but this was not a success. In 1849, a third furnace was built, on Isle Royale, but never put in commission. Until about 1850 all lake copper was smelted in Baltimore, but in that year J. G. Hussey & Company built a copper smelter at Cleveland, and a smelter was built in Detroit the same year, and shortly thereafter a successful local smelter was built at Hancock, in Houghton county. About 1863 a smelter was built at Ontonagon, and previous to 1867 a small and unsuccessful smelter was built at Lac La Belle, in Keweenaw county. The Calumet & Hecla smelter, at Hubbell, was built in 1886, the Dollar Bay works in 1888, the Quincy smelter in 1898, and the Michigan smelter in 1904.

THE KEWEENAW FORMATION

“The Keweenaw formation in Michigan may be divided into four parts, the first including Keweenaw point at the eastward, the second comprising Portage Lake, or Central district, which includes the Calumet and South Range fields, and practically Houghton county, while the mines of Ontonagon county, and the trans-Ontonagon extension in Ontonagon and Gogebie counties comprise the third field. The fourth district is Isle Royale, nearly all of the island showing cupriferous beds, with many old and idle mines, mainly small.

“The richest cross-veins of Keweenaw county were at the western end, the most notable being developed by the Cliff, Central and Phoenix mines. The fissure veins of Keweenaw county usually cross the stratified beds at approximately right angles. The most promising copper ore body of the lake district was opened circa 1845, on the northeastern side of Bohemian mountain, and some ore therefrom was shipped to Swansea. The ore was mainly bornite, with some massive chalcocite.

pyrite, occurring in an eighteen inch vein. There are narrow fissure veins of ore, mainly arsenical, in the Mohawk mine of Keweenaw county, and also in the South Range mines of Houghton county. Chalcopyrite has been found in the Huron shafts of the Isle Royale mine at Houghton, and at Copper Harbor, in Keweenaw county, two shafts were sunk, to a depth of about twenty feet each on what was believed to be melacinite, and about forty tons of ore were extracted therefrom, the deposit apparently being merely a pocket. The green stains of malachite are found in many cupriferous beds in the partly decomposed portions at or near the surface, but it is altogether probable that the carbonates were evolved from native copper by weathering.

“Metallic copper is found in all rocks of the Keweenaw series, including the superimposed western sandstone, and along the contact of the unconformable eastern sandstone as well, but excepting the sedimentary secondary series of the Keweenaw belt, in the Porcupine mountains, none of the sandstones contain copper in workable quantities. The metal is found in both traps and conglomerates of the main series, the metal of the conglomerates occurring largely as cementing material. Copper occurs occasionally in the very dense trap rocks, but is found more commonly in the more open upper portions of the trap-flows, where the amygdulas have been leached out and replaced to greater or less extent by the native metal. It is obvious that the amygdaloidal portions of the flows were much more suitable for the physical reception of the metal than the extreme dense traps at the base of each flow.

“In the amygdaloidal cupriferous beds the copper usually favors either the foot or hanging wall, but occasionally, in wide beds, occurs in streaks towards the center, and usually is disseminated more or less irregularly through the entire width of the amygdaloid, but, with a tendency, perfectly natural in view of the physical structure of the amygdaloidal traps, to favor the hanging wall. Occasionally the mineralization is so strong that the dense basal portion of the superincumbent trap-flow forming the hanging wall has been impregnated with fine copper for a few inches or even for a number of feet, and is found workable for its metallic values.

DEEPEST OF COPPER MINES

“The percentage of copper contained in the rock decreases in all mines opened to more than 4000 feet in depth. As a rule, the amygdaloid mines usually show decreased values below a depth of about one-half mile. The payable cupriferous beds show copper courses in practically all instances, these being diagonal chutes of richly mineralized ground descending on the plane of the bed with a rake about midway between the strike and dip. Apparently the beds themselves will continue, in practically all cases, to much greater depth than mining is possible. The ultimate depth of mining cannot be foretold with any certainty in view of the steady progress that is being made in knowl-

edge, methods and equipments. The deepest mines of the world are in this district, the Tamarack having a vertical shaft of nearly one mile depth, while the Calumet & Hecla has a shaft sunk at an angle of 37 degrees, 30 minutes, that is 8,100 feet in depth, with a winze of 190 feet sunk from the drift on the bottom level of this shaft. The great heat and briny waters found at the bottoms of the deep mines render work somewhat difficult, and these factors, combined with increased hoisting and mining costs, coincident with decreased copper contents, must of necessity, eventually furnish a bottom for the most ambitious of mines.

“Considerable silver is carried in connection with copper in many of the Lake Superior mines. The mines of the Evergreen belt, Ontonagon county, are the richest in silver, followed by the mines in the immediate vicinity of Portage lake in Houghton county. The silver is mechanically admixed with copper, but the two metals are not alloyed.

“While practically the entire copper production of Michigan is from the native metal, nearly all of the principal commercial ores are found in the native copper district, and copper ores are found in many other counties of the Upper Peninsula of Michigan. The list of Michigan copper ores includes cuprite, melaconite, azurite, malachite, chalcocite, bornite, chalcopyrite, chrysocolla, algodonite, domeykite, whitneyite, mohawkite, and keweenawite.

COPPER FOUND ELSEWHERE

“The active copper mines of Michigan are in the three counties of Keweenaw, Houghton and Ontonagon, with a considerable number of old and idle mines in Isle Royale. The Keweenawan copper belt extends to the Wisconsin boundary through Gogebic county, and small quantities of chalcopyrite are noted in several of the iron mines of this county.

“In Baraga county there is an isolated outlier of the Keweenawan formation, known as Silver mountain, and the same formation, carrying native copper, is noted on the Huron Islands.

“Native copper is said to be found in Perkins, Delta county, but the discovery does not seem of commercial importance.

“Native copper, evidently brought by glacial action from the Keweenawan measures to the north, has been found in drift above the iron ore body of the Cyclops mine, at Norway, Dickinson county, and chalcopyrite is noted in small quantities in connection with hematite in the Emmet mine, and also in the Chapin mine at Iron Mountain, in this county.

“Copper ore has been reported from the vicinity of St. Ignace, Mackinaw county, but the occurrence has not been fully verified.

“In Marquette county chalcopyrite and native copper occurs on Presque Isle, in the city of Marquette and chalcocite is noted on Mount Mesnard, and on the Chocolay river, near the same town, while a variety of copper ores occurs near Sauks Head. Small quantities of copper sulphides are found in the gold mines north of Ishpeming, and the granite

rocks extending from the serpentine lying north of Ishpeming to the shore of Lake Superior show numerous gash veins carrying copper ores and other minerals.

"In Menominee county copper ores have been found near Carney, and some attempts at mining have been made therein."

Again Mr. Stevens says: "In early days the heavy mass copper of Lake Superior mines, ranging in weight from a ton to five hundred tons per mass, was cut up into chunks not too heavy for hoisting by the use of long handled chisels, this process being laborious, slow and costly. The work of cutting up masses underground is now done with pneumatic chisels, at about a tithe of the former cost."

COPPER INDUSTRY SINCE 1845

As to the copper production of Michigan the following table wherein the figures down to 1909 have been taken from Mr. Stevens' valuable "Handbook," and those for 1909, from the report of the commissioner of mineral statistics, give a fairly accurate illustration of the growth of the copper industry from its beginning in 1845, and at the same time shows with accuracy the immense net income derived from one branch of the natural resources of that part of the country which was "thrust" upon Michigan at the time she attained statehood:

PRODUCTION, VALUE AND DIVIDENDS OF LAKE COPPER

Year	Pounds Gross Product of Fine Copper	Gross Value of Production	Total Dividends Paid
1845	24,880	\$ 5,000	\$
1849	1,505,280	360,000	60,000
1854	4,074,560	909,500	198,000
1859	8,937,995	1,950,355	360,000
1864	12,491,965	5,870,300	1,150,000
1869	26,625,301	6,230,016	210,000
1874	34,334,389	8,009,356	1,940,000
1879	42,671,529	7,327,350	1,818,620
1884	69,353,202	9,494,306	1,327,500
1889	88,175,675	11,894,942	2,670,000
1894	114,308,870	10,852,122	2,380,000
1899	146,950,338	26,098,382	12,318,450
1904	208,355,935	27,107,107	5,432,300
1909	230,123,525		8,405,940

The above table shows only the operations every fifth year. The gross product of lake copper to and including 1908 was 4,669,099,201 pounds, its gross value, \$666,520,748 and the total dividends paid amount to the magnificent sum of \$169,541,570 and the percentage of dividends to gross values is 25.4.

FIRST IRON EXPLORATIONS

Unlike the copper of the Upper Peninsula, its iron seems not to have been known to or used by the Indians, and its existence here, in commercial quantities, first came to the knowledge of the world soon after its discovery, in 1844, while William R. Burt was conducting the government survey in Marquette county. As a result of the effect of the magnetic ore deposits upon the compass, at a point where the Jackson mine is now located, the first discovery was made, and, the following year, 1845, explorations were begun by a company of men from Jackson, Michigan.

These first iron explorations were made by Mr. P. M. Everett, who had with him in the work Messrs. S. T. Carr and E. S. Rockwell, and their fortunate beginning of the great iron industry in this peninsula developed into the famous and profitable Jackson mine, at Negaunee.

In 1846 the first iron ore mined, was taken from this mine, and it is said to have been smelted in a blacksmith's forge. Early in 1848 blooms were made from the Jackson mine ore, in a bloomery of the Jackson Company located on the Carp river a few miles east of Negaunee.

In 1849 the Cleveland mine near Ishpeming was opened, and in 1850 about five tons of its ore was shipped to New Castle, Pennsylvania, and was there made into bloom and bar iron by A. L. Crawford, proprietor of an iron working establishment at that place. The results were so excellent that it was considered the great value of the ore was established; and this test immediately attracted the attention of the iron-workers of Pennsylvania and Ohio to the new iron field, as being a desirable source for the supply for their furnaces.

FIRST LAKE SUPERIOR PIG IRON

In 1852 about seventy tons of ore was shipped from the Jackson mine to Sharon, Pennsylvania, where, in the "Old Clay" furnace, it was made into "pig," the first, in this form, from Lake Superior ore, and this test emphasized the value of the ores and increased the interest of the iron manufacturers therein. This opened up to view the importance of better transportation facilities to and from Lake Superior, and iron ore shipments had to await transportation developments.

ORE PRODUCTION 1855-64

In 1855, the Sault de Ste. Marie ship canal, constructed because of the provisions of the federal congress of 1852 granting to the state of Michigan 750,000 acres of land to aid in its construction, was so nearly completed as to admit of the passage of boats, and as a consequence the local bloomeries were abandoned, and immediate shipments of iron ore were begun.

The local forges had been located at Forest, Collins and Marquette, and ore for these, and for the early shipments, was hauled in wagons over rough roads; but in 1856 a plank-road was constructed from the

mines to Marquette, which was later converted into a tramway, and still later (in 1857) was supplanted by a railroad, which became a part of the Marquette, Houghton and Ontonagon line. Previous to the construction of this railroad 52,000 tons of ore had been shipped to and smelted at the local forges mentioned, and the entire output of ores for the district in 1857 was only 21,000 tons; from which it can be seen that the industry was then in a very primitive condition.

With a good beginning the infant industry was ready for rapid growth, and in 1858 31,035 tons were shipped, followed, in 1860, by an amount exceeding 100,000 tons. This was considered remarkable, and the prophecies of the enthusiasts, for the future of the district, were ridiculed by the conservatives as being impossible, but the most sanguine expectations of that period have been exceeded in the actual results of subsequent operations.

In the year 1864, the product was 235,123 tons from which time the increase was rapid and will be more particularly mentioned in connection with the history of the several mines. While those older mines have been continuous producers of large quantities of ore, the field has gradually grown and been extended by new discoveries and developments, that place this district in the front rank of the iron producing districts of the world, especially considering the quality of its ores. Details of this development can be gathered from the county histories of Marquette and Baraga counties through which the Marquette range extends.

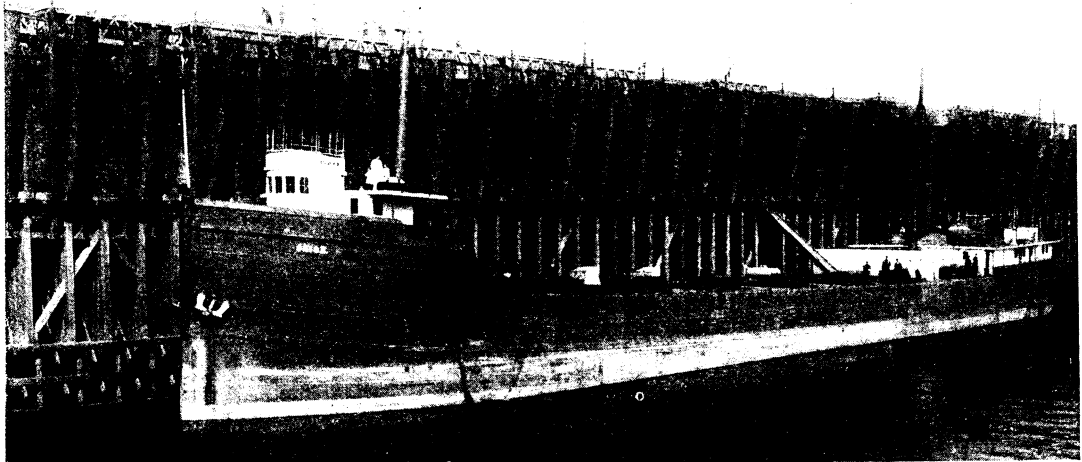
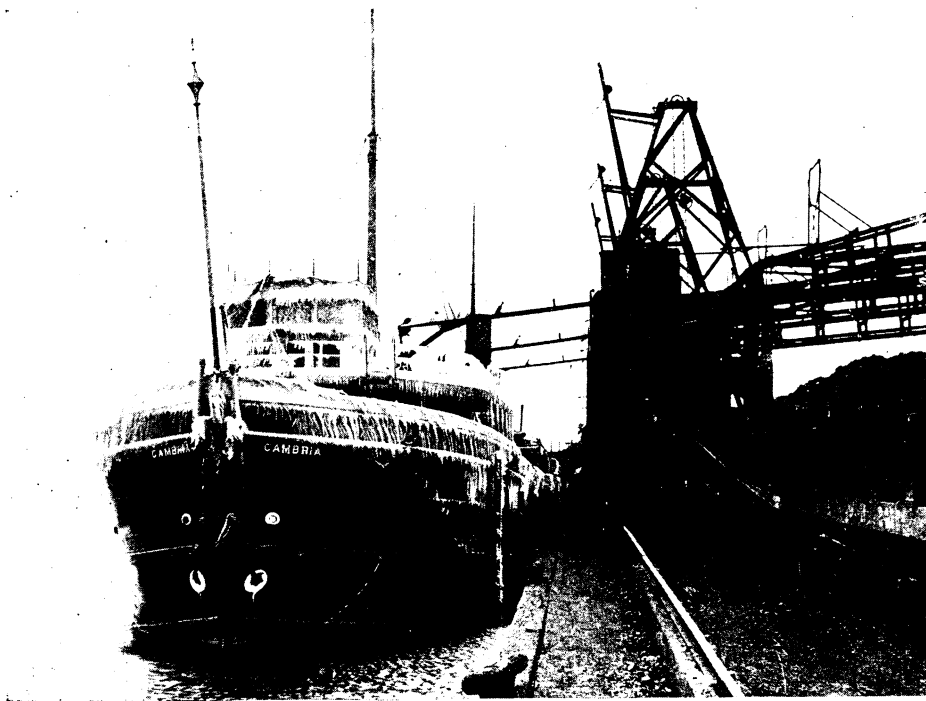
IMPROVEMENTS IN HANDLING ORE

Very naturally, because of the crude methods of operation then in vogue, early operations showed small annual production as compared to later years when hand and horse power has given way to steam and electricity; power drills have taken the place of the hand-hammer; winding engines have superseded the old whim; dynamite has displaced the use of black powder; the steam shovel has made the old hand-shovel and wheelbarrow objects of memory; cars of thirty to fifty tons capacity have supplanted the old "jumper" cars of five or six tons, and the lake freights are now handled with magnificent boats, as illustrated by the chapter on transportation.

Whether cheaper ore is the result of the improved systems and conditions, or whether the improved systems have been introduced to meet the demands for cheaper ore, is of little consequence; but the result of operations has been to very materially reduce the cost and price of iron ore, which, at the beginning of the iron history of this peninsula, sold as high as twelve dollars per ton.

THE MENOMINEE RANGE

The Menominee range is second in order of discovery. The first discovery of iron ore upon that range was at the location of the Breen mine at Waucedah, now in the county of Dickinson, but then in the county of Menominee. This range extends throughout the counties of



HANDLING ORE AT THE GREAT ESCANABA DOCKS

Dickinson and Iron and has steadily developed its ore-producing area, as well as the product of its mines from its first operation to the present day.

It is worthy of note that early residents of what was then Menominee county became enthusiastic champions of the iron prospects of the Menominee range, at a date when the geologists seem to have been so over-awed by the results in the Marquette range that they reported that the deposits of the Menominee range would not develop into commercial importance. Among the most prominent of those early residents to bring to the attention of the world the iron interests of this then prospective field were Bartholomew (Bartley) and Thomas Breen and Judge E. S. Ingalls, the latter of whom was active in publishing news of the conditions and the former of whom were both active in the work of exploration and the field of discovery.

FIRST COMMERCIAL DISCOVERIES

The Breens were prominently engaged in woods work as timber inspectors and cruisers. In the year 1866 they discovered the outcropping of ore at the Breen mine, but there were no railways within the county of Menominee, the location was far inland, and, as a consequence, development of the locations had to practically await the coming of a railway. The nearest feasible lake port was at Deer Creek, the point now known as Fox, north of Cedar river. The prospectors had also discovered what appeared to them to be large marble deposits on the Sturgeon river, but a few miles from the iron discoveries. A railroad was projected from Deer Creek to the iron and marble locations, called the Deer Creek and Marble Quarry Railroad, in the promotion of which Judge Ingalls took a very active part. However, before this project had reached the point of securing capital for its construction the Chicago & Northwestern Railway entered the field, and the first mentioned project was abandoned.

THE CHICAGO & NORTHWESTERN RAILWAY

In this connection Judge Ingalls, in his "Centennial History of Menominee county," said: "When the Menominee ranges shall be opened by railroads they bid fair to become the most valuable iron districts in the United States." And he also says, that when the building of the Chicago & Northwestern Railway was assured, a petition in chancery was filed for the voluntary dissolution of the Deer Creek & Marble Quarry Railroad Company, of which he was the president, formed for the purpose of giving the Menominee range a rail connection with water transportation. Of the devoted interest of the venerable judge, Mr. A. P. Swineford, in his "Review of the Iron Mining Industries of the Upper Peninsula, says: "The late Judge Ingalls was from the start, an enthusiastic believer in the great mineral wealth of the region, and never tired in his efforts to secure its early development." To further show his faith in the future of the new iron field it is re-

corded that Judge Ingalls incorporated the first mining company to operate on this range, in 1872. It was the Breen mine and the stockholders were E. S. Ingalls, S. P. Saxton, Bartley and Thomas Breen and Seth C. Perry. Mr. Saxton explored upon the property in 1870. To Hon. John L. Buell is also due large credit for his efforts to secure the railway to the range.

The Chicago & Northwestern road was constructed from Menominee north to Escanaba in 1872, and its course through Menominee county was diverted from that along the Bay Shore, as originally planned, to its present inland route through Powers, because of the discovery of ore on the Menominee range, and with the purpose of building what is now the Menominee Range Branch of this company's railway. In order to reach the new discoveries on the Menominee range a new railway company was organized in Michigan known as the Menominee River Railway Company, which was in the control of the officers of the Chicago & Northwestern Railway Company, and this company secured from the state a grant of seven sections of land per mile to "promote the early construction of a railroad through the Menominee Iron Range."

Plans for the proposed branch were well matured, so that everything was ready for the beginning of operations as soon as the desired grant was secured. Work was begun immediately, and the first eighteen miles of the branch railway was constructed to the iron developments at Vulcan in the summer of 1877, and continued to Quinnesec, in the fall of that year.

Just at the period when the discoveries of this range were brought to the attention of the public, the government grant to the Portage Lake Ship Canal Company enabled that fortunate company to locate lands along this range, and it promptly proceeded to do so to the extent of about 400,000 acres, from which it has reaped handsome harvests of both timber and iron.

DR. N. P. HULST AND THE LOWER MENOMINEE

While awaiting the coming of the railway, explorations were conducted at numerous locations along the proposed route. In 1872, the Milwaukee Iron Company, under the supervision of Dr. N. P. Hulst, to whom is due a very large measure of credit for the activity and skill displayed in the development of this range, commenced explorations on the Breen mine under a lease thereof from the Breen company, owner of the fee, and they continued throughout that season and the season of 1873. In this last mentioned year the Vulcan mine was discovered. It was developed in 1876, in anticipation of the early completion of the railway to that point, and it made its first shipments in 1877, the year of such completion of the railway.

Of the situation, and the early operations upon this range, it is a pleasure to quote briefly from a paper written by Hon. John L. Buell, one of the very early pioneers of this region, as follows: "No more striking illustration of the rapid development of iron ore in our country, or

in the world, is observable than in the rapid opening of the lower Menominee range, and the Iron River, Crystal Falls, Gogebic and Minnesota districts, disclosing ore fields over a vast territory, which, a short time previous, if it had any appreciable value in the eyes of men, was based solely upon the quantity and quality of pine timber standing thereon.

“The first exploring party to enter the territory embracing the lower Menominee range was Dr. N. P. Hulst of Milwaukee. As a representative of the Milwaukee Iron Company he began active explorations with a large force of men on section 10-39-29, in the summer of 1872. The exploration was not confined to this point, but extended elsewhere along the range, consisting of test-pitting and trenching, with the exception of a long drift across the silicious formation on section 10.

THE QUINNESEC MINE

“In the fall of 1871, memorable for its devastating fires, which prevailed at Chicago, Peshtigo, and other points, the writer, in company with John Armstrong, encamped at the little spring at the north end of Quinnesec Avenue, on the present site of the village of Quinnesec. While Armstrong was preparing dinner (it was his turn that day) a little stroll over the bluff to the west disclosed the out-cropping of the easterly terminus of the Quinnesec mine formation. This was near the township line on the southeast quarter of section 34-40-30. This tract had been entered by Sales & Lasier, with agricultural scrip, in 1864, but the entry had been cancelled and the land withdrawn from the market, with all other even sections in this region, to enable the canal company to complete its selection. It was not until the spring of 1873 that the title to this tract was restored to Sales & Lasier, and in May of that year, exploration was begun by the writer of this paper, with a force of fifteen men, and prosecuted until a deposit of blue ore was discovered, on the 3d day of August in the same year. Where the ore was first struck it had a width of eleven feet of clean ore, a jasper horse four feet in width, and then one foot more of clean ore. Seventy-five feet east the deposit had a width of thirty-three feet. The analysis of this ore gave sixty-six per cent metallic iron, four per cent silica and .013 per cent phosphorus.

“In the spring and summer of 1874 fifty-five tons of it was hauled to Menominee on sleds and wagons, and smelted in the furnace at that point, with a mixture of Jackson hard ore and Winthrop. The last furnace charge was entirely of the Menominee range ore, thus establishing its tractability. Robert Jackson, superintendent of the furnace, spoke in the highest terms of the quality of the ore. This was practically the first test of standard ore from the Menominee range, and was the incentive to rapid and successful exploration along the entire formation.”

From Mr. Buell's paper we also gather the following facts as to early developments, aside from the work of the Milwaukee company, at the Vulcan and Breen mines, as already spoken of.

EARLIEST MINES OF THE RANGE

The Breen mine was operated by the Menominee Mining Company in 1877, and shipped that year 5,812 tons. The Quinnesec was opened in 1877 and made its first rail shipments in 1878. The Emmet mine was opened in 1877, and, during 1878 there was shipped therefrom 11,523 tons. The Cyclops mine was discovered October 1, 1878, and by the 24th day of the same month was shipping 150 tons of ore per day. The Curry mine was discovered in 1878, and shipments therefrom to the extent of 13,010 tons were made in 1879. The Saginaw mine, later called the Perkins, was discovered in 1878, and made shipment of 13,492 tons in 1879. The East Vulean was opened in 1879. The Cornell mine was discovered in 1879, and it produced in 1880, 30,856 tons. The Keel Ridge mine was discovered in 1879, and shipped 11,445 tons in 1880. The Ludington mine was discovered in 1879, and the following year produced 8,876 tons. The world famous Chapin mine was discovered in 1879 and in the following year shipped 34,556 tons. The Indiana mine was discovered in 1879, and produced 709 tons in 1880. The Millie mine was discovered in 1880 and produced the next year 4,352 tons.

THE PIONEER PROMOTERS

It is safe to say that in no section of the country was there a more rapid succession of discoveries and development of important mines than was experienced in the short portion of the Menominee range between Waucedah and Iron mountain in the three years from 1877 to 1880, and it is also worthy to be recorded, in recognition of the patriotic work and allegiance of such men as Judge Ingalls, Bartley and Thomas Breen, John L. Buell and S. P. Saxton, that their pioneer prophecies have been fulfilled in over-flowing measure, and their reward, at least in part, is the existence of a prosperous, progressive and productive community, built upon the foundations staked out by them.

In further testimony of the appreciation accorded to those and others active in the discovery and later development of the lower Menominee range, we will digress from the mines to speak briefly of those instrumental in bringing them into use, and in doing so will use the words of one of those early pioneers speaking of the others. They are found in the paper of Mr. Buell's already quoted from, and as follows: "This, gentlemen, concludes the tax upon your patience, but before a final closing, reference is in order to some of the by-products of this range—products more useful than ornamental. Attention is called to a few of the young men who came to this range of an early date, and in minor positions linked their destiny with its mining progress. We are proud of them, proud of their positions and prosperity, proud to think that the range can claim them, with all the enviable reputation they have acquired as practical miners—can claim them as some of its most complimentary productions. Among these we find the names of Hulst, Cole, Davidson, MacNaughton, Jones, Brown, McLean and many others. Their hair is beginning to ripen, the sight dimming somewhat, but the

purpose of their lives is still before them for a worthy and successful completion. The list of absentees of those who were identified with the early development of the lower range is a large one. It includes the names of Conro, A. C. Brown, both the Kimberleys, Foster, Williams, Stockbridge, Ludington, Stephenson, Van Schaick, Daniel Wells, Jr., Ingalls, both the Olivers, Rundle, Bartley, Breen and others not now occurring to memory. All these have crossed the dark river, and others are trimming their sails for the fateful voyage."

As to its having been a good field for the penetration of a railway, Mr. Buell says: "The delay in the construction of the road as far as Quinnesec arose from a matter of doubt on the part of capitalists as to whether this range would sustain a railroad costing, exclusive of equipment, \$475,000. The road paid for its construction in its first year of full operation, and this little stretch of railroad from Iron Mountain to Escanaba, since it began operations, has paid for many hundreds of miles of track on the western prairies." In 1880 the railroad was continued to Iron Mountain, there to receive the same year a substantial initiation into the mammoth shipments since made from the Chapin mine that had been discovered the year previous, and from there, pushing on its course through the iron formation, crossed into Wisconsin and located its stations of Commonwealth and Florence to "accommodate" the iron discoveries there, and, crossing the Brule, returned again to Michigan and, to meet the Upper Menominee range discoveries, sent one branch to Crystal Falls and its main line to Iron river, whence it eventually went northward to meet the discoveries of the Gogebic range.

In Iron county, and especially in the recent discoveries and developments in the vicinity of Iron river and Palatka, there has been a close approximation to the rapidity of discovery and development on the lower Menominee range, as already described, but of this later development, as well as of that of the individual mines of the lower range, more will be said in the histories of the several counties which are included in other chapters of this work, and, keeping to the purpose of this chapter, to mention generally the course of discoveries and development of the various iron regions of the peninsula, we pass on to the

GOGBIC RANGE

The iron-bearing formation of this range, different from the broken and irregular formation of the Menominee, is very regular and extends almost continuously for a distance of about eighty miles, from Lake Gogebic, Michigan, to Mineral lake, Wisconsin. The developed portion of this formation is only about one-fourth its entire extent, and extends from Castle mine on the east, in Michigan, to the Atlantic mine, in the west, in Wisconsin. The general course of the range is a little north of east and a little south of west.

As an illustration of the generosity with which nature filled the Upper Peninsula with mineral-bearing measures, ore is found in the north limit of the iron formation, near the village of Wakefield, within three hundred feet of the trap rock of the Copper range.

As in the Menominee Range ore was first discovered by the Breen Brothers while on a timber cruise, so in the Gogebic Range it is said the first ore was discovered at the site of the great Colby mine, in 1880, by a lumberman who is reported to have informed Captain N. D. Moore thereof; and this gentleman is generally credited with the discovery. This section of the country was then a wilderness and far inland, and being then a part of Ontonagon county, was far from the county seat at Ontonagon. Upon the site of this discovery the Colby, the first mine to be developed on the Gogebic Range, was later opened up, and promptly took front rank with the heavy producing mines of the older ranges. Its development, however, had to await the coming of the steamhorse and iron-rail which first made its appearance in 1884, in the corporate form of the Milwaukee, Lake Shore and Western, which was later acquired by the Chicago & Northwestern Railway Company.

On the coming of this railway a tide of emigration set in that soon made populous villages, while explorations for iron were carried on with an activity worthy of the success attained, and here, too, discoveries were frequent that developed into profitable mines. In the year of the coming of the railroad (1884), the Ashland mine was discovered, and in the following year it shipped 6,471 tons of ore. The Norrie was opened in 1885, and shipped that same season 15,419 tons of ore. The Aurora was opened in 1886, in which year the Newport, then called the Iron King, was also opened and began operations. Other discoveries followed along the range in quick succession following the range easterly into Michigan and westerly into Wisconsin, until the range at the present day has twenty-three producing mines.

GRAND TOTAL OF PRODUCTION

The total shipments from all the iron mines of the Upper Peninsula now reach more than 13,000,000 tons, which, in 1909, were thus divided among the three ranges: Menominee, 4,875,385; Marquette, 4,256,172; Gogebic, 4,088,057. Since the first shipments were made the production has been as follows: Marquette Range, 91,903,991 tons; Menominee, 71,313,115; Gogebic, 60,820,503. Grand total, 224,037,609 tons.

The progress made in the methods of mining during the mining history of the Upper Peninsula, have not been confined alone to the object of cheapening the cost of production, though wonders have been accomplished in that direction, but they have followed also the lines of safety to and comfort of the mining employees; and in this direction are noticed improved safety appliances upon mining machinery, wherever the same is possible, and the use of steel shafts and cement buildings, in the place of the wood formerly used, tending largely to reduce the danger from fire; and besides these the numerous club-houses, libraries, and other quarters provided and maintained by the progressive mining corporations for the comfort, entertainment and enlightenment of their employees, attest a spirit that speaks volumes for the future prosperity of the mining localities, and that harmony between employer and employee so essential to their mutual welfare.

CHAPTER XVI

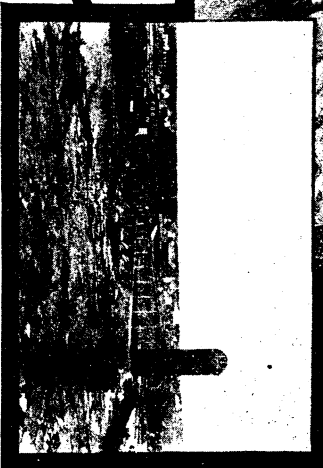
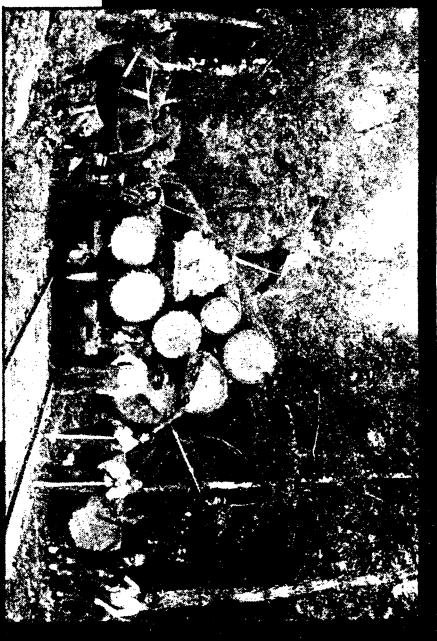
THE LUMBER INDUSTRY

RUTHLESS DESTRUCTION OF TIMBER—INDUSTRY FOUNDED IN 1850—IMPORTANCE OF MENOMINEE DISTRICT—IMPROVED TRANSPORTATION FACILITIES—NOW AND THEN—EARLY BUYING OF PINE LANDS—PIONEER LOGGING CAMPS—LOG DRIVING—FIRST AND MODERN MILLS—PIONEER AND GREAT LUMBER COMPANIES—MENOMINEE RIVER BOOM COMPANY—THE PINE LUMBER BUSINESS—ESTIMATE OF PENINSULA PRODUCT.

Michigan has been notoriously a lumber-producing state, and the Upper Peninsula, notwithstanding its buried treasures of copper and iron (the richest in the world for the territorial area), presented possibilities to the early lumbermen equal to the most favorable of lumbering locations. A very large proportion of the territory was heavily timbered, and it is safe to say that if the timber that has been cut in this Peninsula was today preserved in live-timber growth it would be worth more than all the wealth of all the farm, city and town property, including factories of every kind, but not including mines.

RUTHLESS DESTRUCTION OF TIMBER

To the eye of the first lumberman the stately white pine was about the only kind of lumber worthy of consideration, and, as to that, there are men in the Peninsula now, who commenced lumbering here in the fifties, who vouch that in those days the white pine was so abundant,—the area so large and the growth so heavy and tall—that no one thought it could ever be cut. It was a short step from that seeming unlimited supply of one of the most valuable of forest productions to this time, when white pine trees are few in this land of their nativity. The universal idea that the supply was unlimited, the liberality of the government, to the degree of laxness, in allowing this natural resource to pass in unlimited quantities into private ownership for the mere pittance of \$1.25 per acre, and the coming of the period of rapid world-development, creating a vast demand for lumber, just as this valuable timber became obtainable, were responsible for a wasteful extravagance almost if not quite inexcusable.



A Lake Lumber Camp
When the Logs Come Down

The Dump

Giants of the Forest
Great Water Power

The company of Mr. Steffenson (Thorburn?)

True, vast fortunes were made by a few men, who were in at the opportune time and appreciated the opportunity; and prosperous communities have developed largely as the result of the activities initiated and carried on by them, but, had there then been exercised even a small degree of the care and conservatism of the lumberman of today, as much or more could have been realized as has been, and at least half the standing pine could have been preserved, and, standing, it would now have a value of twenty-five to fifty times its original cost. Large tracts of pine timber would cut an average of 250,000 feet per 40 acres, and the government price was \$50 per 40, which would be 20 cents per thousand. Good white pine on the stump today is almost priceless, varying according to quality and convenience of access at from \$10 to \$25 per thousand.

The opening of the mines opened also a field for smelting furnaces, which, in turn, created a demand for charcoal. A number of furnaces were constructed in various parts of the Peninsula, and, as a result, large areas of hard-wood lands were stripped of their timber contents, and the beautiful maple, birch, beach and other hard woods were ruthlessly piled into kilns and burned to coal. A stumpage price of 25 cents per thousand bought many, many a large tract of beautiful hard woods for charcoal purposes, as late as the seventies, which, if standing today, would be worth at least fifteen times that amount. But the era of charcoal blast furnaces was short, for the owners of timber land soon learned that the methods adopted by the lumbermen would make quick work of the white pine, and that then other woods must take its place. The Peninsula contained a very large variety of woods, many of which have proved valuable for lumber, shingles, etc. As already mentioned, pine was the timber to which value was first given, and it is true that, as to most sections of this Peninsula, other timber standing on the land with pine was not reckoned in fixing the value of the land. In fact, for years after government lands came on the market at \$50 per forty, few forties were purchased except for the pine that grew thereon, and, in the mining countries, except for the prospects of mineral.

It was many years after the mills of the Peninsula began active operations, before hemlock, now a valuable lumber product, was given any recognition in the making of transfer values, and it is only within the last thirty years that cedar lands came into good demand, though they have been now, in large part, cut over.

INDUSTRY FOUNDED IN 1850

Prior to 1850 very little was done in the way of lumbering in the Upper Peninsula, and for very good reasons, either of several of which is sufficient. In the first place, settlement of the adjacent states was so little advanced that they made slight demand for lumber, and, next, transportation facilities were inadequate, but, perhaps the best reason is found in the fact that until the government land surveys had been completed and the lands put upon the market there was no way to ob-

tain title to the timber lands. This last mentioned obstacle being removed close to the half century mark, the decade from 1850 to 1860 saw large purchases of timbered lands, and the construction of numerous mills.

Prior thereto there had been small mills constructed at various places, principally to accommodate local demand, but furnishing some surplus to be sent to such market as could be obtained. For those mills the timber, of course, had to come from the public lands. In those days the river and harbor improvements and the magnificent freighting vessels of today were not even dreamed of, and such lumber as was shipped was, as a rule, loaded twice, first on a lighter that transported it to and delivered it upon the sailing craft anchored in deep water to receive it.

Of those early mills mention will be made in the histories of their various localities, and it should be considered that lumbering in this peninsula, in a commercial sense, had its beginning about the year 1850 to 1855.

IMPORTANCE OF MENOMINEE DISTRICT

At the present time, and for years past the lumbering business is and has been distributed all through the Peninsula, on railroads and rivers as well as at lake ports, but in the beginning of the industry it was almost wholly confined to points along the lake at the out-let of drivable streams. Menominee has at all times in the history of lumbering in the Upper Peninsula, been and still is the most important point in this industry, and the south and southeast shore of the Peninsula has been the scene of a very large percentage of all the lumbering that has been done. This has been the natural result of the physical construction of the country, which, as has already been described, drains the territory from the water shed within a few miles of Lake Superior, south to the waters of Green bay. So, too, Menominee has been the principal lumbering point because, from its location at the mouth of the Menominee river it has, jointly with Marinette, on the Wisconsin side, had the supply of timber from the vast area drained by the Menominee and its numerous large tributaries, among which are the Brule, continuing on the state boundary, the Sturgeon, Paint, Iron and Little Cedar on the Michigan side, and the Wausaukee, Pike and Pembine on the Wisconsin side. Nearly all this large territory was natural pine country, but in a considerable part of it, the pine of most excellent quality was interspersed among a fine growth of hard woods. There were many large tracts of solid pine growths, and, throughout the swampy portions, solid bodies of cedar and tamarack. Cedar of fine quality was also found growing among the hard woods in many parts of the country. The Escanaba is the next river of importance in this connection, and this, too, with its numerous tributaries, has contributed vast quantities of lumber to the commerce of the world. Other rivers of importance that have served as nature's highways for the transportation of her products to points on the Green bay shore are Ford, Manistique and Cedar rivers. The lumber industries of each receives specific men-

tion in the history of the respective counties. The Ontonagon is probably the most prominent from a lumbering standpoint, of the rivers flowing north.

IMPROVED TRANSPORTATION FACILITIES

At first only the timber that was close to the streams was considered desirable, but as operations proceeded, transportation facilities improved, and the demand for lumber increased, longer hauls of logs to the river were made, and interior mills were constructed at convenient junction points of rail and water, or on railroads in lumber districts distant from rivers. Logging railways were also constructed on which to haul the timber growing in considerable tracts distant from the river, which last method has been very generally adopted by the large mills in the interior to haul logs direct to the mills, as well as by river lumbermen to put into the river such logs as are so far from a waterway that rail hauling is less expensive than that by teams.

NOW AND THEN

A very recent innovation in log-hauling is the use of monster traction engines, by means of which vast sleigh trains of logs are hauled from forest to mill on ordinary logging roads without the use of either tram or rail. This enables the operator to cut a road into the heart of a timber body of any kind or kinds of timber, cut the land clear of every marketable variety, and haul the entire product to his mill or market. A number of these powerful engines are in use now in the Peninsula, and their use is nicely illustrated in the accompanying cuts showing the tram hauling the logs from the forest to the roll-ways near the mill at Cedar river, in Menominee county.

This method is quite in contrast with the ox team and travois with which early hauling was done, and even with the later methods of heavy team hauling on iced roads, and has its advantages over the logging railway in that it gets more readily into the source of supply. The engine is of great weight and propels its train by means of an endless chain which is run under its heavily weighted wheels.

EARLY BUYING OF PINE LANDS

In lumbering the log must be secured from the forest before it can be put to the saw, and so, in the history of lumbering, by our great lumber companies, the title to the timber had to be first secured before the log could be cut, at least proverbially so, though it is common in lumber circles to say that in those palmy days, before the value of the timber was appreciated by the officers of the government, there were lumbermen who would buy a forty and cut a section. No doubt the practice of trespassing upon the government lands was indulged in to quite a large extent; still the practice can hardly be charged against the lumbermen as a whole, but rather against unscrupulous individuals, some of whom were later brought to the bar of justice and made to ac-

count for such misdeeds as the government could establish against them by proofs.

As to the purchase of the lands from the government there was much strife between the early lumbermen, not because of there not being pine enough for all comers, but to secure the nicest timber adjacent to drivable streams; and, in the very early days, near the mouth of those streams, so that it could almost be said the timber was fallen from the stump into the mouth of the mill.

A good illustration of the methods then in vogue is found in a story of actual experience written by John J. Sherman, now deceased, late of Marinette, Wisconsin, while seeking pine on the Michigan side of the Menominee, and only about five miles from the river's mouth. The story is as follows:

"My first interview with the grand old river was at Chappie Rapids early in November, 1853, when I came over from Peshtigo, where I had landed from an old lumber brig sailed from Chicago by Captain Murphy, a most excellent sailor of those early days. We left Chicago under full sail with a brisk south wind, and early the second night out were at Port De Morts, or Death's Door. In the act of coming up to the wind to enter the Door we were met by a gale of wind from the northwest; the old brig failed to come in stays, and the captain was obliged to wear ship, and, in doing so, we passed out within twenty-five feet of the Door bluffs, reaching the open lake where we sueded under bare poles until we were abreast of Milwaukee, when the wind abated sufficiently to enable the captain to again make sail and again head her for Green Bay. The wind was very light and always ahead, so that we were nearly six days in reaching Peshtigo anchorage. The passengers were my three uncles, brothers of Henry Bentley, and myself. We landed safely and proceeded to walk up to the Peshtigo mill. Met Henry Bentley a mile or two below the mill where he said he was out looking for the oxen, thinking he might find one fit for beef. There were no regular supplies of fresh meat in those days; an occasional fat ox, and in the season quite a plentiful supply of good fat vension which the Indians killed in abundance.

"Shortly after landing at Peshtigo, together with a party of five or six men, I came over to the Menominee river to examine and locate pine timber lands at the Chappie Rapids. We met Dr. J. C. Hall who then was living in a small house on the high ground about forty rods below the present catch-marking gap of the Boom Company, which is the Menominee end of the second, or old dam. The doctor had gone up the river from his place in a canoe, or dugout, of fairly good size, and had assumed the commissariat of the party. Now, while the doctor was a most bountiful provider in his own house, or generally in camps, he was the hardest man to go on a tramp with that I ever met. On this occasion he had provided a chunk of salt pork, about fifteen pounds, a couple of pounds of tea, a tin kettle to boil water in, and intended a fairly good supply of hard-tack for a company of six men for a week, but inadvertently the bag of hard tack had been left behind. The doctor had his fowling piece with him, and we found in the canoe a bag such as shot usually comes in, holding fourteen pounds of shot, nearly full of hard bread which had been carried in a pack until it was reduced to a powder; so the doctor thought we could get along. We would only need two meals a day and that would be a fairly good slice of the salt pork, one pinch of the powdered hard tack and a cup of tea, upon which we would start out in the morning and tramp and estimate pine timber all day. At night we had a supper similar to the breakfast. The second morning Mr. Bentley said to me, 'John, I shall have to go back to Peshtigo as I left things there pretty slack and it won't do for me to be away, the other boys will stay and you will get through in a day or two.' I said 'All right I can stand it, if the rest can.' That night Sands Baker, a cousin of mine and one of the party, suddenly remembered that he had left some work unfinished at Peshtigo and he would have to leave the next day, and Terry Fox and Tom McCarthy left at noon without any excuse. I began to see a grim humor in the situation and set my jaws together and said to myself, 'Old man I will stay as long as you do, or die in the attempt,' and I did. Saturday morning we ate the last morsel except two small slices of pork, and started

out for our day's work. I had to buckle my belt up two or three holes, but we put in the day, and as we came into camp that night the doctor shot a partridge, the first game we had been able to get. We dressed that partridge; the doctor divided it in the middle, gave me one half, and we proceeded to broil it on the coals, seasoning it with the small slices of pork, and it was the sweetest morsel I ever ate. After our supper the doctor said we would go down the river to Pete Lemeres and write up the minutes of the lands we had examined, supposing they would have candles for light; we found they had not one in the house, but Mrs. Lemere said she had some fat pork Pete had brought up from the mouth that day, and that a slice of that would burn and give us a light. So she proceeded to cut some long narrow strips of fat pork which we lighted the end of, one at a time, and the doctor proceeded to write up his minutes occupying the time until about half past eleven o'clock when he remarked that those minutes ought to go to Peshtigo that night, as the mail boat would pass sometime the next day and that unless they were gotten to the land-office at the Sault Ste. Marie soon, the Soo Canal Company, who had a crew of men examining the same lands, would get ahead of us and we should lose our hard work. I said 'All right, I can carry them over to Peshtigo right away.' Pete Lemere set me across the river in a canoe and showed me the trail which I could only see with my feet, as it was one of the darkest nights I ever experienced. I could feel the bushes on either side with my hands and feel the path with my feet. As it was a pony trail and some several inches deep, I succeeded in getting over to the Peshtigo river at Place's Rapids. From there it was four miles down to the Mills, where I arrived about four o'clock in the morning, and was soon in bed and fast asleep. I was awake at breakfast time, which was not quite as early on Sunday morning as on other days of the week. I hunted up Uncle Bentley and gave him the minutes, when he said Si Brooks would be along in the 'Scott' that afternoon with the mail for Green Bay and that I would have to get ready and take the minutes and the land warrants; go down to Levi Hales, who kept a fishing station at or near the mouth of the Peshtigo; keep a sharp lookout for the 'Scott' and when she came along get Hale to send me out to her with a seine boat. The 'Scott' came along with a light breeze about four o'clock in the afternoon, and Mr. Hale very kindly set me aboard of her, whereupon I found the Soo Canal Company cruisers already on board of her having finished their work and on their way home with their minutes of examinations. I discreetly kept quiet about my business, learning from their conversation that they would go to Chicago, thence to Detroit, and thence by steamer to the Soo. I decided that I would go to Milwaukee and take my chances of getting a steamer to the Soo direct. It took two days' time to go from Green Bay to Milwaukee. We made rather a quick trip and arrived in Milwaukee same afternoon on the second day. I went direct to the steamboat office and was delighted to learn that the steamer 'Garden City' was expected along that afternoon for the Soo direct. She came about four o'clock, whereupon I took passage and in due season I arrived at the land-office. I proceeded at once to make application for my lands. There I first met Isaac Stephenson, who informed me that he was there to enter lands upon the Menominee for the Ludingtons, and that he had no doubt they would be glad to have him bid on any lands I might wish to enter. I said of course that was his privilege, but immediately began to improvise a list of lands of which I knew nothing, and which did not include the list which I had come to enter. In a short time, however, Isaac informed me that he would not interfere with my lands. I then went on and made my application and secured the entire list. We remained over night at the Soo and in the morning there were six inches of snow on the decks of the steamer. They put out, however, and we run down to the Beaver islands which were then inhabited by Mormons. There was a hurricane of wind and we remained there several hours, but the captain fancied there was something wrong with the inhabitants, and started on our course notwithstanding the storm. Mr. Stephenson has since told me there was a plot to seize the steamer and her cargo. I knew nothing of it at the time. I went some three miles out on a logging road with an acquaintance I had made on the boat, and was not molested. That winter I went to Lake Noqueray and worked in a logging camp there, the first on that lake where many million feet of lumber have since been taken out."

PIONEER LOGGING CAMPS

The methods of early lumbering divided the work to accord with the seasons. The lumbermen entered the woods to cut and haul to the

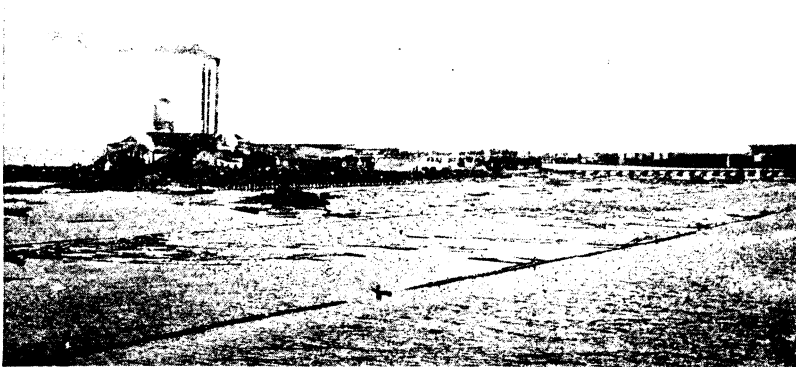
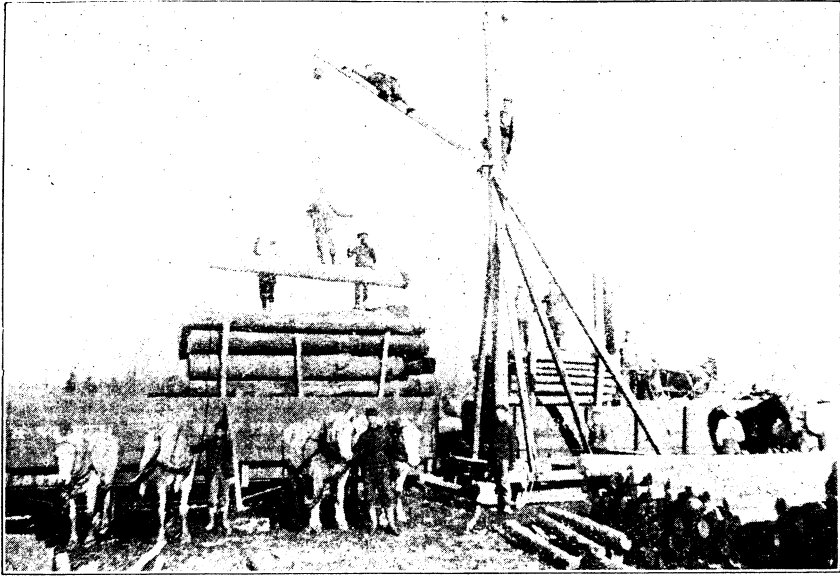
river during the winter the logs that should be sawed the following summer. Throughout the long winter months the men lived in the warm but rudely constructed logging camps, usually built of logs and covered with bark, and from this method of living they were called "Shanty Boys," and "Lumber Jacks." Their hours of work were controlled by the amount of daylight, and teamsters had to have their teams fed and cared for, and every one had to be "on the job" as early as daylight.

In many of the early logging camps the table fare was very plain and monotonous, consisting largely of beans, salt meats and bread, but as times progressed and competition entered largely into the field, so that in order to keep men they must be well fed, the table fare was greatly improved by the furnishing of fresh meats, and a variety of vegetables, sauces, pastry, etc.; so that for many years the majority of the "Lumber Jacks" have set down to more sumptuous meals during their camp life than during that portion in which they live at home with their own families.

As methods of logging improved and oxen largely gave way to horses for the hauling of logs, strife and competition between teamsters and even between camps, gave zest to the work; between teamsters in the appearance of their teams and the size of loads they could haul, and between camps as to which could put in the largest amount of logs during the season. Notwithstanding the fact that the camp life meant a steady drive of hard work during every minute of daylight, and notwithstanding that work was often impeded by snow that fell to the depth of four or five feet, and the weather sometimes fell to twenty degrees below zero, and even at times to thirty degrees or more, there was much in the camp life of those early days that clings in pleasurable memories to the boys who have now become old men and are scattered throughout the world. The evenings were necessarily short, for, in order to meet the requirements of early rising, the bunks built in tiers upon the sides of the sleeping camp must be early occupied; but there was much of song and story in those evenings that endears camp life to those who experienced it, and many warm friendships were established that will endure as long as life lasts.

LOG DRIVING

While the "boys" were in camp the lumber villages were usually quiet; they existed as best they could during the winter, but became the scenes of activity when "the boys came down" in the spring. The spring "drive" was at first not a matter of great importance, as the logs were banked so near the mouth of the streams; but as operations extended "up river" and onto the branches and small creeks, it became all-important, for the operation of the mills depended on the coming down of the logs, and, to accomplish this, river improvements were made, including the construction of dams with sluiceways and gates for the control of the water. The "drivers" had to be on hand at the breaking



LUMBER SCENES OF TODAY

1. Loading

2. Loaded

3. In the Sawmill

up of the ice, and the coming of the spring freshet, in order to get the logs out of the creeks and over the rapids of the river during high water. As river driving was, at best, dangerous, the men that undertook that work were always a husky lot of fellows. They always dressed for the occasion, and were a picturesque lot, with their mackinac jackets of various brilliant colors, their trousers chopped off a little below the knee, or torn off and fringed, and with their foot-gear, variously constructed according to the nature of their work; some with tall boots of either rubber or leather, but most of them with heavy woolen socks and heavy leather boots or shoes, into the soles of which were driven steel corks that protruded for the length of about half an inch for the purpose of enabling the wearer to not only secure a foothold for himself upon the logs upon which he had to work in the water, but also to enable him, by the combined use of these corks and a long pipe pole, to control the movement of a single log upon which he would ride to direct its course. Often, in the flood-time, logs would go down so rapidly with the current of the stream that they would gather upon rapids and lodge there, and the succeeding logs would pile one upon another and by the force of the water and the resistance of the logs ahead they would be thrown almost vertically into the "jam"; in fact, be piled and heaped up and so crisscrossed as to make an immense mass that to look at would seem immovable. Many times have these log jams occurred and filled the river for miles, including, in a single jam, many millions of feet of logs. To break these jams was a work that required the skill and experience which only river drivers could have, and even to the most skilled of those the work was hazardous; for they must work in front of this immense jam and loosen the key logs in order to start the mass to moving. With the greatest of care, sometimes when the start comes it is with such force and in such a manner that the most skilful operators are thrown beneath the logs and lose their lives in the rapid current of the stream. Such occurrences have been known where the men involved were drivers of twenty years' experience, and supposed to know practically every detail pertaining to the work. On the coming down of the drive in the spring the mills would be in readiness to receive the logs; always having received a thorough overhauling and repairing by the millwrights, so as to be, as far as possible, ready for a continuous season's run.

FIRST AND MODERN MILLS

The first mills in the Peninsula were crude affairs as compared to those of later date, but with the growth of the industry and with the settlement of surrounding states, creating a demand for lumber, improvements in mills and milling facilities, as in logging operations, kept pace with the times. In the early mills the log was hauled onto a roll-way adjacent to the saw, by the use of a horse, and then, on the roll-way it was rolled to the saw and there adjusted upon the saw carriage, by men with cant-hooks. The saw was usually a single circular saw, from

which the lumber was carried away by hand. These crude mills with which operations began were soon superseded by those with improved machinery until the logs were brought from the river into the mill by means of an endless chain operating over a long slide. There they were received by a scaler, who scaled them and recorded the scale, and if they were of different ownership the scales were kept separate according to the mark upon each log indicating its owner. As improvements in milling developed, the gang saw was introduced, and thereafter the band saw, as well as the steam feed—the product of a local inventor, Mr. D. C. Prescott—to meet the demands of the occasion; whereby the log moves automatically, and with great rapidity, against the saw, on the carriage of which the log is also turned automatically by machinery under the control of the sawyer, who operates it with a view to making the log produce its utmost of the best grades of lumber. Throughout the mill, all subsequent operations are performed by machinery and the various kinds and grades of lumber product are carried to their respective departments by machinery, acting automatically; the slabs and waste edging being diverted to the wood saws where they are cut up for use as firewood. To an operator of a saw-mill in the very early days, who has not seen the gradual development that has been accomplished, the modern mill is a wonder of the world.

PIONEER AND GREAT LUMBER COMPANIES

As to the early saw-mills of the Peninsula, Menominee seems to have been far in the lead in point of time; the first having been built in 1832 by Farnsworth & Brush, and the second in 1841, by Charles McLeod, while the first mill on the Escanaba was built about 1841 and the second in 1844. A saw-mill was constructed on Beaver island by the Mormon Settlement about 1849 or 1850, to supply local demands, and the first mill at Ontonagon was built in 1852, with a capacity of five thousand feet of lumber per day. Those mills were perhaps suitable to the needs of the times, but were trivial affairs when brought into comparison with an up-to-date mill of the present day, or even with those in the palmy white-pine days of twenty years ago.

In the decade from 1850 to 1860 lumber manufacturing began in earnest, and it was in 1851 that the N. Ludington Company, one of the great lumber corporations of the Peninsula, was organized and took over the mill that had been constructed at Flatrock (Escanaba) in 1844, by John and Joseph Smith; Daniel Wells, Jr., of Milwaukee, was the official head of this company at the time of its organization, and continued his connection with it until his death, his activities covering almost the entire history of white pine lumbering in Michigan. Hon. Isaac Stephenson, of Marinette, at present United States Senator from Wisconsin, has also been identified with this company almost, if not quite, from its organization, and may be said to have been its active head throughout the company's successful history. The N. Ludington Company was the pioneer of the large lumbering corporations, and has

outlived all its early great competitors, being still actively engaged in manufacturing lumber, and with timber to insure a supply for several years to come. In addition to its mill at Escanaba, this company also early entered the Menominee Valley district, and constructed its mill at Marinette, Wisconsin, in the years 1856 and 1857.

At the same time, the forerunner of another of the large corporations came into the Menominee field, in the person of Abner Kirby, of Milwaukee, who commenced building in 1856 and began sawing lumber in Menominee in 1857, in the mill which, in 1861, became the property of the Kirby, Carpenter Company, on its organization. Hon. Samuel M. Stephenson had become interested in this mill with Mr. Kirby in 1859, and with Mr. Kirby and Messrs. Augustus A. and William O. Carpenter, organized the Kirby Carpenter Company, which was for many years conducted under the active management of Mr. Samuel M. Stephenson, and which grew in business capacity until its two monster mills, with accompanying planing mills and machine shops, about twenty years ago, ranked as the most complete lumber manufacturing plant in the world; its property then exceeded in value \$6,000,000, and was probably worth nearly double that figure.

In the same year, 1856, the New York Lumber Company constructed a large mill at the mouth of the Menominee river, on the Wisconsin side, the same being the property more recently owned by the Menominee River Lumber Company, and in which many men of great prominence in national, state and great business affairs have been interested, including H. H. Porter, early the general manager of the Chicago & Northwestern Railway Company; Jesse Spalding, lumberman, banker, and at one time collector of the port of Chicago and and Philetus Sawyer, capitalist, lumberman and for a long period United States senator from Wisconsin. While this mill is on the Wisconsin side, it has been closely identified with Michigan interests and has drawn largely upon the Upper Peninsula for its timber product.

As the individual mills will be written of in the chapters on the respective counties we will, in this instance, pass the construction of some mills, which though prominent factors in the lumber world are not to be compared with those of the great lumber companies.

In 1863 the first mill of the Ludington, Wells and Van Schaick Company was built in Menominee, the company being formed of Daniel Wells, Jr., of Milwaukee; Harrison Ludington, of the Cream City, later governor of the state of Wisconsin; Isaac Stephenson, and Robert Stephenson. The company was then known as R. Stephenson and Company. Later Isaac Stephenson conveyed his interest to Anthony G. Van Schaick, and in 1874 the Ludington, Wells & Van Schaick Company was organized and took over the property. This company promptly constructed an additional mill, and the two had a sawing capacity of 35,000,000 feet of lumber per year; and the company, under the active superintendence of Robert Stephenson, became a prominent factor in the lumber-producing world.

Having mentioned three brothers, Isaac, Samuel and Robert Stephenson, as being severally identified with three of the largest lumber corporations that ever existed in this northern country, it is proper to record that these gentlemen were products of the lumber sections of New Brunswick, and came to the Upper Peninsula as young men, with practically no education except such as experience in lumbering afforded them, but with an abundance of energy and common sense, and just as opportunities for fortune making were opened up by the placing of our pine lands upon the market. This is not the place for their biographies, but it is proper to say that all three made good in the lumbering world, and, although the mills in which they were severally interested were owned by great corporations, they were known and universally spoken of as "Ike's Mill," "Sam's Mill," and "Bob's Mill," and by many of the old settlers these mills are so known and referred to today, going further, to be specific, by saying—"Sam's New Mill," "Bob's Old Mill," etc.; and, to all old settlers, these men were "Ike," "Sam" and "Bob;" even after Isaac held down a seat in Congress and then in the United States Senate, and Samuel also became a member of Congress.

MENOMINEE RIVER BOOM COMPANY

But, to return from the lumbermen to the lumber. Many other corporations entered the field that has seemed to have an unlimited supply of white pine, with the result that that great supply diminished with astonishing rapidity, which may perhaps be best illustrated by a reference to the operations of the Menominee River Boom Company.

The company was first organized in 1866 for the purpose of improving the Menominee river and its tributaries. It was then known as the Menominee River Manufacturing Company, and in 1877 it was re-organized as the Menominee River Boom Company, and during the corporate existence of the two companies it has had charge of the handling and sorting of practically all logs that have come to the mouth of the Menominee river by water. What amount of logs was sawed by the several companies operating prior to 1866 will probably never be known.

The Boom Company's records show its first scale of the logs passing through the booms to have been in 1868, so far as the records are now accessible, and the total logs handled by all the mills on the river, according to that scale, that year, was 62,809,804 feet, scaled for merchantable lumber.

It had taken about ten years of active lumbering to bring the annual product up to that amount. In 1889, twenty-one years later, the zenith year in white-pine lumbering on the Menominee, when the Menominee was the largest lumber port in the world, the product, according to the Boom Company's scale, reached the magnificent amount of 642,137,318 board feet.

If one will stop to consider, he will realize that an annual cutting of such an amount, or nearly that amount of timber, means the destruction of vast areas of forests, and the converting thereof into large sums

of money, and it is not surprising that the white pine lumbering era was of short duration.

Efforts have been made to ascertain the total amount of lumber that has been cut from the peninsula, but without success, and accurate figures upon this point can probably never be arrived at. Comparatively accurate figures might be arrived at as to the lumber shipped from important points, but even these rail shipments of logs have formed a considerable factor for the past ten years' business, and no scale record thereof has been kept. Shipments are by weight, and the weights of pine, cedar and the various hard woods differ so materially, and there being no designation of the kinds of logs in some of the shipments, the confusion is at once so great as to render solution impossible. Then, too, for many years past many little interior mills have been shipping lumber and many jobbers have been shipping logs in considerable quantities to outside mills, while small mills at Bay Shore points have produced their logs independently of any boom company, and shipped their products by schooner or small "hookers," so that large quantities of logs and lumber have left the peninsula without any accessible record thereof being retained.

THE PINE LUMBER BUSINESS

That the pine lumber business has run into large proportions is shown by figures of what has been handled by the boom companies. The record of the Menominee River Boom Company shows the gross lumber scale of the logs that have passed its booms from the year 1868 to the year 1910 to be 10,633,315.606 feet, which vast amount has been contributed to the commerce of the world, and has returned approximately a mill-run average value of \$15 per thousand, or \$159,499,734.09.

Add to this the product of the years before this record was kept, the overrun in lumber of the Boom Company's scale, the logs that have been brought in by rail, and the products of rail-way and bay-shore mills, and the product of the Menominee river valley will approximate if not exceed \$200,000,000 worth, which is probably at least three-fourths of the product of the entire peninsula.

The vanishing of the pine forests has brought into demand the cedar and hard wood forests, and the recutting of the pine lands, so that the lumber interests of the Peninsula are still immense, and are destined to continue for many years to come. Naturally, the manufacturing is more widely distributed, and while large mills are still operating in old milling centers, many large and well-equipped mills are located inland, receive almost their entire logging product by rail, and ship their lumber likewise.

To illustrate that the lumbering business of the peninsula is still, and is destined to continue an active factor in business, the I. Stephenson Company at Wells, Delta county, in its mills, a part rebuilt in 1910, has an annual production of lumber, 100,000,000 feet; shingles, 75,000,000; lath, 75,000,000; and maple flooring, 20,000,000 feet, be-

sides 75,000 posts and 10,000 poles; and it expects to be able to continue this record for approximately twenty years.

The J. W. Wells Lumber Company, at Menominee, constructed in 1910, a mammoth fire-proof, hard-wood flooring factory, and is (1911), constructing, in connection therewith, a modern saw mill, using concrete in large quantities, with steel frame, and up-to-date in every way, with two nine-inch Prescott band mills, one eight-inch Diamond resaw, one fifty-two inch Wickes gang, shingle machine, tie mill, wood and lath mill. The maximum capacity of the mill, based on a twenty hours a day run, is, per annum, 50,000,000 feet of lumber, 20,000,000 pieces of shingles, 5,000,000 lath, and 100,000 ties, with the resultant product in fire-wood. This company has large holdings of timber lands and is continually purchasing, and expects to have a supply for at least twenty years to come.

Much more could be written of the incidents of lumber history in this peninsula but local details must be left to the history of the respective localities.

ESTIMATE OF PENINSULA PRODUCT

To arrive at the amount in feet, or in money value, of the entire lumber product of the peninsula is more difficult even than in the Menominee river section; for, in the mining regions especially, local consumption has played a large part, and the records thereof are practically a minus quantity and lumbermen variously estimate that the product of the Menominee River valley has been from three-fourths to four-fifths of the entire product. Escanaba River, which is probably the next largest, has had approximately 1,500,000,000 feet of pine and with such other data as is obtainable, it appears that to put the Menominee product at three-fourths of the whole would be not far from right, which would give us a timber product in the Peninsula, to date, of about \$250,000,000. There is no data as to the amount of timber still standing, but there are vast quantities, especially of hard woods, and a movement has been inaugurated by lumber interests to learn the amount.

CHAPTER XVII

MILITARY HISTORY

TRANSFER OF FRENCH TO ENGLISH RULE—AMERICANS OCCUPY THE UPPER PENINSULA—MEXICAN WAR—CIVIL WAR—SPANISH-AMERICAN WAR AND PRESENT COMMANDS.

The general history of this Peninsula up to the year 1814 discloses the fact that this portion of the country was almost continuously, directly or indirectly, involved in or affected by the wars and conflicts that followed, one after another from the time of Queen Ann's war to the close of the war of 1812, involving at different times the English, French and American governments and numerous Indian nations. So much of the military history of those periods has gone to make up the concurrent history of this Peninsula that to give it here would be matter of repetition, and we pass with the simple reminder that the respective grants from the governments of England and France so conflicted with each other that there arose sharp disagreements between the claimants under those grants, with the result that conflicts in the mother countries were easily transferred to this, and the bone of contention here resolved itself into the location of the division boundary and early placed this section as a prominent point in the field of contest.

The territory now known as the Upper, or Northern Peninsula of Michigan was under military rule, first of France and then England until it became a portion of the territory of the United States, at the close of the Revolutionary war; and even for a term of years after its session to the United States, by treaty, did the English government exercise its military control thereof, for purposes already mentioned.

TRANSFER OF FRENCH TO ENGLISH RULE

The transfer of rule from the French to the British was in 1760, following the contest in which occurred Braddock's defeat, the battles of Niagara, Crown Point and Lake George, and the deaths of the brave Generals Wolfe and Montcalm. The capitulation effected the surrender by the French to the British of all remaining important Canadian posts, including Michilimackinac. In the proceedings to effect the actual

transfer to the British, the French inhabitants became officious in arousing the protest of the Indians, which resulted in the Pontiac Conspiracy, which took public form with the great speech of Pontiac delivered near Detroit April 27, 1763, and in which conflict the first prominent event was the massacre of Michilimackinac, then located on the northern point of the Southern Peninsula, on the site of the present city of Mackinaw. The massacre occurred the following month, and the details thereof have been already quite fully written of. Its terrors of savagery, reeking with atrocities bathed and dripping in human blood, savagely celebrated by the practice of cannibalism, wherein the flesh of white soldiers was eaten and their blood drunk by the infuriated Indians, are too awful for repetition. The escape of Alexander Henry, a trader, was simply miraculous, he having been secreted by friendly Indians in a garret, and there preserved from discovery during a search of the garret by being covered with a lot of prepared birch baskets; and later by being adopted by one of the Indians as a brother.

After this massacre the post was unoccupied, except by the Indians and a few friendly traders who ranged this part of the country until about a year thereafter, when Capt. Howard took command and the post was again under the control of an English garrison.

As has already been written, the Northern Indians took part in the siege of Detroit, and were active in other Indian disturbances that followed, one upon another, until the breaking out of the Revolutionary war, during which war the Indians were allied with the British, and the post at Mackinac remained in the occupation of the English, and sent forward many Indians to assist in resisting the Americans; Detroit then being the western center of the British command.

Again, to write of the Revolutionary conflict, as the same pertains to this Peninsula, would be but repetition, and we mention it here, but to preserve the chronological order of the military events that have affected in one way or another the Upper Peninsula; many of the events mentioned having had practically no direct effect except to postpone the settlement of the Peninsula.

AMERICANS OCCUPY THE PENINSULA

Following the treaty of peace of 1783 the English continued in actual possession of the territory until 1796, under the pretext that the Americans had not complied with certain treaty provisions, and following the example set by the French when the English acquired the right to the territory, the English in turn incited the Indians against the Americans, so that Indian hostilities continued to keep the country in a turmoil, and the Indians made claim to all the country north and west of the Ohio, and sought to hold it by force. This resulted in action by congress, providing troops for the protection of the frontier, followed by the Indian wars wherein Tecumseh secured a large degree of united action in an Indian confederacy, claiming that all the land belonged to all the Indians, and that no nation could release any portion of it, but

that all Indian nations must join to effectuate a legal release of any territory. At this time there were but few white settlements in Michigan, one of which was on Mackinac Island when there were about one thousand inhabitants, including the traders of the surrounding country, and there was a garrison of ninety men. As has been written, the War of 1812 took active form, and an attack on Mackinac was made, and its surrender to the British was demanded, before the commanding officer at the post had any intimation of the declaration of war. General Hull has been greatly blamed by military men and historians, and may, perhaps, have been in a measure at fault for the surrender of Michigan posts to the British, but had the general government at Washington heeded General Hull's advice as to the country's unpreparedness, and its necessities in the line of military and naval defenses, there might not have been such ready surrender of American posts. It is to the credit of General Hull that in the previous winter he recommended the same course followed by the government later with such signal success, under the active leadership of Perry of the navy and Harrison, of the land forces.

In 1814 the attempt of the Americans to recapture the post at Mackinac was unsuccessful, and Major Holmes lost his life in a contest wherein he fought at great odds and with awful results, of which the general history has already made mention. After the withdrawal of the American forces to prepare adequate re-enforcements, and before another attack was made, peace came to the two English speaking nations by the signing of the treaty of Ghent December 24, 1814. The government of the United States thereafter maintained its garrison at Mackinac, and soon after the expedition of General Cass in 1820, constructed a fort and maintained a garrison at Sault Ste. Marie.

MEXICAN WAR

In 1846, on the occasion of the Mexican war the United States troops stationed at both Mackinac and the Sault were withdrawn and sent south where they joined the activities, and these two northern posts were for a time without garrisons. For this war there were also some Upper Peninsula Volunteers who went forward with the First Michigan regiment.

As has been mentioned, the Peninsula was indirectly interested in the Black-Hawk war in 1832, but otherwise than as mentioned, the military had little part in the history of the Upper Peninsula after the War of 1812, until the breaking out of the great Civil war in 1861.

CIVIL WAR

As Michigan, when admitted, was an anti-slave state, so when the war between the states broke out Michigan was among the first to respond to the call upon the patriotism of the country, and the Northern Peninsula did its full share, in proportion to its then scant population, hastening, as it were, to exercise the first opportunity to display the patriotism which the comparatively new state felt for the Union into which she fought so hard for admission.

To give the Upper Peninsula credit only for such of her citizens as were enrolled in Michigan regiments is to do injustice, yet such has been the case in some histories. At that period the lower part of the Upper Peninsula was so remote from the Lake Superior settlements and from the Lower Peninsula, because of lack of railways or other sufficient methods of conveyance, that, on the breaking out of the war, numbers of the patriots of Menominee joined Wisconsin regiments and were early in the field of action. There are a number of those patriots living today whose names are not credited to Michigan at all. In fact, in the extended account given to the topic by Andreas, in his valuable work, he has only credited Menominee county with nineteen volunteers, undoubtedly because those are all that appear to have enrolled in Michigan regiments. In the list we do not find the names of Reed, Peaks, the Caquetoshes, Easton and numerous other well known citizens who were among the many that went with Wisconsin regiments, and, therefore due consideration of these facts should be had in reviewing the number of volunteers credited to the Upper Peninsula on the Michigan military records. They are, for the entire war, as follows: Chippewa, 21; Delta, 24; Houghton, 460; Keweenaw, 119; Menominee, 19; Marquette and Schoolcraft, 265; Mackinac, 47 and Ontonagon, 254. Owing to the facts stated above, we find it impossible to give a complete list of the names of all soldiers who actually went from the Upper Peninsula, but that they ranked well is shown by the fact that among them were 68 commissioned officers.

In the military history, it appears by the Michigan records (as quoted by Andreas' history), that the nineteen volunteers of Menominee county enlisted in 1864. Menominee county was not, in fact, organized until 1863, but at the mouth of the river the thriving young city contributed liberally at the very outset of the war, but, being so remote from any other settlement in Michigan—about 350 miles with no rail connection—the volunteers mostly went with Wisconsin regiments, and on a call for a certain number of men to fill a Wisconsin company Judge Ingalls secured the required number in about an hour.

Because of the state records not showing the number of men contributed by Menominee, a list has been made up from inquiry showing eighty-two volunteers, the names of whom appear in the chapter on Menominee county.

To record the services of the various Michigan regiments in which men from the Upper Peninsula were enrolled is beyond the scope of this work, but to acknowledge their valued services, and great sacrifice, for and in behalf of the government we now enjoy and boast is a pleasure cheerfully and meritoriously recorded.

SPANISH-AMERICAN WAR AND PRESENT COMMANDS

In the Spanish-American war six companies from the Upper Peninsula left their homes on the 28th day of April, 1898, and, with ten companies from various parts of the Lower Peninsula, formed the Thirty-

fourth Michigan Volunteers Regiment, prepared to do the needful, even to the sacrifice of their lives, to protect the honor of our country and to teach the haughty Spaniards to "remember the Maine."

That little actual fighting was required of the volunteers of that war detracts not the least from the spirit of patriotism that prompted their spontaneous response to the call of the Nation's Chief.

The regiment was officered by John P. Peterman, colonel, of Allouez; John R. Bennett, lieutenant colonel, of Muskegon and formerly of Menominee; Edwin B. Winans, of Hamburg and William G. Latimer, of Manistee, majors; James A. King, surgeon, Manistee; John Robb, assistant surgeon, Calumet; Henry Roach, quarter-master and first lieutenant, Ft. Clark, Texas; Jas. P. Ryan, sergeant major, Muskegon; Kenneth McLeod, quarter-master sergeant, Calumet; Wm. H. Rezin, Iron Mountain; Geo. McElveen, Hancock, and Gilbert V. Carpenter, Iron Mountain, hospital stewards.

Company D., of the Upper Peninsula, of Calumet, had Julius E. Fliege, captain; Wm. H. Thielman, first lieutenant; Angus McDonald, second lieutenant; Charles Koppelman, first sergeant; Frank J. Kohlhaas, quarter-master sergeant; Thomas D. Richie, Allen Cameron, Chas. Guibord and Daniel Holland, sergeants; Edwin J. Collins, John R. McDonald, John Trevarrow, Herman Jusola, Henry Kaufmann and Angus W. Kerr, corporals; Axel F. Johnson and Frank M. Larson, musicians; William C. Hill, artificer, and Denis Harrington, wagoner.

Company E was from Iron Mountain, with Silas J. McGregor, captain; Thomas Touhey, first lieutenant; John O'Connell, second lieutenant; Alfred J. Holt, first sergeant; Maston A. Sturges, quarter-master sergeant; Wm. J. Hunting, Hans R. Hansen, Frank H. Sundstrom and John Oliver, sergeants; William J. Clark, Jas. Chester Knight, Charles B. Parent, Edward J. Kenney, William G. Sundstrom and Charles R. Warn, corporals; Thomas Hoskings and Robert G. Burbank, musicians; Wm. Jacobson, artificer and James Reynolds, Jr., wagoner.

Company F., of Houghton, had George Millar, captain, Charles A. Hendrickson, first lieutenant; Rudolph J. Haas, second lieutenant; Charles Thebe, first sergeant; Carl K. Rath, quarter-master sergeant; John C. Osborne, Irving J. Shields, Henry W. Hecker and John G. McFarlane, sergeants; Wm. J. Sanders, Angus McDonald, Charles B. Crawford, Carl C. Jensen, John Driscoll and Jos. N. Demaree, corporals; E. Fenner Douglass and Homer Covey, musicians; John E. Milton, artificer and Louis J. Walters, wagoner.

Company G, of "The Soo" had Robert S. Welch, captain; Henry F. Hughart, first lieutenant; Gilmore G. Seranton, second lieutenant; Wilfred T. Raines, first sergeant; Alfred H. Colwell, quarter-master sergeant; Edgar C. Lemon, Edward M. Lacey, Fred H. Smith and John K. Dawson, sergeants; Albert H. Passmore, John A. Gowen, Wm. A. Goulding, Robert C. Sweatt, Leo P. Cook and Geo. Stanley, corporals; Clement C. Wheeler and Eugene J. O'Neill, musicians; Thomas E. Roberts, wagoner and Peter Murray, artificer.

Company H., of Ironwood, had Robert J. Bates, captain; Frank J. Alexander, first lieutenant; Wm. J. Tresise, second lieutenant; Fred Brewer, first sergeant; Anton B. Nelson, quarter-master sergeant; Clarence W. Durkee, Christian P. Lee, Wm. T. H. Prout and Wm. Rodda, sergeants; Charles Richards, James Voyce, Thomas Salter, Albert Morris, Frank A. Hoffman, and Henry J. Grils, corporals; Geo. A. Scott and Olaf Hølemo, musicians; Frank Hanson, artificer, and Daniel E. Gates, wagoner.

Company L., of Marquette and Menominee, had Samuel W. Wheeler, captain; John S. Wilson, first lieutenant; James A. Leisen, second lieutenant; Denis Hogan, first sergeant; Anton Embs, quarter-master sergeant; Edward Blackwood, Charles Baker, Joseph Thomas and Ralph W. Saxton, sergeants; Elmer E. Clark, Albert C. Christophersen, Fred S. Hoar, Ralph H. Murray, Edward C. Watson and James A. Thoney, corporals; George H. Jackson, artificer; Martin J. Chilsted, wagoner, and Debonnaire Green and Carl W. Peterson, musicians.

At the present time the Natural Guard is represented in the Upper Peninsula by three companies of the Third Regiment; Company E, of Calumet, which is also regimental headquarters; Company L, of Menominee; and Company M, of the Soo. Charles P. McCaughuey, of Owosso, is colonel and John B. Boucher, of Bay City, is lieutenant colonel of the regiment.

The Third Regiment Band is located at Menominee, with Arthur H. Amsden as leader, is composed of twenty-eight pieces, and is noted as being one of the best musical organizations of its size in the United States.

Other military and naval organizations within the Upper Peninsula are the Naval Reserves, formerly stationed at Hancock, now at Wells, near Escanaba; and the United States regulars at Fort Brady, details of which organizations are given in the histories of Chippewa and Delta counties.

CHAPTER XVIII

THE HISTORIC GATEWAY

COUNTY OF MICHILIMACKINAC—MICHILIMACKINAC AND MACKINAC—EPITOME OF A CENTURY AND A THIRD—OLD FORT AND ASTOR RELICS—NATURAL PARK—ROBERTSON'S FOLLY—FORT HOLMES—ST. IGNACE—TOURISTS' ATTRACTIONS—HAUNTS OF THE SPORTSMEN—FATHER MARQUETTE MEMORIALS—OLD AND MODERN ST. IGNACE—THE SOO OF THE SEVENTEENTH CENTURY—FIRST AMERICAN (CANADIAN) LOCK—FORT BRADY—GOVERNMENT OR CANAL PARK—STATE FISH HATCHERY—THE COUNTY AND COUNTY SEAT—AMERICAN CANAL AND LOCKS—THE SOO OF TODAY—DETOUR AND DRUMMOND ISLAND—AGRICULTURAL AND LIVESTOCK FEATURES.

The eastern portion of the Upper Peninsula embracing the present counties of Mackinac, Schoolcraft and Chippewa may be called the historic gateway to the northwest. This designation applies very forcibly to the region centering in Mackinac Island and St. Ignace. From the very first, as has been revealed in the general history, priest, explorer and trader recognized that firm possession of this part of the peninsula meant stable ownership, or at least control, of the waters to the southwest and the southeast; on the one hand it was the doorway to the Mississippi Valley, and on the other to New France and New England. It was the key to expanding empires of unknown political and commercial importance.

Although the Jesuit fathers, as the pioneer white men of Michigan, first landed and established a mission at the Soo, that locality was for more than a century considered but an outpost to the region of Michilimackinac both in matters of religion, trade and kingly dominion. The Sault was only the gateway to the far Superior country whose real wealth and importance were not to dawn upon the world for nearly two centuries after the representatives of the Catholic church planted the cross on the southern banks of the St. Mary's river. Michilimackinac was the first region of the Upper Peninsula to be permanently settled and continuously developed by the whites, and until the middle of the nineteenth century it was the most important from all the standpoints of trade, commerce and northwestern control.

COUNTY OF MICHILIMACKINAC

The county of Michilimackinac, the first to be created in the Upper Peninsula, was organized under proclamation by Governor Cass, October 26, 1818, in accord with the provisions of the Ordinance of 1787. The boundaries of the county commenced at the White Rock on the shore of Lake Huron; thence along the line of Macomb county (Southern Michigan), to the line between the United States and Upper Canada; thence with this line to the western boundary of Michigan territory; thence southerly so far that a line drawn due west from the water shed between the rivers which flow into Lake Superior and those which flow south will strike the same; thence east to this dividing ground and, with the same, to a point due north from Sturgeon bay; thence south to the bay and thence, by the nearest line, to the western boundary of the territory as established by Congress in 1805. In other words, it was the Upper Peninsula and about half of the Lower. By this same proclamation the seat of justice was established at the borough of Michilimackinac. Among the first townships organized, not long after the creation of the county, was that of St. Ignace.

As established under the act of March 9, 1843, the county embraced all the territory within the following bounds: Beginning at a point in Lake Huron, south of line between ranges 2 and 3 east; thence north to the boundary to town 41 north; west to the line between ranges 1 and 2 east; thence to the north boundary of town 42 north; west to the meridian; north on the meridian line to north boundary of town 43 north; west on that town line to line between ranges 6 and 7 west; north on same town line to north boundary of town 44 north; west to line between ranges 7 and 8 west; north to north boundary of town 45; west on north boundary of town 45 north to line between ranges 12 and 13 west; south on this line to Lake Michigan; thence east along lake shore to place of beginning. The islands attached to the county were Bois Blanc, St. Martin's, St. Helena, the Chenaux, Round Island and Michilimackinac.

That great region known as Michilimackinac, or Mackinac county, was gradually cut down to its present area by the formation of Chippewa county, in 1826, and Luce and Schoolcraft in 1843.

In 1860 the townships of Mackinac county were Holmes (first organized in 1827), Moran and St. Ignace. In that year the population of the first was 831 whites, 20 colored and 442 Indians; of Moran, 104 whites and 140 Indians and St. Ignace, 76 whites and 325 Indians. In 1870 the population was: Holmes, 938 whites and 99 Indians; Moran, 373 whites and 54 Indians, and St. Ignace, 405 whites, 132 Indians and 19 colored persons.

The village of Mackinac was the first to be incorporated in the state, assuming this pioneer dignity in 1817, a year before the county was organized. It remained the seat of justice until April 3, 1882, when the following popular vote transferred the honor to St. Ignace: St. Ig-

nace, 328; Brevort, 47; Newton, 27; Lakefield, 25; Hendricks, 22. The special election of June, 1882, decided in favor of a \$17,000 loan to advance the building of the new county structures at St. Ignace. Various offers for sites were received but the committee having the matter in charge finally decided on the Marley site, corner of Prospect and Marley streets. This was a fine elevated bluff site three hundred feet square, and the cornerstone of the new court house was laid in August, 1882. At this time the population of the entire county was about 3,000.

The showing, by various years, since 1837, is as follows:

1837.....	664	1870.....	1,716
1840.....	923	1874.....	1,496
1845.....	1,666	1880.....	2,902
*1850.....	3,598	1884.....	5,171
1854.....	1,639	1890.....	7,830
1860.....	1,938	1900.....	7,703
1864.....	1,317	1910.....	9,249

The United States census for the years concluding the last three decades are by townships as follows:

TOWNSHIPS AND ST. IGNACE

	1910	1900	1890
Bois Blane township	219	236	
Brevort township	632	377	313
Clark township	876		
Garfield township	1,186	601	1,090
Hendricks township	441	727	282
Hudson township	490		
Mackinac Island City	714	665	750
Marquette township	490	445	310
Moran township	475	329	452
Newton township	838	1,046	762
Portage township	368	173	171
St. Ignace township	402	185	130
St. Ignace City	2,118	2,271	2,704
Ward 1	303		
Ward 2	648		
Ward 3	629		
Ward 4	538		

MICHILIMACKINAC AND MACKINAC

The reader has already seen how Mackinac Island became the most important military and fur-trading center on the Great Lakes, the relics of the old Astor trading house and the old fort being still classed as among the most interesting historic exhibits in the country. The old

* Population of Michilimackinac and twenty-one unorganized counties.

British-American fort stands on a steep hill at the rear of a tiny city of little more than seven hundred people, speaking of a resident population. The city was incorporated in 1899 and, with its fine hotels, which are also scattered along the beautiful drives and walks of the island, is oftentimes the gay center of ten or twelve thousand summer tourists and pleasure seekers. The island is a continuous panorama of picturesque hills, gorges and wooded rocks, but the thoroughfares are so thoroughly improved that they are considered ideal for sturdy horsemen and horsewomen, while the footfarer may take his choice of comparatively level walks along the shores, or more difficult tramps into the in-



OLD AGENCY HOUSE (HOME OF ANNE), MACKINAC ISLAND

terior. Some of the summer residences on the island, owned by capitalists of Chicago, New York, Detroit and other cities, are veritable mansions, although they are often modestly designated as cottages. The waters around the island still yield a generous supply of fish; but, as elsewhere, their natural riches have been squandered, and they would no longer attract the Red Man as they did in the palmy days of the Hurons and Chippewas.

Daily boats and huge ear ferries keep the city and the island in constant communication with St. Ignace and the mainland; making these cities, with Manistique, the only open ports on the upper waters of the Great Lakes.

Mackinac Island contains 2,221 acres, of which 911 are included in the National Park, 103 in the Military Reservation and 1,207 in private

properties. Sloping from south to north it has the appearance of a Great Turtle, by which name (Mackinac) it is popularly known.

Regarding the derivation of the name Michilimackinac, it is popularly supposed to be derived from the Indian word meaning Great Turtle. It is said that the Indians never used this word in speaking of the island, but rather designated it as Me-she-ne-mock-e-nung-gonge, which means "Island of Giant Fairies." In 1825 this extraordinary name gave place to Mackinac; from "mik-kina," a turtle.

EPITOME OF A CENTURY AND A THIRD

As the name Michilimackinac was applied to a large extent of country, with the island as its central attraction, it is still an open question whether the first Catholic mission was located on the island or at Point St. Ignace, although the weight of proof favors the latter. After the terrible slaughter of the Hurons by the Iroquois in 1649 the former, discouraged and cowed, sought the shelter of the densely wooded island, whose adjacent water swarmed with the finny tribe. A few years afterwards they were driven from their new home to the mainland by the Nadouessi; in fact, they were scourged from place to place by more warlike tribes and, like the Menominees, were prone from the first advent of the French to place themselves under the protection of the priests and the government of New France. They became fervent in the Catholic faith, and Father Marquette felt them to be his special charges. He followed them in their flights and wanderings, and established missions about the same time (1671) on the Island and at St. Ignace. The first church, however, was built in the spring of 1780. In the meantime had occurred the massacre of the English garrison at old Mackinaw, and (1779) the erection of the fort on the island. But both antecedent and subsequent events are so fully recorded in the general history that the reader is referred to this section of the work for a clear understanding of the trend of events up to the formation of Mackinac county as we know it today. But, before crossing to the mainland, a more detailed mention should be made of the intensely interesting features of the Great Turtle.

OLD FORT AND ASTOR RELICS

As one approaches old Fort Mackinac, the block-house is seen on the left which was built in 1780 by the British troops under Major Patrick Sinclair, and beyond are buildings for officers quarters built in 1876 and 1835. Another old block-house was long used as a building from which water pipes led to the various buildings of the post. Farther along, to the right, are the old stone quarters built at the same time as the block-houses, with walls from two to eight feet thick whose windows were formerly crossed by iron bars. In July, 1812, the basement of this building and the block-houses were used as prisons, in which Captain Roberts detained the men and larger boys of the village, after the capture of the fort, until he decided what to do with them. Those who

took the oath of allegiance to Great Britain were allowed to return to their homes; the others were sent to Detroit. In 1814 the basement of this building and the block-houses were used as a place of refuge for the women and children of the village, while the vessels containing the American troops were anchored off the island. Then there is the old wooden building erected as a hospital in 1828, the guard-house built the same year, and other interesting relics of the days when Fort Mackinac was considered among the most important military points in the United States.

Below, near the foot of the bluff, formerly stood the buildings of the United States Indian agency, and to the right, corner of Astor and Fort



JOHN JACOB ASTOR HOUSE, MACKINAC ISLAND

streets, is a little building which stands on the site of the retail store of the American Fur Company. In the basement, which has not been changed, occurred the accidental shooting of Alexis St. Martin, the youthful Canadian and employee of the company, whose wonderful constitution gave medical science such an opportunity for investigation and speculation. The large building beyond, on the same street, is the Astor House, formerly the headquarters of the company, and where are preserved its entire set of books—not only full business statements from the formation of the company until its close, but all the correspondence between its officers and John Jacob Astor and son, in New York. In the latter collection are also letters to General Cass, James S. Abbott, Governor Woodbridge and other historic characters of Michigan.

“Mackinac was the center from which the operations of the American Fur Company radiated from the headwaters of the Yellowstone to London, England; from the Red River of the North, all along the borders of Lake Superior to the southern boundaries of Illinois, Indiana

and Ohio. Nor did the Ohio river form an impassable barrier. Kentucky was invaded and made to yield her quota of peltries in spite of an organized opposition. In reading the correspondence in these books one knows not what most to admire—the enterprise of the directors and chiefs of the company, or the intrepidity and hardihood of the voyageurs.

“At Mackinac, the traders’ brigades were organized, the company selecting the most capable trader to be the manager of his particular brigade, which consisted of from five to twenty batteaux, laden with goods. The chief, or manager, when reaching the country allotted to him, made detachments locating trading houses, with districts clearly defined for the operation of that particular post, and so on, until his ground was fully occupied by the traders over whom he had absolute authority.”

NATIONAL PARK—ROBERTSON’S FOLLY—FORT HOLMES

The National Park on Mackinac Island was established by the passage of an act by the United States senate, March 3, 1875. The father of the bill, and therefore of the park, was Hon. T. W. Ferry, who then represented Michigan in the upper house of congress. Senator Ferry, in fact, was born in the old Protestant mission house in 1827, less than a year after his father (Rev. W. M. Ferry) had built it, in furtherance of the work of the United Foreign Mission Society of New York which had sent him into that field in 1822. In 1823 Rev. Mr. Ferry and his wife opened a school for Indian children at Mackinac.

A little beyond the Mission House is a high rocky bluff called Robertson’s Folly, which looks down into the waters of Lake Huron from a height of about 130 feet. The story runs, with a multitude of variations, that the gallant Capt. Daniel Robertson, commandant of “Michilimackinac and dependencies” from 1782 to 1787, became enamored of a beautiful and mysterious maiden who haunted the island, and in his endeavor to become acquainted at this particular place, the fair one having eluded him often before, both toppled over the cliff; but while he was dashed to his death, not a vestige could be found of the beautiful maiden.

The old ditches of Fort Holmes, built by the British while they held possession of the island in 1812-14, and the locality where the British troops landed July 16-17, 1812, is also clearly defined, as well as the road along which Colonel Croghan and his American soldiers were ambushed by the allied British and Indians on August 4, 1814.

The above pretends to but brief mention of the rich historic lore which clings to the very soil of this beautiful island.

ST. IGNACE

To the southwest of Mackinac Island are the straits of Mackinac, and more directly to the west, across a seven-mile ribbon of blue water, is St. Ignace, the present county seat and the center of so much historic

pathos in connection with the heroic work and death of Father Marquette.

Marquette came here from the head of Lake Superior in June, 1671, with a party of Hurons and founded the St. Ignace mission. On December 8, 1672, Joliet arrived; May 17, 1673, Marquette and Joliet started with five men in search of the Mississippi. Marquette never returned alive. La Salle and Hennepin, with the "Griffin," the first sailing vessel on the lakes, reached St. Ignace August 27, 1679. In 1701 Cadillac established Detroit and St. Ignace was abandoned, the Jesuits leaving in 1705. Father Maret returned in 1712 and the garrison two years later. Charlevoix, in June, 1721, spoke of St. Ignace as much declined. Shortly afterwards the fort was transferred to where Mackinac City now stands. From that time the place was a fishing village of little consequence until the advent of the Detroit, Mackinac and Marquette Railroad (now the Duluth, South Shore & Atlantic); then (1882) it took on new life and was made the county seat instead of Mackinac Island.

According to the census of 1910, the city of St. Ignace has a population of 2,118. It was incorporated as a village by the board of supervisors of the county February 23, 1882, and as a city, by legislative enactment, in 1883. It has good schools, cement walks, well graded streets, fire department, and a municipal water and electric lighting plant. In other words, it is old, but modern.

As stated, St. Ignace is in close communication with her sister city across the waterway, and both are justly proud of the huge car ferries, St. Ignace and Ste. Marie, which make from four to eight trips daily, guarantee direct connections with the Duluth, South Shore & Atlantic line, and perhaps furnish the most perfect service of the kind in the northwest. A third, and the largest boat (capacity twenty-five freight), will be completed by the Toledo Ship Building Company in the fall of 1911. These huge boats and ice breakers will accommodate from ten to eighteen freight cars, as well as transfer passengers, and the great ferries which the Russian government has in service on the Baltic Sea and Lake Baikal and which have been exploited as the most powerful ice breakers in the world, are said by experts to be, if anything, their inferiors. In this connection it is a matter of history, which has not been sufficiently emphasized, that Frank Kirby, of Detroit, who designed the "St. Ignace" and "Ste. Marie," also furnished the Russian engineers with their working plans for the Baltic Sea and Lake Baikal wonders. He submitted bids and plans for building them, but although they were formally rejected they were informally adopted.

In a more extended sense St. Ignace has connection with the north and west and Sault Ste. Marie, through the Duluth, South Shore & Atlantic and the Minneapolis, St. Paul & Sault Ste. Marie, the junction point being Trout Lake. Half a dozen steamer lines place her in touch with Duluth, Green Bay, Detroit, Milwaukee, Chicago, Toledo and Cleveland. During the summer the Detroit & Mackinac Railroad (Tur-

tle route) which has its northern terminus at Cheboygan is connected with St. Ignace by a double daily steamer service operated by the Island Transportation Company. This is especially convenient for tourists coming from the south who wish to include all the resort points of the region, especially its beautiful islands.

TOURIST'S ATTRACTIONS

As a summer resort St. Ignace is known all over the Upper Peninsula. Within easy walking or driving distance is Graham's Point, from which the place is often called Point St. Ignace. Here is obtained a view of the straits, with the boats passing constantly up and down. The



HOME OF CHIEF SCO-BO-GO-NO-WIS, ST. IGNACE
[Built by French Settlers in 1721 for a School]

walk is a mile in length and is much admired, bordered with pretty cottages, and little parks and evergreen groves gradually descending to the beach.

Gib-Wa-Wean Lookout, an Indian burying ground, and the cave also are in the direction of Graham's point, and are reached by turning to the right from the road, about opposite the old Furnace. From the "Lookout" is beheld a magnificent view of the straits from the heights above and west of the point. The cave is in the side of the hill, sufficiently large to hold three or four persons.

Sco-bo-go-no-wis Heights is an abrupt eminence reached by a pleasant walk through the city, attaining an elevation of about one hundred feet, crowned with evergreen trees. Cheechock Park lies in the same direction, on the north bluff; it is a level timbered plateau half a mile wide and three-quarters long; and from both of these eminences charm-

ing views of the bay and of the north end of Mackinac Island are obtainable; also of St. Martin's Islands, lying northward out in the lake.

Old French Fort, on the elevation in the rear (westward) of Marquette's grave, was palisaded and surrounded with a trench, the outlines of which are still visible and helped to verify the site of the grave. The Ottawas had a village on the hill. Cadillac, who commanded the fort in 1695, thus described it: "There is a fine fort of pickets and sixty houses that form a street in a straight line. The villages of the savages, in which there are six or seven thousand souls, are about a pistol-shot distant from ours."

Cheechock Lake, about two miles distant, is a very pretty inland lake; pleasure boats are kept upon it for hire, and there are bass and pickerel fishing, and duck hunting in season.

The Boulevard is a beautiful drive which follows the western beach from the "Point" along the shore of West Moran bay, affording an excellent view of the straits. At Point la Barbe the cable that crosses the straits reaches the land on this side. Across on the other side may be seen McGulpin's Point, and Cross village in the distance. Here, too, are a number of small islands, that seem to be gradually increasing in size, showing up more and more above the surface of the water. These are Green Island Shoals, where excellent bass fishing is found, and the Island of Ste. Helene, upon which is a lighthouse. A short distance from this point the boulevard proper ends, and, leaving the shore, turns across the portage and brings the visitor back to the city, after a charming drive of seven miles.

HAUNTS OF THE SPORTSMEN

When it comes to the sportsmen's life, St. Ignace can satisfy its fondest desires. Cheechock lake is visited for its bass and pickerel; it is less than two miles away. Three miles west is Green Island Shoals, Gallagher lake, Hay lake, and still farther away Brevort lake, yield their fine black bass, pike, perch and muscallonge. The last is about three miles from Allenville, a station on the Duluth, South Shore & Atlantic line.

As for hunting in the fall, there are partridge shooting and duck hunting, and by going out into the woods around Brevort, or to Les Cheneaux region, or northward, the lively deer may be pursued. Venison is no particular luxury in these parts during the hunting season, and after the summer season is closed two classes of visitors remain, the hay fever people and the hunters. The former only leave when cold weather has returned at their homes; the latter stay out their own season until late in the fall. One of the busiest periods of the year is the shipping time of the hunting season, when hundreds of deer are sent south.

The term Les Cheneaux, strictly means "The Channels," but serves to indicate a picturesque group of islands that are situated in the northern part of Lake Huron; Hessel, the first point, being about fifteen miles

distant from St. Ignace. The name has colloquialized into "The Snows." Bass, pike, pickerel, perch and muscullonge are found in abundance in the pure waters. On the mainland are trout streams that are filled with the speckled beauties. During the hunting season the waters are alive with ducks, while in the woods near by deer hunters find plenty of game.

At Hessel, the channels begin. Next is the Club House, maintained by an association of Pennsylvania sportsmen; they have an hotel and numerous cottages. Opposite the hotel, in a field, stands a large rock that is said by the Indians to have been used by Father Marquette as a pulpit. Along through the various channels the steamer winds its way until Cedarville is reached, and beyond that soon come again the open waters of Lake Huron.

A day's visit to Les Cheneaux may be made, giving a stay of some four hours, which may be spent in fishing. St. Ignace is reached again at night in time for supper. The largest island of the group is the Grand La Salle.

FATHER MARQUETTE MEMORIALS

Historically, of course, the grave of Marquette is the most attractive spot at St. Ignace, or in the entire region of the Upper Peninsula. An extract is therefore here given from an attractive souvenir published by the mayor and city council of St. Ignace, and written by Fred C. Lee, a well known newspaper man, describing the discovery of the good father's rude burial place, over which now stands an appropriate monument:

"To Marquette's fame
Is added a love, a veneration born of his name.
To our shores flock rich and poor, commingling,
To see his grave, o'er which memory, lingering,
Casts many a spell.

* * * * *

Lowly, saintly priest, we honor God in thee!
Above thy grave shines the star, Immortality!"

—From an Ode to Marquette's Grave, dedicated
to the people of St. Ignace by Rev. Father Keul.

Father Marquette, the founder of St. Ignace, born at Laon, France, in 1637, died at the mouth of the river bearing his name, near Ludington, May 18, 1675. He was returning to St. Ignace from his second journey of exploration to the Mississippi, attended only by two Indians, who buried him on the spot where he died. The winter of 1676 found some Kiskakon Indians, who had been instructed in the Christian faith by Father Marquette, hunting in the vicinity of his resting place. As they were returning to St. Ignace in the spring, they determined to carry the remains with them. Father Dablon, the Jesuit Superior at Sault Ste. Marie, thus wrote his account in the Jesuit "Relations."

They accordingly repaired to the spot and, deliberating together, resolved to act with their Father as they usually do with those they respect; they accordingly opened the grave, unrolled the body and, though the flesh and intestines were all dried up, they found it whole without the skin being in any way injured. This did not prevent their dissecting it according to custom; they washed the bones and dried them in the sun, then putting them neatly in a box of birch bark, they set out to bear them to the house of St. Ignatius.



SPORT AND RECREATION IN MACKINAC COUNTY

The convoy consisted of nearly thirty canoes in excellent order including even a good number of Iroquois who had joined our Algonquins to honor the ceremony. As they approached our house Father Nouvel, who is Superior, went to meet them with Father Pierson, accompanied by all the French and Indians of the place, and having caused the convoy to stop, made the ordinary interrogations to verify the fact that the body which they bore was really Father Marquette's. Then before landing he intoned the *De Profundis* in sight of thirty canoes still on the water, and all the people on the shores; after this the body was carried to the church, observing all that the ritual prescribes for such ceremonies. The body remained exposed under a pall all that day, which was Pentecost Monday, 8th of June, 1677. The next day, when all the funeral honors had been paid, it was deposited, continues Father Dablon, in a little vault in the middle of the church, where the bones of Marquette repose, as the "Angel Guardian of our Ottawa Mission."

The mission at St. Ignace was abandoned in 1705, the priests first burning the church to prevent its desecration; and from that time till 1878 Marquette's grave remained in obscurity, notwithstanding repeated efforts to discover it. In 1821, Father Richard, the renowned priest and legislator of Michigan, made active search for it. A tradition existed amongst the Indians that the site of the old church was on the shore of the bay, and a large cross was even known to have stood about the present spot. Tradition said it marked the site of the original chapel and the grave of the great missionary priest.

Now as to the discovery. It was made through the instrumentality of the late Very Rev. Father Jacker, stationed here in 1878, who had been enthusiastic in the search. On May 4th of that year some men who were occupied clearing ground around where the monument now stands found a rude foundation and, immediately adjoining, traces of a larger building divided into three compartments, having each a fireplace (the first had none), one looking like a forge. The whole plan looked like a Jesuit mission: church, with sacristy, house, and workshop. Excavating in the first foundation, a hollow was found and at the western end of it were some pieces of birch bark, one large and strong piece, particularly, scorched on the upper surface and resting on three decayed sticks. Here were found a number of pieces of bone, parts of the human frame, such as the skull, hands or feet, and spine. An examination of them made by experts proved them to be human, very old, and acted upon by intense heat.

Now, remembering the French fort back of this spot, thus spoken of by Charlevoix in 1721:—The fort is preserved, and the house of the missionaries (he does not allude to the church because that was burned in 1705), there can be no doubt that the true site was discovered. Moreover, the measurements made after the discovery in 1878 correspond exactly from the waterline of the bay with those given in the Jesuit "Relations." The discovery caused much excitement. In 1882 the monument was erected; in 1898 the city purchased the site in front, removed a building, and laid out the neat park now existing. The relics that were discovered are now in the keeping of Marquette College, Milwaukee. That more of the remains were not discovered is accounted for by Shea, the historian, that the tomb had been rifled, evidently by some medicine man, who wished the bones of the great priest as a magical power. Such as were found were entrusted to the Milwaukee institution to ensure their preservation, as shown by letters from Father Jacker, who then had their custody, to the rector and faculty of the college in August, 1882.

A point of interest in the city may conveniently be included here. It is the old oil painting in St. Ignatius' church. This picture is celebrated: first, as being associated in the minds of the people with Father Marquette himself; second, because of the interesting traditions connected with it. It represents "St. Ignatius renouncing the world"; and it is claimed to have been a present to the early mission by Marquette himself. When the first church was destroyed and the mission deserted in 1705, the Indians took the painting away to Detroit and preserved it faithfully until the mission was restored many years later on. The story is fanciful; yet that the picture is of venerable origin, and of great merit, is admitted by competent artists who have examined it. The church is left open in the daytime; visitors are requested to conduct themselves with propriety and to refrain from entering the sanctuary.

OLD AND MODERN ST. IGNACE

Among the first settlers of St. Ignace who came prior to 1824 may be mentioned John Graham (Irish), Francois Perault, Mitchell Jean-

drean, Mitchell Annault, Louis Charbonneau, J. B. Lajèunesse, Louis Martin, Francois Trucket, Charles Cettandre, Francois De Levere, Louis Grondin, Peter Grondin, Mr. Hobb (American) and Isaac Blanchette (American), all but the two specified being French. It is said the first American settlers at St. Ignace were Messrs. Hobb, Puffer and Rousey, soldiers of the Revolution. John Graham, the first Irishman, came in 1818, and Francois De Levere was the first to die in the little settlement.

Modern St. Ignace dates from about the early eighties. Martel Furnace started up in 1881, and the ore pier was completed the following year, and this was the period when the community commenced to erect its district school buildings. Soon after the incorporation of the village, St. Ignace became a port of entry.

St. Ignace offers good school facilities, both public and parochial. In the latter class is the Ursuline Convent of Our Lady of the Straits, founded about 1896 by a band of Sisters from the mother house at Chatham, Ontario. It is located on a commanding site of some twenty acres in the southern part of the city, is conducted by eight or ten Ursuline sisters under a mother superior and is attended, on an average, by fifty young ladies.

There are five houses of worship in the place, but, as the Catholics were the pioneers, so they are still the strongest. St. Ignatius church is the pioneer. The old church of logs, in which so long hung the famous oil painting referred to above, was built in 1837, and was replaced by the present brick edifice in 1904. Among its sacred vessels is treasured the original chalice of Marquette.

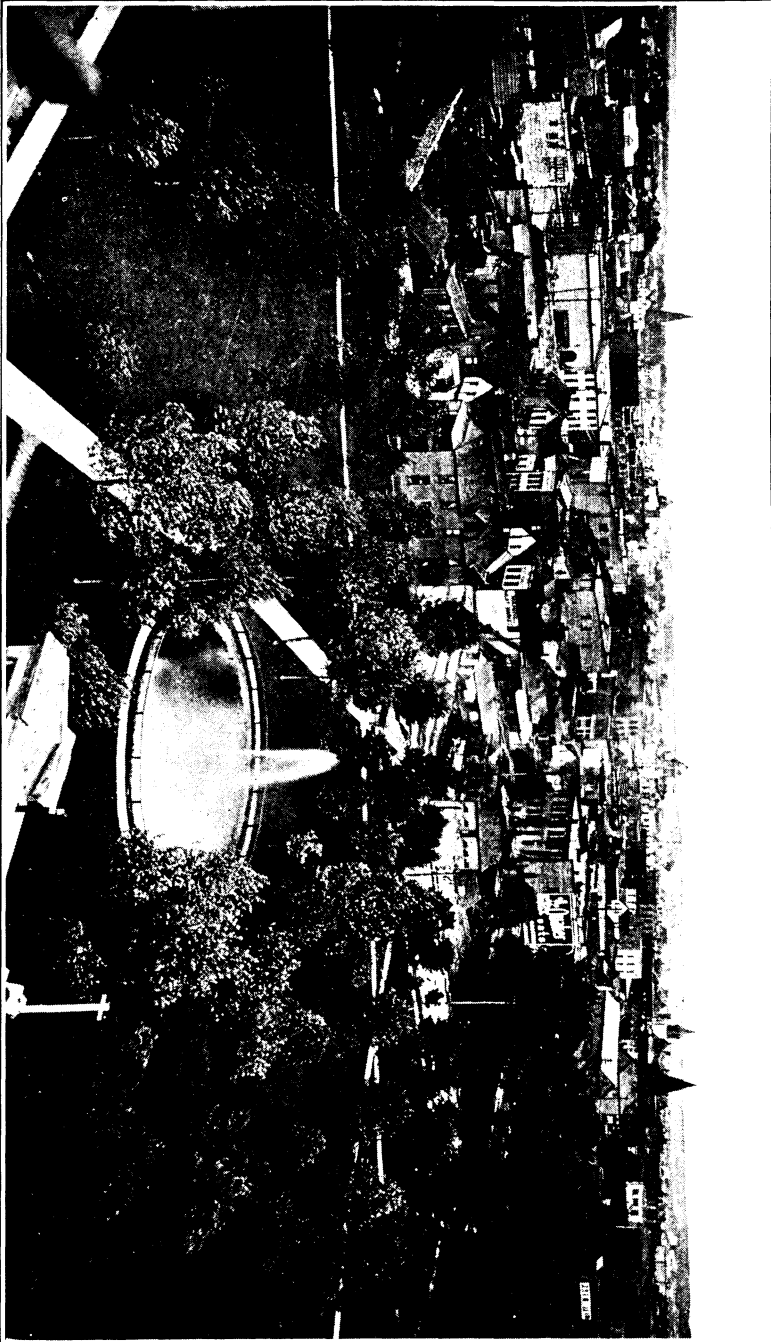
St. Ignace has two newspapers—the *Republican-News*, founded in 1879, and the *Enterprise*, established in 1894. It possesses a national bank, stores commensurate with its needs, and such industries as a saw-mill, two small shingle-mills, a fishing fleet (largely “musquito”) and a considerable transfer freight business. The last, in connection with the railroad ferries, warehouses and docks, employs about one hundred men, and disburses some \$5,000 monthly.

The fishing interests of the place which, with those of Mackinac Island, were formerly of such magnitude, have greatly declined, so that there is now but one large dealer at St. Ignace (Chambers Brothers).

Besides the points in Mackinac county already mentioned, Naubinway is a little hamlet of about 150 people (incorporated as a village in 1887), being located near Lake Michigan forty miles northwest of St. Ignace, and twenty miles south of Newberry, Luce county, which is its nearest banking point.

THE “SOO” OF THE SEVENTEENTH CENTURY

Sault Ste. Marie, on the American side of the international boundary, is the most interesting municipal figure in the Upper Peninsula; for here, added to all the picturesque and historic charms of Mackinac Island and St. Ignace, are the mighty evidences and obstacles of nature fully overcome by the engineering genius of man. The primitive past



BIRDSEYE VIEW OF THE SOO IN 1911

and the diversified present are both blended in the region of "the Soo," with the soft charms and the rugged grandeurs of nature. When, in the summer of 1641, Fathers Raymbault and Jogues planted the cross of their faith on the banks of the seething St. Mary's, in the presence of some two thousand Hurons and Chippewas (most of them curious visitors), the first white men had visited the site of the Soo and the soil of Michigan. Then came Menard in 1660 and Allouez, in 1665, but they little more than touched at the old abandoned mission on the banks of the St. Mary's. In 1668 Father Marquette was selected for the post and, with the help of some French traders, who had established themselves at this point where the waters of Lake Superior cast themselves down their steep rocky bed into the narrow inlet of Lake Huron, he erected a stockaded house and chapel. Its site was probably the present government park, not far from the great plant of the Michigan Lake Superior Power Company.

Marquette was followed by Father Dablon in 1669, who describes the St. Mary's river as it is today: "What is commonly called the Sault is not properly a Sault, or a very high waterfall, but a very violent current of waters from Lake Superior, which, finding themselves checked by a great number of rocks that dispute their passage, form a dangerous cascade of half a league in width, all these waters descending and plunging headlong together, as if down a flight of stairs over the rocks which bar the whole river. It is three leagues below Lake Superior and twelve leagues above the Lake of the Hurons, this entire extent making a beautiful river, cut up by many islands, which divide it and increase its width in some places so that the eye cannot reach across. It flows very gently through almost its entire course, being difficult of passage only at the Sault.

"It is at the foot of these rapids and even amid these boiling waters that extensive fishing is carried on from spring until winter of a kind of fish found usually only in Lake Superior and Lake Huron. It is called in the native language Atticameg and in ours 'white fish,' because, in truth, it is very white; and it is most excellent, so that it furnishes food, almost by itself, to the greater part of all these people."

The present-day tourist and sportsman fishes for amusement in these same rapids, and in the calmer waters of the river near the Lake Superior entrance the white fisherman who is out for business will sometimes net 2,000 pounds of trout and white fish at one haul. Shooting the rapids is also a favorite sport of sight-seers, and it is certainly exhilarating—far more so than "shooting the shoots" in the city parks. The Indian pilots are the only men who dare risk the responsibility of a canoe-load of people, but in their skilled hands the boat finds its way among the swift currents and eddies, past dangerous and hidden rocks to the smooth and placid St. Mary's river below the rapids. The Indians have been doing this work of piloting for many years, and the occupation has descended from father to son for generations. The Red Men of the present do most of their fishing in the rapids during the

spring months, and their piloting later in the season. The descendants of the Indians whom Marquette met have acquired great skill in handling their dip nets, working as they do in such turbulent waters and unstable canoes. The occupation has become with them both a means of sustenance and livelihood.

The practical visitor is able to fully account for the tumbling, violent waters of St. Mary's River, when he remembers that about 5,000,000 cubic feet of water per minute are pouring down a ragged sandstone ledge, which pitches twenty feet in three-quarters of a mile; that the stream, which is also about half a mile wide, is the only natural outlet for a vast body of water thirty thousand miles in area and, in places, nine hundred feet deep.

In 1670 Father Dablon made his way to Michilimackinac, and thereafter that region became the most important center of missionary work. In 1706 the Jesuit fathers withdrew from the Sault region, and as a missionary field it was practically deserted until 1834.

FIRST AMERICAN LOCK

In the meantime the Northwest Fur Company had taken the first step to circumvent St. Mary's rapids in the cause of trade and commerce. In 1797-8 it built a lock on the Canadian side of the river, 38 feet long and 8 feet 9 inches wide, with a lift of 9 feet and a draft of 2½ feet. A tow path was made along the shore for oxen to track the bateaux and canoes through the upper part of the rapids. The lock, excepting its timber floor and miter sills, was destroyed in 1814 by United States troops from Mackinac Island under command of Major Holmes. The remains of this first lock ever constructed on the American continent are within a stone's throw of the present Canadian lock and on the grounds of the Lake Superior Power Company.

FORT BRADY OF TODAY

The United States government took its stand as the protector of the great gateway of marine commerce in 1822, since which time, with only two interruptions, Fort Brady has been garrisoned by her regular soldiers. The old fort occupied what is now the site of the federal building and for years was protected against Indian attack by a high stockade. In the canal park, between the federal building and the river, is preserved the very ravine crossed by General Cass when he pulled down the last British flag on the soil of the United States.

Fort Brady now occupies a commanding site of seventy-five acres, in the southwestern part of the Soo and, from a splendid rise of ground, overlooking the city, the river and all the imposing sights and works of the region. It is one of the most modern and healthful posts in the United States, and is in special favor with the government as a recuperative point for troops returning from the Philippines and other enervating regions. The buildings of the present post were not all completed until 1895, although part of the officers' quarters and bar-



FORT BRADY OF TODAY; BARRACKS AND CAMPS

racks were so far finished in the fall of 1892 as to be occupied by troops. Company F, of the post, was the first received—November 25, 1892, and three days later came the second company from Fort Mackinaw; the third, from Detroit (Company D, of the Nineteenth Infantry) arrived October 22, 1893. The post is now occupied by the second battalion, Twenty-sixth U. S. Infantry, with Major L. L. Durfee in command. Estimated value of the buildings on the grounds \$200,000.

The twenty-six acres upon which stood the original Fort Brady was ceded to the United States by the Chippewas June 16, 1820, the locality having been selected by the French for military purposes in 1750 when Chevalier Repentigny constructed a stockade at that locality. After the fall of Quebec the post was occupied by a small body of British troops, and after the treaty of peace with Great Britain the post was left unoccupied until American occupancy. In July, 1822, General Brady was directed to proceed thither with six companies of infantry and construct a stockade and barracks upon the land ceded by the treaty of 1820. He carried out his instructions, and erected the buildings which have since been known as old Fort Brady. The post was occupied by United States troops until 1857, when they were removed to Fort Snelling, Minnesota, and the property left in charge of an officer until May 8, 1866, when Fort Brady was again garrisoned.

The old stockade and barracks were found in such dilapidated condition that their removal or restoration was ordered. The cost of improvements in 1849 was \$4,000, and many thousands of dollars were expended in subsequent years in repairs and erection of new buildings.

Up to the time of the transfer of the post to its present fine site, in 1892-5, the occupation of Fort Brady by United States troops was twice interrupted. First, during the Mexican war, when the regulars were withdrawn for service in the field and their place filled by a company of the First Michigan Infantry, under Lieutenant E. K. Howard, which held the post until April, 1848. From that time until June 1, 1849, the fort was untenanted. In consequence of the Minnesota Indian scare of 1857, the post was evacuated and the troops dispatched to Fort Snelling, there being no garrison at Fort Brady from that period until May 8, 1866. At that date Company D, Fourth United States Infantry, arrived; since which the post has been occupied continuously.

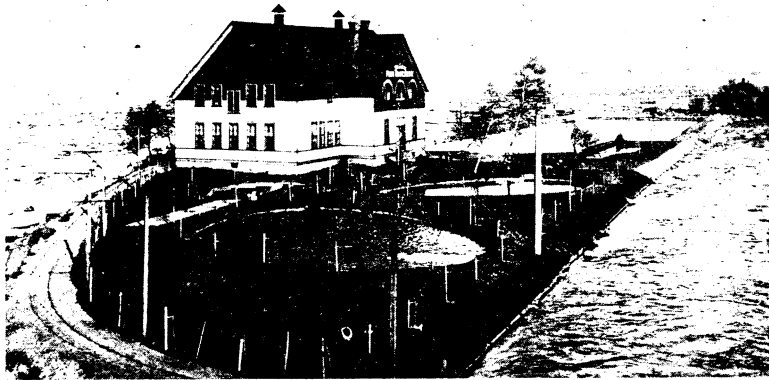
GOVERNMENT OR CANAL PARK

From the establishment of old Fort Brady originated the beautiful government park, or Canal park as it is more generally known, which lies south of the great locks and Fort Brady pier. The building of the U. S. Weather Bureau is at its western end, while the Federal building is toward the east. The grounds are kept in perfect condition and are often crowded with pleasure seekers and visitors bound for the locks, the State Fish Hatchery and other attractions northward. The main entrance to the park is a genuine Japanese torii, or stone archway, used in the Kingdom of Nippon only at the entrance to a Buddhist temple.

This unique and imposing archway—so far as known the only one in the country—was brought to the United States as a gift to his home city by Hon. Charles S. Osborn (now governor), and has been placed where it will be admired by thousands of visitors from all parts of the country.

STATE FISH HATCHERY

The Michigan State Fish Hatchery, which has been accomplishing such efficient work in restocking the lakes and streams of the Upper Peninsula for the past fifteen years, is located northeast of the American canal and directly north of the new lock which is in course of construction. It includes not only a large building, thoroughly and modernly equipped, by a well arranged system of adjacent ponds. The sta-



STATE FISH HATCHERY AND POND SYSTEM, THE SOO

tion was built in 1895 and the pond system four years later, since which it has been under the control of the State Board of Fish Commissioners and the Bureau of Fisheries. The local and active superintendent, H. H. Marks, has been recognized for years as one of the foremost experts in pisciculture in the United States.

It is proposed to move the Soo station from its present location to Fort Brady pier, east of the locks, where the city has offered to provide, free of charge, 120 gallons of water per minute from its city mains.

Considering the small amounts annually appropriated by the state for the propagation and distribution of fish—from \$35,000 to \$37,000—the work accomplished has been remarkable. It is the wish of the commission to have a station for the propagation of bass, wall-eyed pike and perch fry, especially for the Upper Peninsula, to be located in some district which abounds in congenial lakes and streams, and the proposition is enthusiastically supported by both sportsmen and those who are alive

to the economic importance of conserving the fish supply of this section of the state.

An emphatic personal testimonial of the success of the work accomplished by the Soo hatchery and the State Fish Commission is given in the following words by George A. Newett, editor of *Iron Ore*, Ishpeming: "Personally we know of very many lakes and streams that have been a source of great profit, as well as pleasure, due to the stocking with fish. We have a case in mind, the Dead river to the north of Ishpeming, where there never was a trout caught above the big fall. They could not get above the obstruction and for some reason the spawn had not been carried above by water fowl or in other manner. This stream was stocked with native brook trout several years ago, the editor of *Iron Ore* making the plant, and since that time hundreds of tons of trout have been taken from this river and its tributaries. Big trout weighing over four pounds are frequently caught, and annually tons of these fish are taken. This is only one instance of hundreds of which we know. Of course, an important work is the keeping up of the big lakes' supply of trout and white fish. Only for this attention, these fine fish would long ago have been practically caught out, but the supply has held out remarkably well considering the amount of illegal fishing that has been practiced."

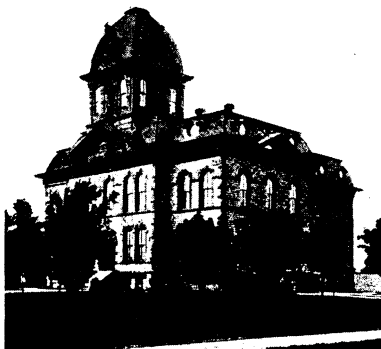
The State Board of Fish Commissioners has the special work of supplying the Upper Peninsula with trout—brook, lake and rainbow; the Bureau of Fisheries with that of planting white fish and trout in the great lakes. The average output of the Soo station for the past ten years has been as follows: Fry planted by the State Board in the streams and lakes of the Upper Peninsula—1,600,000 brook trout, 600,000 rainbow trout, 2,000,000 lake trout and 10,000,000 wall-eyed pike; by the Bureau of Fisheries in Lake Superior, Lake Huron and Lake Michigan—25,000,000 white fish and 8,000,000 trout.

THE COUNTY AND COUNTY SEAT

It will be readily understood that the beginnings of Chippewa county were made at Sault Ste. Marie, and a reversion to the general history will give the reader both a general and a clear idea of its condition in 1826. By an act of the territorial legislature, approved on December 22, 1825, authority was given to organize the county of Chippewa, the act to take effect February 1, 1826. The district defined as Chippewa embraced the territory within the following bounds: Beginning on the north side of Lake Huron, at Isle St. Vital, running due north until it strikes a river which falls into the northwest part of Muddy Lake, of the River Ste. Marie; thence up that river to its source; thence west to the Meristic river of Lake Michigan; thence up the river to latitude 46 degrees 31 minutes; thence west to the Mississippi river; thence up that river to its source; thence north to the boundary line of the United States, and with that line returning through Lake Superior to the mouth of the St. Mary's River, and thence southwest to the place

of beginning. The county seat was established at the Sault, and the county court was empowered to try all suits save those pending before the United States district court of Michilimackinac. Its present bounds, as established by act of March 9, 1843, were as follows: Beginning at a point on a line between ranges 12 and 13 to the intersection of that line by the north boundary of town 45; thence north to Lake Superior, east and south along the margin of the lake and west bank of St. Mary's River to Lake Huron, west to a point on Lake Huron south of the line between ranges 2 and 3 east, north and west along the boundary line of Michilimackinac county to the place of beginning, including Drummond and Sugar Islands.

In 1855 the real and personal property of Chippewa county was



CHIPPEWA COUNTY COURT HOUSE,
SAULT STE. MARIE

valued at \$160,277; in 1865, at \$124,851; 1875, \$996,242; 1880, \$1,409,870, and in 1906 (as equalized by the state board), \$12,500,000.

The population since 1837, as given by various enumerations, has been as follows:

1837.....	366	1870.....	1,689
1840.....	534	1874.....	2,170
1845.....	1,017	1880.....	5,248
1850.....	898	1890.....	12,019
1854.....	1,933	1900.....	21,338
1860.....	1,603	1910.....	24,472
1864.....	1,229		

By townships, cities and villages the showing made by the United States census is as follows:

COUNTY DIVISIONS	1910	1900	1890
Bay Mills Township	233		
Bruce Township	1,324	1,071	1,318
Dafter Township	847	738	
Detour Township, including Detour Village	935	1,043	964
Detour Village	721	880	
Drummond Township	624	499	496
Kinross Township	244	144	
Pickford Township	1,420	1,425	993
Raber Township	882	644	
Rudyard Township	1,353	678	
Sault Ste. Marie City	12,615	10,538	5,760
Ward 1	4,085		
Ward 2	4,009		
Ward 3	2,987		
Ward 4	1,534		
Soo Township	837	878	669
Sugar Island Township	625	540	563
Superior Township	1,321	2,274	893
Trout Lake Township	912	367	112
Whitefish Township	300	499	251

The first meeting of the village of Sault Ste. Marie was held February 2, 1874, Peter B. Barbeau being elected president of the board. At that time, and for years after, Judge Barbeau resided in the old frame agency building, erected by Major Johnson, the father-in-law of Henry R. Schoolcraft in 1822. It still stands about a mile east of the Catholic church on Portage street. This was the first frame building erected at the Soo.

The second was the Baptist mission house, which stood almost in front of the present court house, and was erected by Rev. Abel Bingham in 1829. In the same year the Methodist Episcopal mission was established at the Soo, other Protestant denominations organizing societies at a later day.

The Van Anden House was the first hotel established at Sault Ste. Marie, and so prospered that additions were made to it in 1834.

The Sault was incorporated as a full-fledged city by the state legislature in 1879, and its charter has since been amended. This marks the commencement of the period when it took on all the modern aspects of metropolitan life. The old school system disappeared, a large and convenient high school building was erected; new church organizations and societies came into being, and the press of the city was established as a permanent force in the progress of the community.

AMERICAN CANAL AND LOCKS

The destiny of the Soo was fixed as the greatest gateway of marine commerce in the world with the completion of the St. Mary's Falls American Canal in 1853. How the state of Michigan inaugurated the great work in 1837 and sent her contractors to the ground in 1839, only to be opposed by the national government through its Fort Brady troops, has been graphically and fully told. But the original efforts of the commonwealth finally bore fruit after some fifteen years of friction and delay.

The progress of this gigantic series of engineering feats covered by the general term "the American canal and locks" is thus traced by Colonel

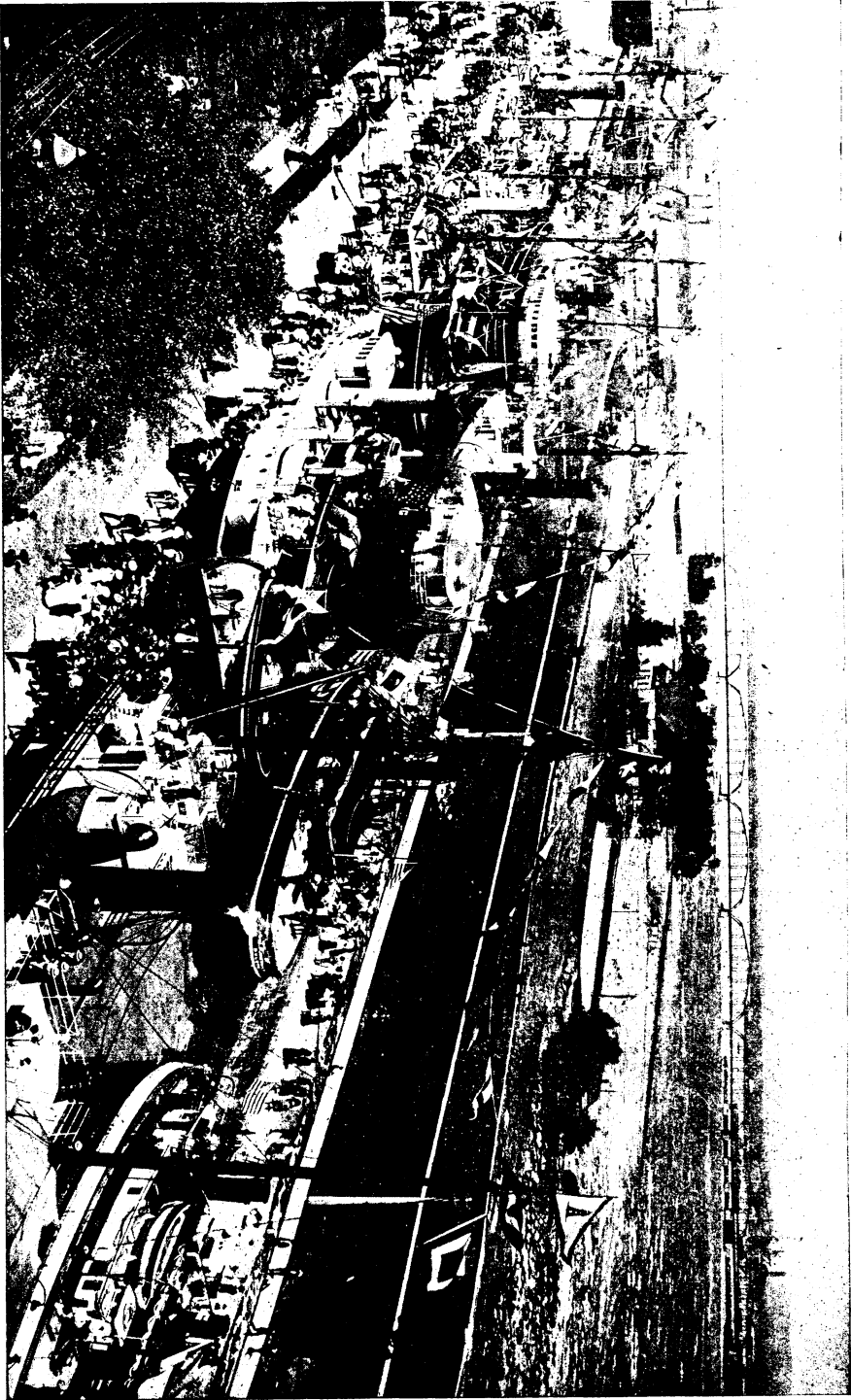


HOUSE AT THE SOO WHERE SCHOOLCRAFT WROTE HIS HISTORY
[Built in 1822 by Major Johnson, His Father-in-Law]

C. McD. Townsend, corps of engineers, U. S. A., the author of an official government report issued in 1911:

"The first ship canal, known as the State Canal, was built on the American side of the river in 1853 to 1855, some 750,000 acres of land in Michigan having been granted by the United States congress for the construction thereof. The canal was 1 1-12 miles long, 64 feet wide at bottom, 100 feet wide at water surface, and 13 feet deep. There were two tandem locks of masonry, each 350 by 70 feet, having 11½ feet of water on the miter sills and a lift of about 9 feet each. Captain A. Canfield, Topographical Engineers, U. S. A., made the original surveys. Charles T. Harvey was superintendent of construction, and the St. Mary's Falls Ship Canal Company was the contractor. The locks were destroyed in 1888 by excavations for the present Poe Lock.

"The Weitzel Lock, 515 feet long, 80 feet wide in chamber, narrowing to 60 feet at the gates, with 17 feet depth of water on the miter sills



BIRD'S-EYE VIEW OF GOVERNMENT LOCKS AT THE SOO

when the upper pool is 601.9 feet and the lower pool 584.4 feet above mean tide at New York, was built by the United States in the years 1870 to 1881. During the same period the depth of the canal was increased to 16 feet, the mean width to 160 feet, and the stone slope walls were replaced with timber piers having a vertical face. General Orlando M. Poe was the engineer officer in charge of the district from 1870 to 1873, and General Godfrey Weitzel from 1873 to 1882. Alfred Noble was the assistant engineer in local charge from 1870 to 1882. Boyle and Roach were the principal contractors.

“The Canadian canal, $1\frac{1}{8}$ miles long, 150 wide, and 22 feet deep, with lock 900 feet long and 60 feet wide, having 22 feet of water on the miter sills, was built on the north side of the river in the years 1888 to 1895. Hon. Collingwood Schreiber was chief engineer of Dominion Canals, etc.; and W. G. McNeill Thompson was the government engineer in local charge of construction work. Ryan & Haney were the contractors.

“The Poe Lock, 800 feet long, 100 feet wide, and having 22 feet of water on the sills, was built by the United States in the years 1887 to 1896. General Orlando M. Poe was the engineer officer in charge of the district from 1883 to 1895; and E. S. Wheeler the assistant engineer in local charge of construction work from 1882 to 1897. Hughes Bros. and Bangs were the principal contractors.

“The American canal since 1892 has been deepened to 25 feet, and its entrance piers have been extended so that its total length at the falls is now 1 3-5 miles. Its width is variable, being 500 feet at the upper entrance, 108 feet at the canal gate, 270 feet at the basin above locks, and 1,000 feet at the lower entrance. Dunbar and Sullivan and J. B. Donnelly were the principal contractors.

“The canal also practically includes those parts of the channels through St. Mary's River, which have been improved through shoals of sand, clay, boulders, sandstone and limestone rock. The United States government made the first appropriation for improving the river channels in 1856. The Lake George route was improved for 12 feet draft, 1857 to 1860 and 1866 to 1869. The depth was increased to 16 feet, 1879 to 1883. The Hay Lake route was improved for a depth of 20 feet at mean stage of water, years 1882 to 1894. Betterment of the channels has been continued every year since, so that the dredged areas now total 34 miles in length with least width of 300 feet, increasing at angles and other critical places up to 1,000 feet. In 1903 excavation of channels was begun for 21 feet at lowest stage of water.

“The Engineer Officers in past charge of the river improvements were: Captain A. W. Whipple, 1858-1861; Colonel T. J. Cram, 1866-1870; Major O. M. Poe, 1870-1873; Colonel G. Weitzel, 1873-1882; Major F. U. Farquhar, 1882-1883; Colonel O. M. Poe, 1883-1895; Colonel G. J. Lydecker, 1896-1902; Major W. H. Bixby, 1902-1904, and Col. Chas. E. L. B. Davis, 1904-1908. J. Hickler & Sons, C. F. & H. T. Dunbar, and Carkin, Stickney & Cram were the principal contractors.

“The cost of the several improvements, stated in round numbers, is as follows:

Locks and canal of 1855	\$1,000,000
Weitzel Lock	1,000,000
Poe Lock	3,000,000
Widening and deepening canal	3,000,000
Improving channel through river	8,000,000
Canadian Lock, canal and approaches	5,000,000

“Hydraulic power is used for operating the American locks; a pressure of 115 pounds per square inch being used for the Weitzel lock machinery and a pressure of 200 pounds for the Poe lock machinery. Electricity generated by water power is used for operating the Canadian lock.

“The Poe lock can be filled or emptied in about seven minutes, and the gates opened or closed in two minutes. The Weitzel lock can be operated in about the same time as the Poe lock. The Canadian lock can be operated in about 8 minutes. An up-lockage of a single boat 350 feet long has been made through the Poe lock in 11 minutes; but the average time spent in making a lockage last season was 31 minutes, this difference being due to the slow movement of boats while entering and leaving the locks and to the fact that in nearly half of the lockages more than one boat was passed. Frequently as many as five boats were included in a single lockage. The average time of lockage through the Canadian lock was about 23 minutes.

“From 1855 to 1881 the canal was controlled by the State of Michigan and tolls were charged to cover operating and repair expenses, the rate at first being 6½ cents per registered ton, which was gradually reduced to 2½ cents. Similarly the minimum charge for lockage of a boat was reduced from five to three dollars. Since control was transferred to the United States in 1881, the American canal has been free for public use by all nations. Likewise the Canadian canal has not collected tolls for either foreign or domestic commerce.

“The lock force under state control consisted of about 20 men, having one watch only as night navigation on the river was then impossible. Under United States control two watches, of 12 hours each, were established in 1881, and same continued until 1891, when three watches of eight hours each were organized. The force engaged in passing boats has been increased with the growth of commerce, the number now aggregating 74; in addition there are 19 others employed as clerks, watchmen and janitors.”

EXPENDITURES FOR OPERATING AND CARE OF ST. MARY'S FALLS CANAL,
MICHIGAN

YEAR	Operating	Repairs	Total	Cost per Freight Ton Mills
1882	\$21,185.86	\$ 6,360.00	\$ 27,545.86	13.57
1883	22,134.97	14,200.80	36,335.77	16.03
1884	20,337.61	9,148.68	29,486.29	10.26
1885	18,635.27	10,429.25	29,064.52	8.92
1886	18,871.84	7,217.28	26,089.12	5.76
1887	18,887.11	2,945.44	21,832.55	3.97
1888	22,858.57	7,144.89	30,003.46	4.68
1889	23,987.45	6,616.16	30,603.61	4.07
1890	22,737.53	13,985.74	36,723.27	4.06
1891	34,657.27	10,303.52	44,960.79	5.06
1892	37,895.93	23,345.16	61,241.09	5.46
1893	34,402.15	7,425.92	41,828.07	3.87
1894	43,103.27	12,028.94	55,132.21	4.18
1895	39,063.20	11,472.41	50,535.61	3.49
1896	34,806.92	24,822.16	59,629.08	5.10
1897	46,750.02	32,457.13	79,207.15	5.64
1898	43,464.99	13,209.17	56,674.16	3.12
1899	65,142.64	23,858.24	89,000.88	4.00
1900	59,282.46	21,026.81	80,309.27	3.40
1901	59,457.05	16,102.29	75,559.34	2.95
1902	66,914.75	21,680.78	88,595.53	2.84
1903	62,648.42	20,297.67	82,946.09	2.84
1904	66,563.96	26,514.11	93,078.07	3.51
1905	64,423.96	20,998.96	85,422.92	2.20
1906	69,259.66	20,410.36	89,670.02	1.98
1907	68,162.42	21,664.84	89,827.26	2.11
1908	67,652.07	42,266.64	109,918.71	3.84
1909	68,963.78	37,550.48	106,514.26	3.53
1910	70,608.98	32,487.20	103,096.18	3.98

To the above must be added that excavations for a third lock, north of the Poe lock, are now well under way. When completed it will be 1,350 feet long and cost upwards of \$6,000,000. When this lock and an entirely separate canal are completed the United States government will have spent approximately \$20,000,000 in aids to navigation in and about the Soo; and, although the state has never quite forgiven her cavalier treatment by the national government in 1839, she is willing to accord Uncle Sam a full measure of praise for his generosity in this work.

An interesting comparison has been furnished by the government of the traffic passing through the American and Canadian canals, as follows:

The traffic through the American canal for the season of 1910 was 42 per cent of the total freight, 53 per cent of the total net registered ton-

nage, and 50 per cent of the total number of passengers carried, the amounts being 25,927,661 tons of freight, 26,506,986 tons register, and 33,536 passengers. Compared with the season of 1909 there was a decrease of 4,204,713 tons of freight, or 14 per cent; 2,432,477 tons register, or 8 per cent; and an increase of 5,800 passengers, or 21 per cent. The American canal opened May 5 and closed December 14, 1910, making the length of its season 224 days.

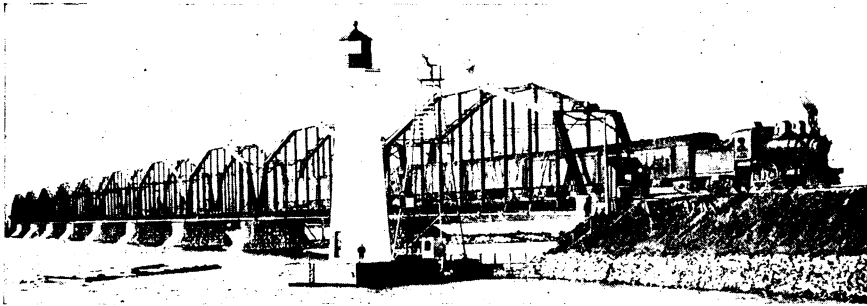
The traffic through the Canadian canal was 58 per cent of the total freight, 47 per cent of the total registered tonnage, and 50 per cent of the passengers carried, the amounts being 36,435,557 tons of freight, 23,349,137 tons register, and 33,397 passengers. Compared with the season of 1909, there was an increase of 8,672,782 tons of freight, or 31 per cent; 5,536,883 tons register, or 31 per cent; and 1,185 passengers, or 4 per cent.

The Canadian canal was opened April 12 and closed December 15, 1910, making the length of its season 248 days.

Our Canadian neighbors and friendly rivals have direct communication with us—that is, the “Two Soos” are bound together by the great international bridge, 3,607 feet in length, which crosses St. Mary’s Falls, from the head of the American to the head of the Canadian canal. It was completed in the autumn of 1887.

THE SOO OF TODAY

It now seems an appropriate picture of Sault Ste. Marie today—the city itself; and rather striking and quite appropriate in this condensation of its historic attractions and some of its industries: “The Soo is a charming city to visit, both in summer and winter. It is the ‘Historic



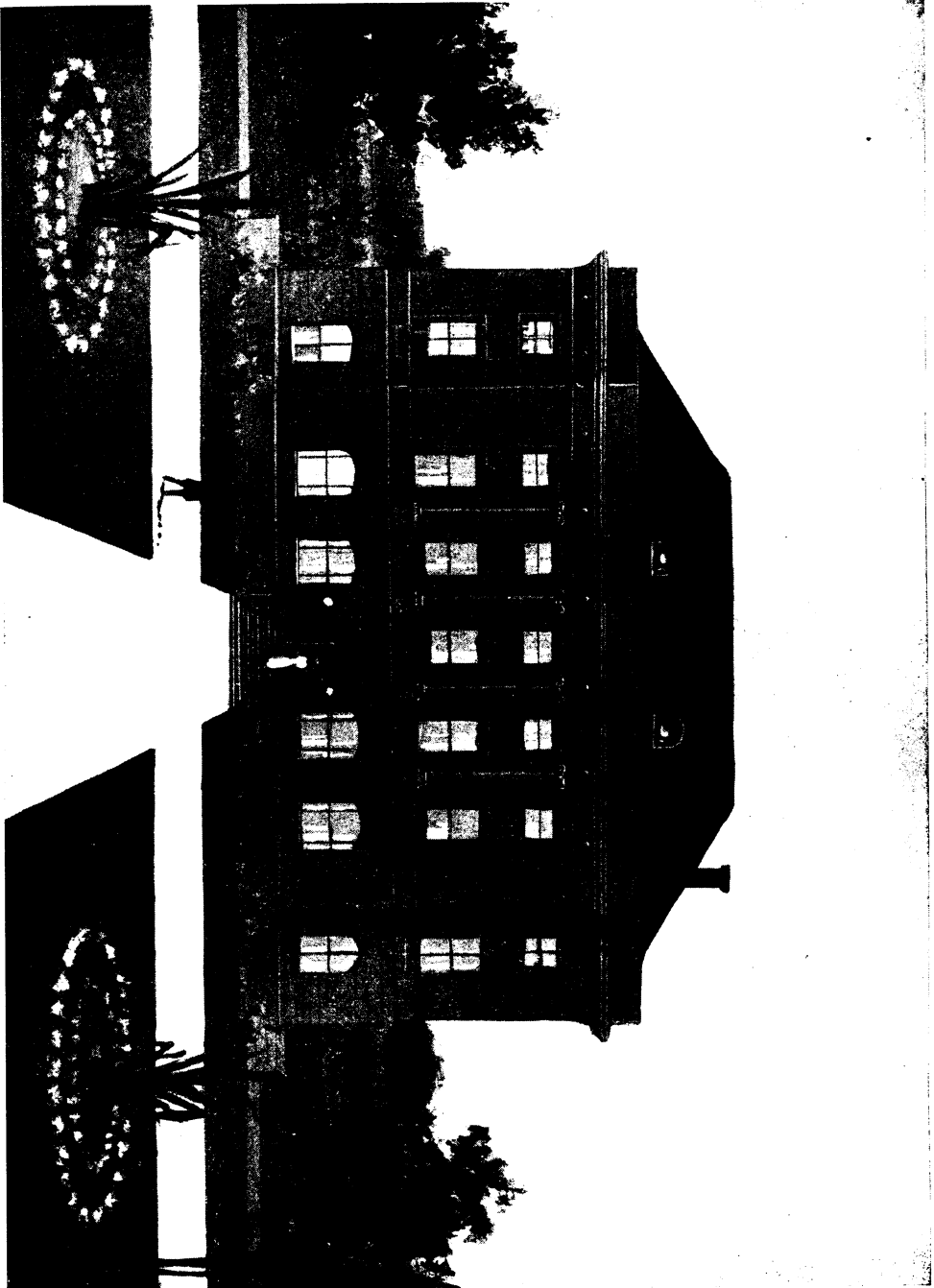
INTERNATIONAL BRIDGE BETWEEN THE SOOS
NEARLY A MILE LONG; TEN SPANS

City of Michigan.’ The first white man to set foot on Michigan soil did so at the Soo. The first permanent white settlement in the state was established at the Soo only forty-eight years after the Pilgrims landed on Plymouth Rock and more than one hundred years before the adoption of the flag of our nation. The Soo has been under three flags and

the last British flag to float over Michigan soil did so at the Soo. It was cut down by General Cass some years after the treaty of peace and the beautiful granite shaft erected at the Soo in 1905 to commemorate the fiftieth anniversary of the opening of the greatest locks in the world also marks the very spot of the 'Flag Episode' of General Cass. That shaft was designed by Stanford White—one of his last works (if not the last) before he fell a victim of the assassin, Harry Thaw. The house in which Schoolcraft lived and wrote his world-famous history still stands at the Soo. Many other like historic places have been preserved—intensely interesting places to students of Michigan history. The soil of the city has been red with blood of early Indian wars and massacres. Where the old forts stood, and were stormed and successfully defended at times, and overthrown and destroyed at other times, the magnificent new federal building now stands. Fort Brady, established in 1822, is now located on the brow of a beautiful plateau overlooking the city, the river, the rapids, the great locks and Canada Soo, and is now a veritable beauty spot and deemed the second best post in the United States. A battalion of Uncle Sam's regulars constantly man the post and are fed from the products of Chippewa farms. The daily drills of our "Brave Boys in Blue" greatly delight the Soo visitors. One of the largest tanneries in America is located in the city. This tannery receives most of its raw hides in cargo lots from Australia and the Argentine and its finished product finds great demand in Europe." It may be added that the Soo Woolen Mills constitute the only manufactory of the kind in the Upper Peninsula, and that the great canal of the Michigan Lake Superior Power Company furnishes the power to a number of industries, the principal of which is the Union Carbide Company. The large plant of the latter utilized in the manufacture calcium carbide—the basis of acetylene gas, of motor fame—adjoins, to the southeast, the great power house of the Michigan Lake Superior Company.

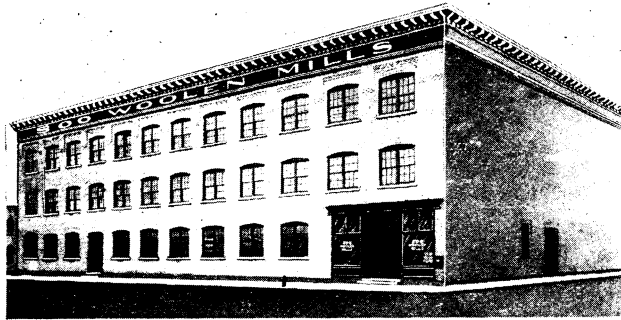
The plant of the Edison Sault Electric Company is located to the north of the ship canal, directly in the river bed. This plant, now producing approximately 5,000 horse power, is capable of development up to the full efficiency of the American side of the rapids. The Edison Sault Electric Company furnishes the power for public and private lighting and turns the wheels of two big industries, the Northwestern Leather Company, whose tannery has been noted, and the Soo Woolen Mills.

The huge hydro-electric plant of the Michigan Lake Superior Power Company stands on the brink of St. Mary's river about half a mile below the rapids. The western extremity of the canal is over two miles away, south and almost directly opposite the entrance of the St. Mary's Falls American canal. Its building is thus described: "In 1893, there came to the two Soos a man of whom little was known. He had the appearance of a man filled with confidence and was inclined to say little. Little attention was paid to him, although it was known that he had



POSTOFFICE AND FEDERAL BUILDING, THE SOO

been looking over a ditch in the Michigan Soo in which had been buried the hopes, money and ambition of engineers, financiers and the people of the two cities for nearly half a century. This was the water power canal, and the man was Francis H. Clergue. It was not long before those who held the mortgages and right of way of the canal were approached by Mr. Clergue with an offer to buy the rights and begin once more the development of this great water power, which had for centuries been running to waste over the rapids of the river. They were eager enough to sell, for they had lost all the money they cared to in the ditch, and they had no idea but what the newcomer was to do the same. Some laughed at him, while few ever dreamed of his success. But Clergue bought the ditch and went to work. Money from some unknown source kept pouring in, and as the work seemed more and more unsurmountable, so much more determined seemed that master mind which



ONLY WOOLEN MILLS IN UPPER PENINSULA

was planning it. Day after day the work was prosecuted, and year after year, until at last the people, even the most skeptical, began to see that they had now a man backed with plenty of money and filled with an energy which never knew the meaning of the word "failure." At last they saw the canal completed, and on October 25, 1902, the water was let in and the power turned on in the great power house at the lower end of the canal. Then it was that the whistle cords were tied down on every whistle in the Soo, and the people of the two cities gave way to rejoicing, for they saw a new era of prosperity opened for them.

The details of this great engineering feat, filled with figures as they are, are rather incomprehensible to the average mind, but a few of these figures put into the language of every day are interesting. This great water power canal generates 60,000 horse power, it is two and one-half miles long, 200 feet wide, and the water flows through it at an average depth of 23 feet. The power house in which the water power is transformed into electrical power is 1,368 feet long, or 48 feet over a quarter of a mile. It is built of red sandstone and its foundation is composed of

over 12,000 fifty foot piles capped with cement concrete. The total cost of canal and power house was about \$6,000,000.

On the Canadian side of the river, this same genius has left monuments of his energy and faith in the resources of the surrounding country. There are the big pulp mills, the steel plant, the ferro-nickel plant, ear shops, iron works, veneer mill, power plant, electro-chemical works, charcoal plant and saw mills. All these industries are built on a magnificent scale, and in spite of the financial difficulties which have assailed the great company which owns them, all are bound to be successful in themselves in the course of time.

The Soo is a substantial, clean and modern city of between twelve and thirteen thousand people, and enjoys fine railroad facilities through the Duluth, South Shore and Atlantic (completed in 1887), the Minneapolis, St. Paul & Sault Ste. Marie, and the Canadian Pacific. Half a dozen or more steamship and transit companies also place it in close and wide connection with all the ports of the great lakes. Its solid prosperity is based on its greatness as a lake port, on its superb water power and existing industries, and the richness of the adjacent country. Its export trade consists largely of lumber, hay, fish, flour, pulp, leather, and calcium carbide.

The city has a complete sewerage system; a \$200,000 water plant; one high and six ward schools; one daily and two weekly papers; a well organized police department, with a sanitary officer; a good fire department; three banks; a Carnegie library of 7,000 volumes; and fourteen churches representing all denominations, as well as several parochial schools, including the large Catholic Academy in charge of the Ladies of Loretto. In other words, the Soo is a brisk, modern American city.

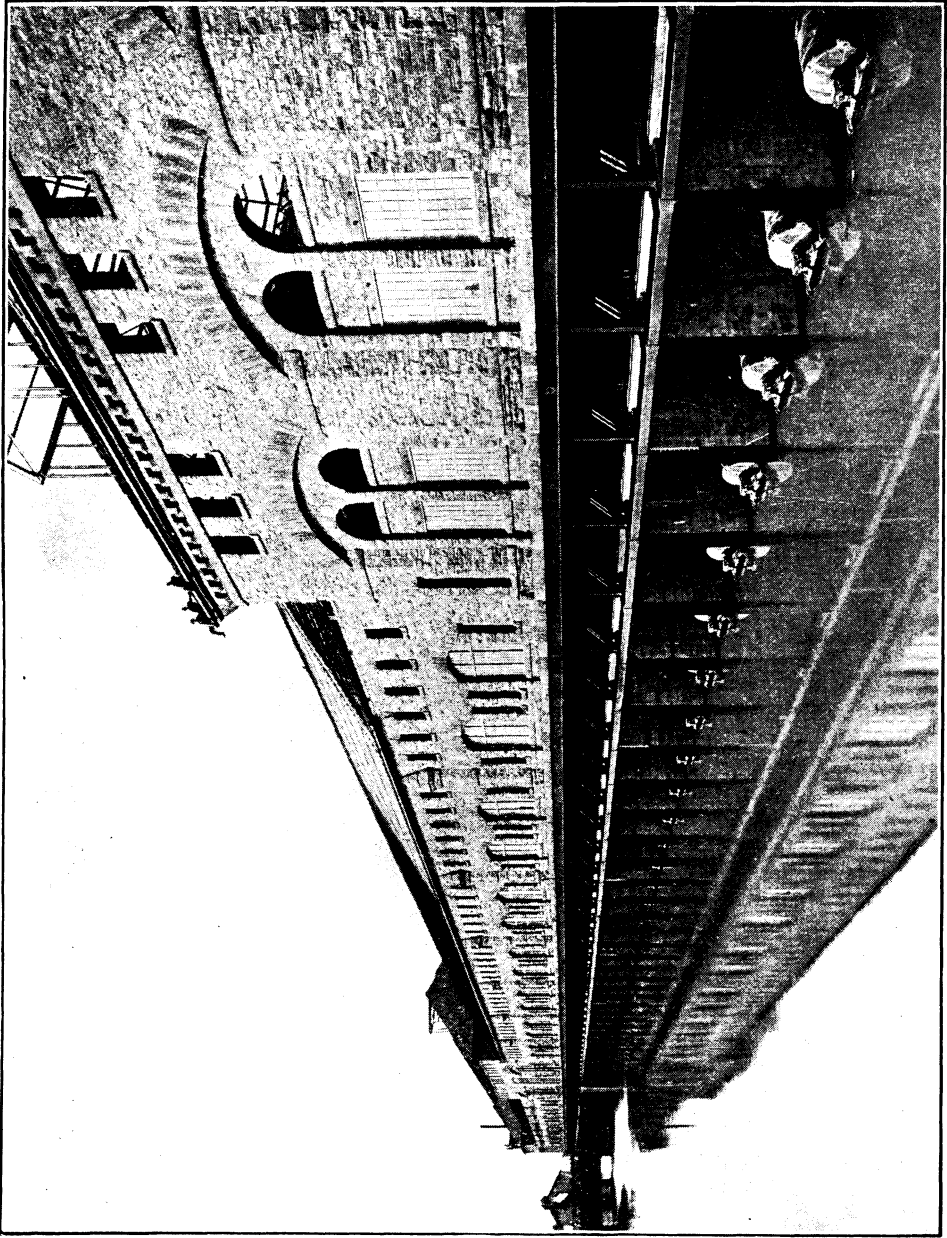
DETOUR AND DRUMMOND ISLAND

Detour, or Point de Tour, is a little village at the mouth of St. Mary's river, opposite Drummond island, being located on the extreme southeastern point of Chippewa county, or the mainland of the Upper Peninsula. It was a locality well known to the first French missionaries and was the battle ground between the Hurons and Iroquois of early times. A lighthouse was erected here in 1847 which is still maintained.

Drummond Island is also historic, as it was long the British headquarters for Indian affairs and, as such, often figures in the general history of this work. There are still remains of the old British post. The island was named in honor of Sir Peter Drummond, British commander at Isle St. Joseph in 1800. It now constitutes one of the fourteen townships of Chippewa county.

AGRICULTURAL AND LIVESTOCK FEATURES

Chippewa, one of the largest counties in the state, is rapidly demonstrating its adaptability as a farming, dairying and livestock country.



MICHIGAN-LAKE SUPERIOR POWER COMPANY'S GREAT PLANT
(Length 1,360 feet; 40,000 horsepower)

Although the cereals have been successfully cultivated, even including corn, her agricultural strength lies in her production of hay and grass, peas and other vegetables, roots, fruits and berries. It is bound to be a fine dairy country, and a substantial start has already been made in that field, while all conditions of climate and forage point to an especially rapid development of sheep and cattle raising.

To go more into details, Chippewa county is known as the greatest hay producer in Michigan, its farmers even shipping some 15,000 tons annually. The quality of the hay is thus described by an old lumberman who lives outside the county, and would therefore not be interested "in blowing her horn:" "For 40 years I have lumbered extensively in both the lower and upper peninsulas of Michigan and have probably owned 1,500 to 2,000 horses in that time. When in the lower peninsula I have always had to grain my horses to bring them through from time of breaking camp to the time they could live in pasture. In the Upper Peninsula I have always fed Chippewa county hay and I never had to grain my horses there to bring them through that period. They came through on Chippewa county hay alone and frequently gained in flesh during the period. Chippewa hay is certainly worth from \$1.50 to \$2.50 per ton more than the hay grown in the lower peninsula." The Upper Peninsula is not subject to the withering drouths of the lower peninsula; nor to the scorching rays of the sun which burn the life and nutriment out of the grass and hay. But instead, the cool nights and heavy dews refresh, invigorate and preserve the grass and the great richness and strength of the soil is not wasted but conserved. Not only do the farmers of Chippewa county raise better hay and grass than the farmers of lower Michigan, but they raise nearly twice as much of it per acre.

Beets, mangels, turnips, carrots and other roots grow enormously in Chippewa county, and the percentage of sugar yield in the first named exceeds that of beets grown further south. The potato grown in this section, as in most other counties of the Upper Peninsula, is large, smooth and solid. As a producer of these specialties Chippewa county has greatly advanced since 1893, when first place for all-around superiority in roots and vegetables was taken at the Columbian Exposition, Chicago, by the farmers of a locality within twenty miles of the Soo.

As a pea-producing locality Chippewa county is deservedly famous. Hundreds of acres are sown to peas each year and the product is shipped in car lots and by boats, to the great seed houses, and by them sold to their customers for the next year's seeding at the very highest market price. Worms and insects do not damage the peas, they are plump, and the yield is enormous and certain. The "bronze medal" was awarded by the St. Louis World's Exposition to peas grown in Chippewa county. As growth-producers in animals peas greatly exceed corn and the meat of the western lands fattened on Colorado peas is said to be finer flavored than the corn-fed lambs of the corn belt. Fifty different varieties were grown in Chippewa county in 1910 and the value of the peas raised



A SAMPLE OF CHIPPEWA COUNTY "GOOD ROADS"

this year totals a full quarter of a million dollars. It is almost certain that canning factories will be established before long.

As a dairying locality this county proved its supremacy when at the late State Fair at Detroit, the cheese made by the Superior Cheese Company, of Brimley, Chippewa county, won the state high score of 98 $\frac{1}{4}$ perfect points. It was the company's first effort at cheese making and demonstrates to a certainty that all natural conditions here are most favorable, such as abundant grass, pure air and water, and cool and restful nights. Two creameries are operated in the county and the entire product of one of them was sold in 1910 at one cent a pound above the market price for any outside creamery product.

The apples grown in Chippewa county and elsewhere in the Upper Peninsula are of higher grade and finer flavor than those grown further south. The cool nights, heavy dews and long hours of twilight make the apples firm, brittle, juicy and fine flavored. Probably the best show of apples ever made at the Michigan State Fair was from the Upper Peninsula, and among the best of those shown were grown in Chippewa county. The same statement applies to the great apple exhibit at the Land Show, held in Chicago during the spring of 1911. Chippewa county horticulturists do not need to spray their trees and fruit to get the perfect product. Strawberries, cranberries and wild blueberries yield in great abundance and the quality is the best produced anywhere.

As to the livestock industries, it is thought the raising of sheep will eventually lead, as the climate is admirably adapted to the growing of thick and fine wool, and to the warding off of characteristic diseases, such as stomach worms and the like. The country is also far enough north to ensure steady weather in winter and cold enough to escape the thaws and drizzling rains so frequent and common in more southerly latitudes. Rains in winter wet the fleeces to the skin, part the wool along the back bone, and the freeze which is sure to come, chills the sheep (and especially the spinal cord) laying the foundation for disease to follow such winter soakings. Such soakings and bare ground are almost unknown here in winter. A blanket of snow covers the ground from view during the winter months, which means contentment, good health and thrift among the northern flocks. It has been often asserted that Chippewa county sheep come through the winter in better flesh and healthier condition without grain than flocks do when grained in more southerly climes of "open winters." In summer no day becomes so hot but that the night is cool, restful, invigorating and healthful for both man and beast. The water of Lake Superior is chemically pure, which cannot be said of any other water in Michigan. It means health and thrift to all animal life. With abundant crops of peas, there is also no reason why Chippewa county should not become widely known as a producer of spring lambs for the market.

About six or seven years ago more than fifty pure bred, registered Shorthorns were gathered from various states and Canada (and a few imported from Scotland) and distributed among Chippewa county

farmers. Now the young progeny of the pure type is doing service all over the county in the place of scrubs. More than eighty Chippewa farmers own registered Shorthorns. Numerous pure bred Holstein and Jersey cattle are being brought in for dairy purposes. The improvement in "horned cattle" has been very great and is still going on.

Within the last six years herds of pure bred prize winning swine have been brought into the county, consisting of Poland Chinas, Berkshires, Duroc-Jerseys, Chester Whites, Large Yorkshires and Mule Footed or Ozarks, and the admirers of each breed are vying with the other breeders for supremacy in the pork industry. Splendid grass and peas make rapid growth, great size and early maturity certain.

The work horses of the average Chippewa county farmer are the great powerful, utility animals that can do the work and bring the price when sold. The farmers are raising plenty more from pure bred Belgian, Percheron, Shire and Clyde stallions; some of them being first prize winners at Toronto exhibitions. No county in Michigan may justly lay claim to better work horses than Chippewa.

CHAPTER XIX

SCHOOLCRAFT AND DELTA COUNTIES

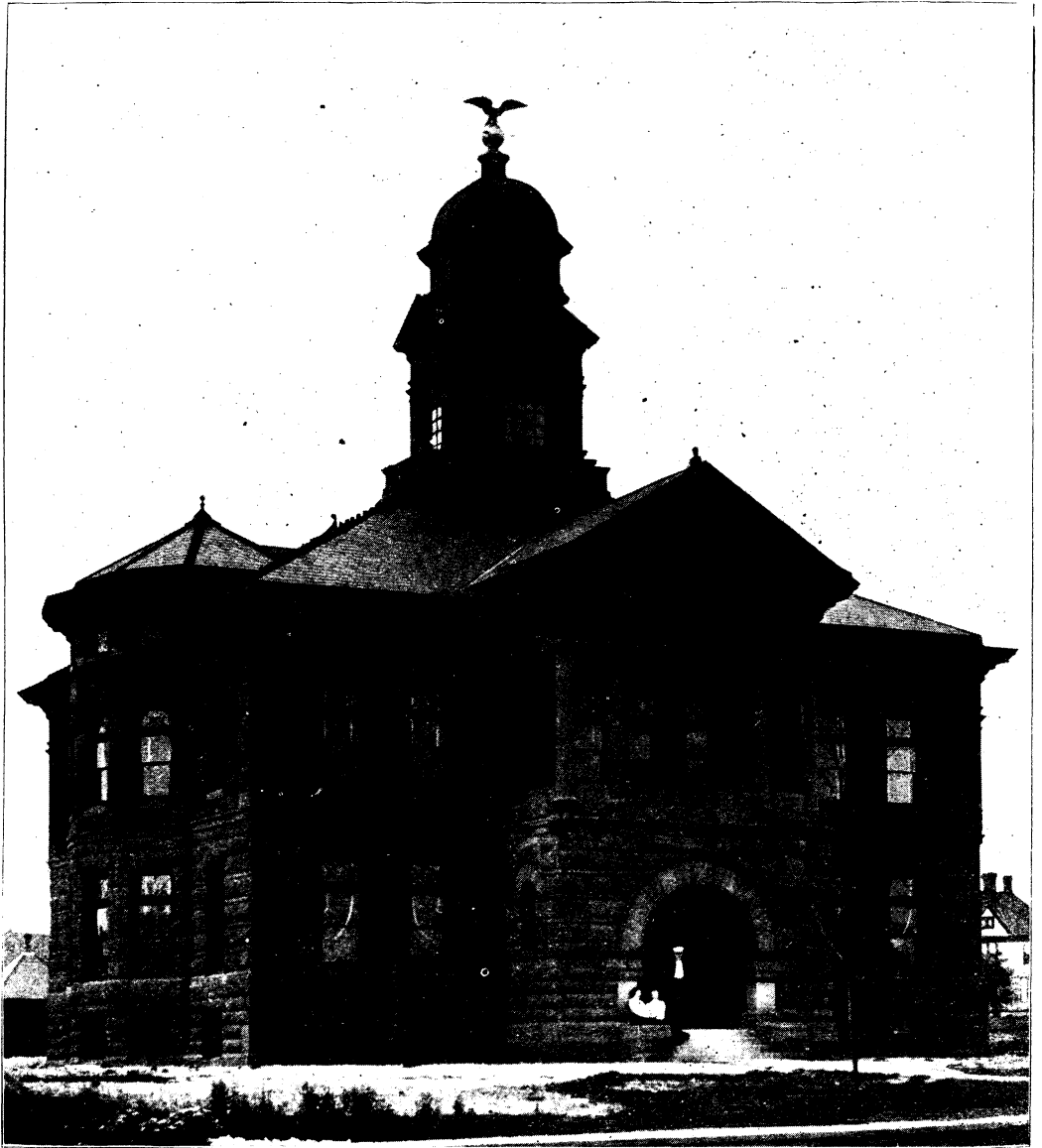
SCHOOLCRAFT COUNTY—MANISTIQUE AND MONISTIQUE—INDIAN LAKE AND KITCHI-ITI-KI-PI—PRODUCTS OF THE SOIL AND LIVE STOCK—INCREASE OF POPULATION—DELTA COUNTY—FOUNDING OF ESCANABA—GREAT ORE DOCKS—GREAT SHORT LINE—POWER, LIGHT AND WATER—SCHOOLS AND CHURCHES—ESCANABA INDUSTRIES—GLADSTONE—WELLS—OTHER TOWNS IN THE COUNTY—AGRICULTURE AND GOOD ROADS—INCREASE IN POPULATION.

Schoolcraft and Delta were two of the six counties into which the Upper Peninsula was divided by the general legislative act of March 9, 1843, and more than forty years afterward Alger was cut off from Schoolcraft county and Luce was erected from the territory of Chippewa county; by which all four attained their present area. They now form an important group of counties constituting the east-central portion of the Upper Peninsula of Michigan.

SCHOOLCRAFT COUNTY

As organized under the act of March 9, 1843, Schoolcraft county had the following boundaries: Beginning on Lake Superior north of line between ranges 12 and 13 west; thence west along the margin of the lake to the line between ranges 23 and 24 west, thence east to the line between ranges 12 and 13 west, together with Grand Island in Lake Superior. The county was attached to Chippewa for judicial purposes and so continued until about 1880, when it was attached to Marquette county. Grand Island township, as established by act of March 16, 1847, embraced all the territory previously organized as Schoolcraft county, and the first town meeting was ordered to be held at the house of John W. Williams in June of that year.

The seat of justice of the original Schoolcraft county was established at Onota, a village on Grand Island, now included in Alger county; the present bounds of Schoolcraft were not attained until the setting-off of the latter from Chippewa county, to which it had been attached, in 1885. Although Schoolcraft county was established in



COURT HOUSE, MANISTIQUE

1843, it took on no semblance of political organization until 1871, and the first national census which considered it worthy of note was that of 1880, whose figures were: Hiawatha township, 192; Manistique, 693; Munising, 270; Onota, 420. Total, 1,575, including 134 Indians and half-breeds.

The first real impulse which the county received was the completion of the Detroit, Mackinac & Marquette line, from Marquette to St. Ignace, in 1881. It was some years afterward before Manistique, the seat of justice since the county was reduced to her present area, came into railway connection with the St. Paul, Minneapolis & Sault Ste. Marie and became the terminus of the line known as the Manistique, Marquette & Northern. Since then she has become permanently prosperous, and has gathered within her corporate limits about half the people of the county, and far more than that proportion of its wealth and trade.

MANISTIQUE AND THE MONISTIQUE

Manistique was incorporated as a village by act of the legislature, in 1885, and incorporated as a city by the same authority in 1901. It is a well-built city of 4,722 (census of 1910). It derives its name from the Chippewa tongue, and a free translation is "River with the Big Bay." Manistique is situated on one of the northernmost points of Lake Michigan, and is favored with a finely-sheltered deep-water harbor. Into this flows the rapid Monistique river, whose swift current not only supplies a most valuable water power, but keeps the "big bay" comparatively free of ice. With the assistance of several powerful car ferries, Manistique shares with St. Ignace the honor of being the only really open port on the upper lakes. There is virtually no interruption during the winter season with the service of the car ferries between Manistique and Eastern Michigan.

Let not the reader enter up to the carelessness of the writer or proof-reader the spelling "Manistique," as applies to the city, and "Monistique" river. The blame rests elsewhere, as witness this from the pen of a citizen author: "When the charter of the city was being written up it was the intention to name the corporation for the river upon which it was founded, and to whom much of its physical development owes its origin. But the carelessness of a 'typo' in substituting the letter 'a' for the letter 'o' caused the City of Manistique to be incorporated on the banks of the Monistique. Despite the error of the typo the city has grown and the river has been its sponsor and greatest aid.

"With a dam at picturesque Indian Lake, which constitutes the great reservoir in which the volume of water is stored, through its narrow banks and over the secondary dam at the northern limits of the city, over which this great watery force is rushed at increasing speed, this useful stream rushes, accumulating velocity to the dam at Manistique, developing as it travels a power that is unmeasurable. Within this dam are the turbine and bucket wheels that develop and generate the power that drive the wheels of every industry within our city—and as yet without

a groan or murmur. The city's lighting system, the great lumber industries, in fact every industry in our city is driven by the power of this harnessed river.

"The secret of the success of our city lies within its ability to furnish power cheaply. In fact the history of our city is so closely woven about our harbor facilities and our water power that the story of its industrial power and growth and the harbor and water power are synonymous."

An idea of the importance of Manistique as an industrial center may be gained from a brief mention of the various plants which employ over 100 men each. First are the Chicago Lumbering Company of Michigan and the Weston Lumber Company, whose combined capital is \$1,300,000 and number of employees, 1,200. They operate two mills within the city limits, and the output of lumber is from 60,000,000 to 80,000,000 feet per year, principally white pine. This product is shipped mostly in their own boats which (Tonawanda Barge Line) ply continually between Manistique and Tonawanda, New York. Other fleets from Chicago and elsewhere transport the lumber to other than eastern markets. The Chicago Lumbering Company of Michigan was organized in 1863 by Chicago men at a time when Manistique comprised only a few houses and the Indians still felt that they would always own the country. The present management assumed control in 1872, the present "old mill" was built in 1876, and in 1883 the Weston Lumber Company was organized, followed soon by the erection of the West and Upper mills. This was the commencement of industrial Manistique.

The Chicago Lumbering Company claims to have cut since that time two and three-quarters billion feet of lumber and has one hundred million yet to cut—all tributary to its mill. In 1910 the company cut forty million feet.

Next in importance to these combined lumber and transportation interests are the plants of the Manistique Iron Company and the Burrell Chemical Company. The latter, capitalized at \$500,000, is among the leading manufacturers of wood alcohol and acetate of lime in the country and employs about 500 men. The Iron Company has a well-equipped plant, having a daily capacity of some 100 tons and gives steady employment to perhaps 250 men.

The White Marble Lime Company, established in 1889 by George Nicholson, operates kilns both at Manistique and Marblehead; has also a large modern shingle mill and is an extensive dealer in all kinds of forest products in the vicinity and along the Soo line. Many buyers of cedar ties, telegraph and telephone poles, posts, pulp wood, tan bark, etc., make their headquarters at Manistique and operate through the White Marble Lime Company. In its various operations the company employs about 250 men. The general offices, kilns and shingle mills are located at Manistique, and cedar yards are also maintained at Nahma Junction, Delta county. The company does a large jobbing business in cedar, practically buying all of that variety of timber cut for the mills around the city.

In addition the Thompson Lumber Company has a payroll of some 400 men and the Northwestern Leather Company of perhaps 100.

Manistique is also an important fishing point; has modern stores and offices; good hotels; two flourishing newspapers; a substantial bank; three well built schools with 1,000 pupils, and every other evidence of a solid little city built on flourishing industries and a progressive agricultural country around it.

It is the southern terminus of the Manistique, Marquette & Northern Railroad, which affords its connection with the copper country and the great northwest. Penetrating as it does the country tributary to Manistique, it affords direct traffic communication with an important source of supply and with its car ferry connections at Ludington on the east shore furnishes all the benefits of a trunk line, it being a part of the Pere Marquette system. The company has developed from a small logging road of a decade ago into a system which is gathering in a large share of the business from the north and the northwest. The road is not a long one, but runs through a most picturesque country, to which sportsmen are attracted who are hunting for either fish or deer; and they find both in abundance. Bears are also found, and may be either avoided or attempted. In connection with this road one of the largest and best car ferries on the lake is run daily between Manistique and Ludington. Located at Manistique are the general offices of the company, machine shops and yards, giving employment to more than 250 men.

The Ann Arbor R. R. maintains an excellent system and is a large factor in the local freight world. It operates a car ferry, with connections at Frankfort, Michigan, on the east shore of the lake, and affords a superior outlet for the heavy shipments which pass through the port of Manistique. Its car ferry, Manistique No. 1, is the largest boat of the kind on the Great Lakes, carrying thirty-two standard freight cars on each trip, and thus exceeding in capacity the new ferry being built at St. Ignace.

Reverting to the commercial aspects of Manistique, it will be surprising to many to learn that nearly 80,000,000 feet of lumber are shipped annually from her splendid harbor in boats owned "at home"; that 4,000,000 railroad ties, 600,000,000 shingles and 300,000 tons of pig iron also pass out of her port, as well as many tons of trout and white fish.

During the summer season the principal passenger steamship lines make this port, bringing numerous tourists and sportsmen to a region of pure air, fine forests and beautiful lakes and streams.

INDIAN LAKE AND KITCH-ITI-KI-PI

Lovers of the beautiful in nature and the romance of Indian love never fail to visit Indian Lake, a charming summer resort, and the Big Spring (Kitch-iti-ki-pi), about four miles north of Manistique. The lake, about two miles by four, is fed by the spring, and is fringed by a virgin forest. On the west bank are the crumbling ruins of the old

Indian mission built by Marquette, and in the rear an ancient Indian burial ground. The Big Spring is in the heart of a forest; is about sixty feet deep and from three to five hundred feet across; and its waters are so clear that the petrified logs at the bottom seem only a few feet away.

Kitch-iti-ki-pi, with its natural beauties and Indian romances, has been so daintily described by Mary E. Holman, of Rochester, Michigan, in the attractive souvenir of Manistique, issued a few years ago, by the "Harold," that extracts from the paper follow:

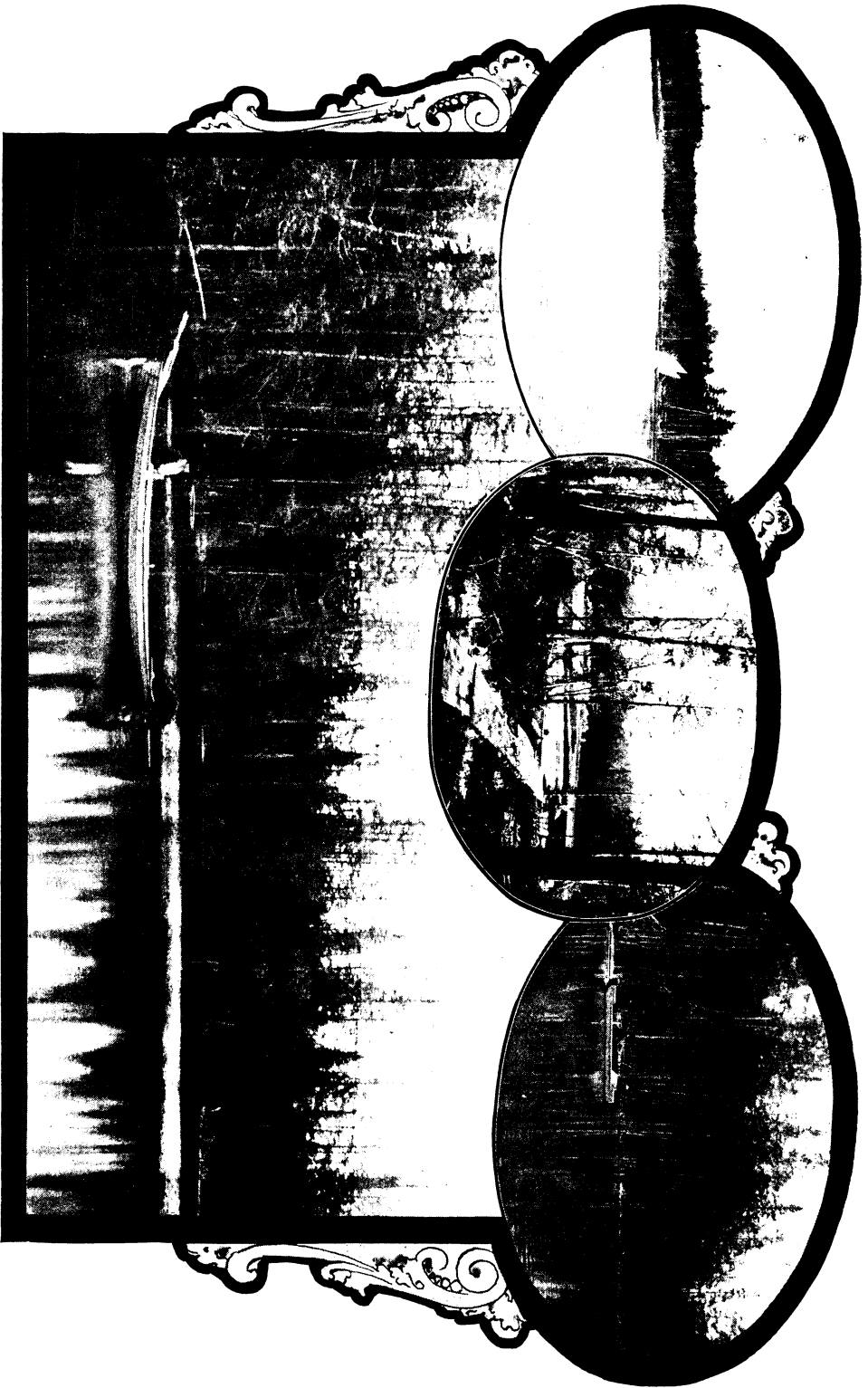
In the midst of the great forest of the Upper Peninsula of Michigan—like a diamond in an emerald setting—sparkles the "Big Spring," Kitch-iti-ki-pi, the great wonder of that country, and many people have crossed the ocean to see no greater sights. As we drew near we are greeted with a very perceptible smell of sulphur; not as strong however, as the mineral wells at Mt. Clemens or Ypsilanti. The forest is very grand on the side where we approach. Tall pines that make your neck ache to look to their tops, with the ground underneath covered with pine needles. The Spring is about 60 feet deep and some 400 feet across, marshy at the edges, with ferns and small trees growing close. As we look at the water from the landing it has an emerald hue; it has a slight taste of sulphur and is icy cold. It is said no living thing can exist in it; if you throw a frog into the spring it will straighten out, stiffen and die in an instant. To get any idea of the beauty of the spring we must row out to the middle and get our faces near the water. Now dear readers, just imagine you are out here with me on its mirror-like surface. We experienced a very peculiar sensation. The water is so transparent that it seems as though we are suspended in mid-air by some invisible means, with an immense white bowl under us, decorated in a most unique manner, at once quaint and beautiful. Bordered all round with petrified trees, lying in the most picturesque confusion, interlaced here and there with water plants, varied by patches of moss and lichen, all having the appearance—where the rays of light strike them—of new silver, shading and shimmering in the gently moving water, with the brown, grey and green of the dead trees and live plants, making a picture that an artist would try in vain to copy. As it descends the sides of the bowl it breaks into groups, or patches, contrasting with the pearly, white sand. If your imagination be strong enough you will see old ruins, landscapes, or even contending armies. There I see a ruined city overun with moss and creepers; there a high tower, and there a light house on a rock; and there, again, a pastoral scene; there a landscape, with mountains and valleys, with fields and a little brook. The bottom of the bowl is white sand, with several springs boiling up, like tiny fountains, which makes the picture complete. We look over one side of the boat and there is a fountain, we look over the other side of the boat and there is another; but on further investigation we discover it is the same one. The illusion is caused by the great depth, and the peculiar transparency of the waters.

How did it all come? Did the bottom fall out of the ground all at once, and let those trees and bushes cave in and hang all around the edge? Or was it just a little spring at first, with a quicksand foundation, which some underground force washed away gradually and let the trees down one after another, just as they do along a bank that is washed by a strong current?

Now come and sit down under this great pine tree and rest, while I tell you a beautiful legend of the spring, and how it came by its name.

Long before the foot of the paleface pressed the soil of northern Michigan a brave young chief, named Kitch-iti-ki-pi, had his lodge on the east shore of Indian Lake, on a tract of high land covered with a magnificent growth of fine beech and maple trees. The spot was picturesque and romantic; the shore in some places rose to a height of several feet, while in others it sloped gradually to the water's edge. One lovely moonlight evening, under a natural bower, on a flat stone, sat the handsome brave and a beautiful Indian girl, Wah-wah-tay-see—who loved each other and were betrothed—murmuring sweet things to the music of the water, as it softly kissed the pebbly shore.

"Wah-wah-tay-see, what do the waters say?" and he listened to the very satisfactory reply: "I love thee, I love thee, Kitch-iti-ki-pi." He pressed her to his heart, saying: "Oh, my dear love, see the moon is like the noonday, my birch bark canoe is rocking on the water, floating like the red swan; come let us row across the lake to the 'Great Spring' and gather mah-na-wusk." Soon they were gliding over



SCENE ON INDIAN LAKE
MICHIGAN
[By Courtesy of Nettle-Strattonson-Thompson]

TWO VIEWS OF THE BIG SPRING
SIXTY FEET DEEP AND CLEAR AS CRYSTAL

the placid waters, singing a quaint lovesong to the rhythmic motion of the paddles. They passed up a little creek and floated out upon the "Great Spring." The peculiar sensation of hanging in mid-air filled them with awe, and Wah-wah-tay-see murmured: "Gitchi-manito is here." They disembarked at the little landing, which is yet in use and hand in hand they walked under those stately pine trees, over a carpet of pine needles, until they began to weary; then they gathered the spearmint and sat down under this pine tree, overhung with grapevines.

After a while the brave spoke: "Nine-moo-sha, this is the moon of the strawberry, and in the moon of the falling leaves you will come to live with me in my lodge, when we will part no more, only as I go to the chase. But now, Osseo is far to the setting sun, and we must go back, our people will wonder what has become of us. Come!" He stepped lightly into his canoe and held out his hand to her. But the roguish, dusky maid—very much like her white sisters—was seized with a spirit of coquetry and perverseness and ran out upon a small pine tree that overhung the edge of the spring, with the roots partly clinging to the bank, and insisted on getting in the canoe from there. In vain he pleaded with her; he reminded her of the icy cold water and the depth of the spring; but she was obdurate and made it a test of his love for her. So with his swarthy cheeks blanched to a sallow tint and his mouth set firmly, he silently brought his canoe under the tree, stood up and carefully balancing reached up his arms to receive her. She stooped to him when the tree gave way at the roots. She fell over, fortunately into the canoe, but a branch of the tree caught her lover and bore him down beneath the cold cruel waters.

The waves formed by the falling tree sent the canoe out upon the spring with Wah-wah-tay-see lying flat in the bottom, dazed but unharmed. Collecting her scattered senses, she rose up and looked over the moonlit water, but no lover could she see; and all was silent save the night wind sighing through the forest. With a sobbing terrified voice she called: "Kitch-iti-ki-pi! Soan-gi-te-ha! where art thou?" but echo alone replied. Again she speaks: "Vuk-ta-hee! Sho-wain-mene-shin, my lover is lost in the seg-wun." So with cries of lamentation and face wet with tears, she called: "Kitch-iti-ki-pi! Onaway!" until the morning star, Wabun Anudg, had vanished from sight. When her father and brothers, troubled at her prolonged absence, came in search of her, finding her alone with a look of deep anguish on her face, they inquired, "Where is Kitch-iti-ki-pi?" She broke out afresh and pointing down in the water she cried, "Nush-ka-nosa Nee-ba-now-baigs have stolen my Soan-gi-te-ha!" They looked into the water and there fastened down by the branch of pine, was the form of Kitch-iti-ki-pi, gazing up at them with wide open eyes and a troubled look on his face; but his spirit had gone in search of the happy hunting ground, which he would not be permitted to enter because he was a bankrupt, for he had neither his weapons nor his cooking utensils buried with him. Superstition prevented them from recovering what the water spirits had stolen from them, so they took Wah-wah-tay-see back with them, and they mourned the death of the young chief for a certain length of time according to their custom, and then apparently forgot. But Wah-wah-tay-see could not forget that it was through her own perversity that her lover was lost to her, and she grew thinner and paler day by day. All day she would sit in the bower by the lake shore and listen to the mid-way aush-ka, and on moonlit nights she would silently steal across the lake to the great spring, where she would float and chant a sad song—ever the same, night after night:

Kitch-iti-ki-pi,
My own true love,
Come back to me,
Thy mourning dove.
My heart will break,
I cannot stay,
Asleep, awake,
From thee away.

Mud-way-aush-ka,
They make me sad,
Nine-moo-sha,
I'll ne'er be glad
Till by thy side
My soul shall stand,
Across the tide
In spirit land.

Then she would listen, and soon there would rise seemingly out of the water, a low appealing reply:

Wah-wah-tay-see,
My fire fly light,
Bring back to me,
My armour bright,
My bended bow
And quiver too,
Sagmittee bowl
And arrows true.

With empty hand
I may not go
To hunter's land
To chase the doe,
Or follow in
The black bear's track,
Showain-mene-shin
And bring them back.

As the Wa-bun-an-mung gleamed brightly over head, the bereft and despairing maiden would row back to her father's lodge. When the time that was to have been the bridal—the moon of the falling leaves—arrived, she was wasted to a shadow, and one night when the moon was at its full, she secured her lover's bow and arrows, with the sagmittee bowl and eagle's feathers, wampum belt, hatchet and quiver, and stealthily crept from the camp. Placing them in the canoe she rowed over to the spring. Pausing at the spot where her lover went down, she stood up in the canoe with his weapons clasped in her arms, and sang in a plaintive voice with a note of exultation in it:

Kitch-iti-ki-pi,
Thy fire fly light,
Brings back to thee
Thy armour bright,
Thy bended bow
And quiver too,
Sagmittee bowl
And arrows true.
With empty hand
You need not go
To hunter's land
To chase the doe;
Or follow in

The black bear's track,
Showain-mene-shin
I bring them back.
My dearest love,
My heart is sad,
Thy mourning dove
Will ne'er be glad
Till by thy side
My soul shall stand,
Across the tide
In spirit land.
Kitch-iti-ki-pi,
I come to thee.

With his weapons in her arms she plunged into the water and sank to join her lover. When her friends missed her, they easily guessed what had happened and the tribe named the spring Kitch-iti-ki-pi.

Meaning of Indian words—Mah-na-musk (spearmint), Wah-wah-tay-see (firefly), Nine-moo-sha (sweet-heart), Oesco (son of the evening star), Soan-gi-te-ha (great hearted), Yuk-ta-ha (God of water), showain-mene-shin (pity me), sig-wun (spring), onaway (awake), nush-ka-nosa (look, look father), nee-ba-now-baigs (water spirits), mud-way-aush-ka (sound of waves on the shore).

PRODUCTS OF THE SOIL AND LIVE STOCK

Schoolcraft county represents one of those sections in the Upper Peninsula, primarily a lumber county, which, since the perceptible denuding of its timber lands, has been taking wise steps toward transforming itself into an agricultural country of rich and varied production. Like the average soil of northern Michigan, that of Schoolcraft county may be classified as sandy soil, sandy loam, prairie loam, clayey loam, loamy clay, heavy red clay, and swamp soil. Generally speaking, the soil is better adapted to the raising of vegetables than of grains, and experts claim that their proper treatment should include a system of rotation, in which crops like clover and peas should play a prominent part to maintain the life-giving nitrogen of the soil. With sheep and enough of other stock to utilize the forage necessarily produced during the rotation of crops, as well as to fertilize the soil, potatoes and root-crops (especially turnips) flourish surprisingly. In Schoolcraft, as in most

of the other counties which have entered the agricultural class, potatoes have proved fully as profitable and staple as any other crop. The county has fully maintained the name of the upper Michigan potato for soundness and "mealiness." Instances are even cited where the land has been paid for by a single crop. Peas also flourish, yielding not only forage but grain. Made into meal, the product is fed to advantage to dairy cows, while sheep and hogs are turned into the fields. Pumpkins also are easily raised and make splendid food for live stock.

Timothy hay has been an advantage to the settler, in that it has been universally used for cropping among the stumps. When a piece of land has been "chopped off," and the branches and logs removed, while the stumps are too much in the way for the cultivation of crops requiring annual plowing of the soil and frequent cultivation, the grass seeds scattered upon the land and brushed in or covered with a light drag make rapid growth, so that even the first year a fair crop of hay may be obtained and thereafter a plentiful one.

Clover is another plant which flourishes in this section of the state, but little difficulty being experienced in obtaining a good "catch" and securing an excellent growth. This is both fortunate and desirable, as there is no better hay for dairy cows or for sheep than that which is made from red clover. White clover is another grass that finds a healthy growth in those parts and also affords excellent pasture for dairy cows and sheep. Kentucky blue-grass, or what in this state is known as June grass, is also common everywhere. A practical farmer will realize that a country in which timothy, Kentucky blue grass and red and white clover flourish is a natural pasture region; and such is Schoolcraft county and much of the Upper Peninsula.

Oats grow well and pay well. The crop may be sown as late as June and still yield a good supply of hay and even grain. The prospects of barley are fair, and rye has bright prospects. The grain can be used either for bread or feed, while the straw makes most excellent bedding. Even corn, whose limit of successful cultivation was once supposed to be south of Lake Michigan, has been profitably raised in Schoolcraft county, and there are those who believe that it will eventually become a paying crop in the warmer soil of more northern sections. Of course, the heavy clay soils prohibit all attempts to raise corn in this latitude.

With all these forage advantages for the raising of cattle, the country has an encouraging dairy outlook. The climate is also favorable for the raising of hardy and healthy milk cows and fat wool-producing sheep. The effect of a brisk climate on the fleece is to insure both density and fineness of fiber. Sheep in this latitude are also less subject to contagious and parasitic diseases than those raised in warmer regions. It has often been assumed that the additional expense incurred in winter feeding sheep in this section more than balances the advantage of suitability of climate and crops. Now, one acre of pasture will carry three sheep over a summer season under average conditions; if allowed to produce hay a similar acre would probably retain two and a half tons of



SCHOOLCRAFT COUNTY FAIR: EXHIBITS OF THE SOIL.

hay, which is sufficient for at least ten sheep during the winter season. On the basis of acreage more sheep may be carried through winter conditions than can be through summer conditions, so that winter is not necessarily unprofitable in sheep feeding.

In Schoolcraft county there is much land that is adapted for sheep culture. These are classed as follows: 1. Waste tracts low in fertility; 2. Grazing lands that are rough and rocky, but possess a fairly rich soil; 3. Those lands which in time will be adapted to general farming. The waste lands are light sandy soils found in districts where the pine has been removed and but a meager growth of vegetation has taken its place. In most instances there is some such herbage as bunch grass which could not be depended upon to supply permanent pasture. From the experience of older countries it seems safe to assume that such lands may be brought into fertile conditions by having sheep herded on them. These lands may be purchased for about seventy-five cents per acre in large tracts and it would seem that the cheapness of them afforded sufficient inducement for a trial of sheep farming on them. In most parts lakes are numerous and the water privilege is good.

The conditions are likewise favorable for the production of swine—both food and climate. Peas, as has been noted, are one of the good crops of Schoolcraft county, and it is well known that they make the choicest quality of pork. A comparison as to the comparative value of feed to hogs, published by the Ontario experiment station a few years ago, indicated that hogs weighing nearly 200 pounds each made 100 pounds gain when fed 380 pounds of peas. In another trial 120 pounds of peas and 287 pounds of corn meal together made 100 pounds of gain to the hogs, while 590 pounds of corn meal when fed alone were required to produce 100 pounds of pork.

As to horticulture—experiments in raising the larger fruits have been less successful than in producing the smaller varieties, such as the strawberry, raspberry, blackberry, currant and gooseberry.

Schoolcraft county has the soil, the climate and the crops calculated to develop a fine agricultural, dairy and live-stock country, with the limitations already noted. She has also unusually complete facilities, both by land and water, for getting her products to profitable markets, and she is destined to grow in wealth through the cultivation of her soil, as she has mainly developed in the past through the natural yield of her forests and waters.

INCREASE OF POPULATION

Since any census figures have been taken, Schoolcraft county has been credited with the following population: 1850, 16; 1860, 78; 1874, 1,290; 1880, 1,575; 1884, 3,846; 1890, 5,818; 1894, 7,127; 1900, 7,889; 1904, 8,628; 1910, 8,681. A comparative statement by townships, according to the national census figures of the last three decades, is as below:

THE NORTHERN PENINSULA OF MICHIGAN 361

TOWNSHIPS AND CITY	1910	1900	1890
Cusino township	293		
Doyle township	524	750	
Germfask township	504	319	148
Hiawatha township	568	284	149
Inwood township	374	673	
Manistique City	4,722	4,126	4,940
Ward 1	777		
Ward 2	1,103		
Ward 3	1,554		
Ward 4	1,288		
Manistique township	499	302	454
Mueller township	318		
Seney township	126	254	774
Thompson township	753	664	931

DELTA COUNTY

Delta county is situated in the southeast-central part of the Upper Peninsula on the shores of Lake Michigan and Green bay. The southern portion of the county is washed by the waters of the latter, and the northern portion of the interior by Big and Little Bays de Noquet—arms of Green bay—which extend sharply inland to form Peninsula Point, which divides the two bodies of water mentioned. Ford river waters the southwestern portions of the county, flowing in a southerly direction and entering Green bay about eight miles south of Escanaba. The Escanaba, or Flat Rock river, rises in the southeastern part of Marquette county, crosses the southwestern part of Delta county, and flows into Little Bay de Noquet, at the town of Flat Rock, seven miles north of the county seat. Rapid and White Fish rivers empty into the head of the Little Bay, while Sturgeon river and other streams come in from the north to mingle their waters with Big Bay de Noquet. Thus the shore lines of the county are deeply indented and veined by the two bays and numerous streams flowing into them, and as some of the early settlers also fancied they saw in such configurations a resemblance to the mouths of the Nile, the county received the name of Delta. Like the historic river of the Old World, the inland streams also bear toward the coast rich deposits of soil, which is especially evident on the eastern shores of Big Bay de Noquet. The streams are the sources of valuable water-powers, the most largely developed being those of Flat Rock river.

With its numerous streams and inland lakes, Delta county offers unusual facilities for water transportation and, in connection with the Chicago & Northwestern and the Escanaba & Lake Superior railroads, its conveniences are unrivaled for the expedient handling of its timber and ore. Escanaba and Gladstone, its chief centers of industry, commerce and trade, are on the west shore of Little Bay, and represent large and important enterprises in lumbering, iron manufactories and the transportation of ore and coal.



SCENE ON THE ESCANABA RIVER

Under the organic act of 1843 Delta county was defined within the following limits: Beginning on Lake Michigan south of the line between ranges 12 and 13 west, thence southerly along the margin of the lake to Green bay; thence along the north and west shores of Green bay to the Menominee river; thence northwesterly along the boundary line between Michigan and Wisconsin to the line between ranges 37 and 38 west; thence along the north boundary of town 41 to the line between ranges 12 and 13 west; thence south to the point of beginning on Lake Michigan. The county was attached to Michilimackinac for judicial purposes. Masonville, at the head of Little Bay de Noquet, was a settlement before Escanaba could be called one and was the original county seat. In March, 1861, the county of Delta was constituted as townships 37, 38, 39, 40 and 41 north, range 24 west; towns 38, 39, 40, 41, 42 and 43 north, range 23 west; towns 38, 39, 40, 41, 42 and 43 north, range 22 west; towns 38, 39, 40, 41, 42 and 43 north, range 21 west; townships 37, 38, 39, 40, 41, 42 and 43 north, range 20 west; towns 37, 38, 39, 40, 41, 42 and 43 north, range 19 west, including all of Summer island; and towns 38, 39, 40, 41, 42 and 43 north, range 18 west. By this act the county remained attached to Mackinac for judicial, taxable and other purposes, and David Langley, Jr., Peter Murphy and Thomas J. Streeter were appointed commissioners to locate the county seat. They selected Escanaba.

FOUNDING OF ESCANABA

Despite the civil creation of the county in 1843, it did not commence to develop out of a backwoods country until 1863-4, when the Chicago & North-Western Railway Company began to push its line through the wilderness between the new county seat and Negaunee and completed ore dock No. 1 at Escanaba. Operations on the road were commenced in July, 1863, and toward the close of the summer R. A. Connelly, master mechanic and builder of the ore dock came to Escanaba and built a hotel and boarding house, the first frame structure in the place. Perry & Wells, the railroad contractors, soon erected two other small buildings for the accommodation of the workmen, and followed by putting up a fair sized store. The first work completed on the railway was the road-bed from Flat Rock to the ore docks. Work upon dock No. 1 was pushed so rapidly by the contractors that within a short time after the arrival of the pile driver, it was so far completed that vessels consigned to the port of Escanaba with iron and building materials for the building of the railroad were able to discharge their cargoes. In 1864, while the line was being pushed toward Negaunee, the "Swan" and "Sarah Van Epps," the first steamers plying between Escanaba and Green bay, commenced making regular trips. The year 1865 opened with the railroad completed and during that season the first iron ore was shipped from dock No. 1. From that time on, Escanaba progressed steadily. The old "Appleton," the first locomotive that was put on the Escanaba-Negaunee line was shipped by lake, and an engine house was provided by

converting a portion of the old boarding house into a "stall," a small tank inside the building supplying it with water which was fed by a force pump and a well.

The first building of note erected was the Tilden House, named in honor of Samuel J. Tilden and built by the Chicago & North-Western Railway Company and the N. Ludington Company. It was opened to the public Christmas day, 1864, and the great New Yorker himself was among its earliest guests.

For a number of years the peninsula that forms the site of Escanaba was known as Sand Point, and the first light house at its extremity was erected in 1867. But, although Escanaba had been the county seat since 1861 and had been incorporated as a village in 1866, with the exception of the Tilden House, there were still only a few modest buildings scattered over the swampy ground upon which now stands the well-built but somewhat elongated city. In the latter year was born the first white child in Escanaba, Martin L. Dunn, which was a bright augury of a steady increase in population. But the grand facts which stood for permanent progress and growth were established communications by rail and water, and developing facilities for receipts and shipments through her lake port.

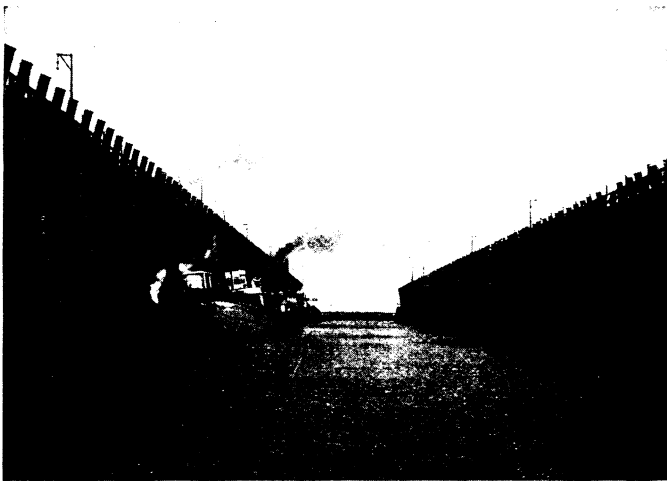
Escanaba was reincorporated as a village by the County Board of Supervisors in 1883; by legislative act, incorporated as a city during the same year, and reincorporated in 1891. It is really located on a point of land dividing Green bay from Little Bay de Noc, which accounts for the unusual length of its main business street (Ludington) for a place of its size and population. By the last national census (1910) this is given by wards as follows: First ward, 734; Second ward, 1,147; Third ward, 1,776; Fourth ward, 1,939; Fifth ward, 3,209; Sixth ward, 2,599; Seventh ward, 1,790. Total, 13,194.

GREAT ORE DOCKS

Escanaba rightly claims one of the best harbors on the lakes, it being three miles wide at its entrance and of sufficient depth to float the largest freighters built. The city is one of the largest shippers of iron ore in the world. There are now six huge, electric-lighted docks on the water front, furnished with all the powerful and ingenious hoisting and transfer machinery of the day, at which thirty vessels can be loaded simultaneously. They have a capacity of 95,000 tons; some 20,000 tons can be shipped every twenty-four hours, and the actual shipments amount to nearly 6,000,000 tons yearly. Near by are also large commercial docks, principally for the handling of coal. The Reiss Coal Company controls this branch of the heavy freight handling, and can transfer 3,000 tons daily from vessels to the docks and cars. These coal docks are among the largest on the lakes. At the water front of Escanaba is seen the most imposing evidences of her importance as a growing port of the Upper Peninsula.

GREAT SHORT LINE

Through the Goodrich, Arnold and Escanaba & Gladstone transportation companies, and the Chicago & Northwestern and Escanaba & Lake Superior railroads, the city has ample connections, both by land and water, with all parts of the country; and her electric-traction system is unexcelled by any other city of her size in the state. The claim has been made, backed by strong proof, that no short-line road in the northwest exceeds the Escanaba & Lake Superior in amount of business transacted, or efficiency of operations. Organized in November, 1898, for use as a small logging railway, it had at beginning but twenty-six miles of track. The Chicago, Milwaukee & St. Paul wanted an entrance



ONE OF ESCANABA'S GREAT ORE DOCKS

into Escanaba. The value of this port as an ore shipping point had been proven and the big line found in the smaller one an excellent opportunity to gain the end desired.

The Escanaba & Lake Superior, was therefore extended from Watson to Channing, making the main line sixty-five miles in length. Since that time the company has built logging branches into the timber at different points until the present length of the road is one hundred and fifty miles. It connects with the Chicago, Milwaukee & St. Paul at Channing, the Chicago & Northwestern at Escanaba and the Soo Line at North Escanaba. The following, from the *Escanaba Daily Mirror*, completes the sketch of this road in which such just local pride is taken:

“Because of its excellent situation in the midst of several great lines the company is able to handle freight with great rapidity. Through their connection with the Chicago, Milwaukee & St. Paul they are in a position to carry freight to this city from Chicago in twenty-four hours, exactly the same time consumed by the Chicago & Northwestern

Railroad. Therefore the merchants and business concerns of the city have thrown their business towards the local road until the amount of freight carried has been doubled and trebled in the past few years. By connecting with the Soo Line at North Escanaba the company is able to handle freight from Minneapolis and St. Paul in twenty-four hours, and this is also an accommodation which has made the road a favorite with every buyer and shipper of the city and vicinity. The Escanaba & Lake Superior Railway is the outlet to Little Bay de Noquet and the great lakes for the Chicago, Milwaukee & St. Paul. By joining traffic arrangement with the road mentioned all ore passes over their tracks to the big St. Paul docks at Wells.

“The main offices, round house and machine shops of the line are located at Wells. Another roundhouse at Kates, the headquarters of the northern branch helps quarter the locomotives in constant use. Four hundred and fifty cars are the extent of the company’s rolling stock showing what an enormous business this short line road is doing today. Two switch engines are employed on temporary logging branches and do nothing but place empty cars at the I. Stephenson Company’s camps and haul loads from the logging camps to Kates. Main line trains run from Wells to Kates with empty logging cars, returning with heavy loads. During the winter months there are six or seven trains daily which do nothing but handle poles, posts, ties, hemlock bark, chemical wood and pulp wood, together with similar forest products for the I. Stephenson Company’s mills and other concerns along the line. Daily passenger service is maintained between Escanaba and Channing and the mixed trains also carry passengers from Escanaba to the many camps.

“The locomotives used on ore trains weigh 110 tons each and haul from sixty-five to seventy-five fifty-ton cars very easily.

“The Escanaba & Lake Superior Railroad was the first to install a composite telephone line in connection with the telegraph service. This system, which has been adopted by many of the larger roads throughout the country, allows messages to be sent from the dispatch office to any point along the line between stations. Thus a conductor may stop at one of the booths, miles away from the next telegraph key and talk with the dispatcher’s office at all times.

“The company also conducts its own private exchange, extending the entire length of the line. This is connected at Escanaba with the Michigan State Telephone system, giving the various points along the road the same advantage as that enjoyed in the city.

“Four hundred men are constantly in the employ of this railroad. In offices, on the various branches, engaged in the actual work of operating the many trains and in extending tracks into new locations. The payroll is one of the largest in the Upper Peninsula and is a valuable asset to Escanaba.”

POWER, LIGHT AND WATER

One of the strongest features of the metropolitan activities of Escanaba is evinced in the extended interests of her Traction Company, which not only supplies the city with complete service but operates interurban lines to Flat Rock, Wells, the Soo line depot in North Escanaba, and Gladstone, nine miles north. But the broad importance of the Escanaba Traction Company as a developing agent of the city and county is scarcely indicated by its name, for by the consolidation of the original corporation with the Escanaba Power Company it owns most valuable water powers for sixteen miles along the Escanaba river. To meet its extended interests a reorganization of the Escanaba Traction Company was effected, several years ago, with the capital stock of \$500,000. Its main power plant on the Escanaba river, four miles from the city, furnishes power to the traction system and light to Escanaba and Gladstone. Various industries also purchase the power at a reasonable rate, and the company is rapidly developing this field of its activities. The power plant mentioned has a capacity of 12,000 horse power and is one of the finest and most expensive plants of its kind in the northwest. The dam and power house are built on a solid rock foundation, of concrete reinforced with steel. The dam itself is 24 feet high, 24 feet wide at the bottom and 600 feet long. One year was spent in its construction and 35,000 sacks of cement were consumed. The total cost was \$200,000 and the dam is practically indestructible. Another dam, with a capacity of 2,500 horse power is to be built one mile further up the river.

Escanaba water is as good as its electric light, and is generously distributed through a modern system of mains over twenty miles in extent. The water is drawn from the cool depths of Green Bay,—sixty feet from the surface, through a two-engine pumping station, which has a daily capacity of 3,000,000 gallons, with a prospective capacity of twice that amount. The supply is thoroughly filtered before it passes into the city mains. It is first pumped into a receiving tank or settling basin. All foreign elements sink to the bottom and are pumped out into the discharge pipes. The cleansed water is then pumped from the settling basins, of which there are two in number with a capacity of 4,000,000 gallons each, by centrifugal raw water pumps into other settling basins where it is treated and prepared for filters. Passage between the settling basins and the eight filters, of 4,000,000 gallon capacity is through 20-inch pipes. For twenty-four hours the water lies in these filters and is then discharged into the clear water wells from which there are two twenty-inch separate and distinct suction lines, one behind directly connected with the present pumps and the second being held in reserve for the new pumps which soon must be installed. During a time when fire pressure is on it is unnecessary to turn the water through any channels other than the ones mentioned. The filtered water passes through the mains continually, irrespective of the demand made upon the plant.



OLD FLAT ROCK DAM AND MILL NEAR ESCANABA

Further to give a general idea of what the visitor will find at Escanaba. The city has seventy-five miles of streets, over half of which are paved with asphalt and stone, and more than fifty miles of concrete sidewalks. It has a modern fire department and a thoroughly organized system of popular education, comprising a magnificent high school (cost of building \$110,000) and five ward schools. A public library, two city parks, three banks, two daily and three weekly newspapers, fourteen churches, two parochial schools, two hospitals, and all the representative societies of a secret, benevolent and social nature demanded by the man and woman of the present day. Being the seat of justice of Delta county, its court house is one of the most imposing and pleasing public buildings of the city.

Escanaba is a city of beautiful homes, as well as of commercial and industrial enterprise, and one has but to pass along Michigan avenue, which fronts upon the bay, to realize the truth of this statement. Along the south shore of Little Bay de Noquet the city has preserved a beautiful stretch of land, studded with great trees, and these grounds are being improved into pretty and restful resorts.

SCHOOLS AND CHURCHES

The public school system is a striking proof of the city's standing among the progressive communities of the Upper Peninsula. It was not many years ago when the entire teaching corps consisted of two teachers who conducted a school for the entire juvenile population of Escanaba in a two-story frame building on the present Franklin school grounds. During the past decade the population has increased so rapidly that adequate educational facilities were demanded, and at the present time, there are six crowded ward buildings, substantially constructed, besides the magnificent High School. Pupils of the lower grades are taught in the Franklin, the Jefferson, the Barr, the Washington and the Webster schools. The Franklin formerly contained the High School, as well as the various grades. At the present time it is a twelve room building containing all the grades below the High School. In this building is the eighth grade for the entire city with an enrollment of one hundred and fifty pupils, the work being conducted on the departmental plan similar to the work in the High School. The Barr building with ten departments, the Jefferson and Washington schools each with eight departments contain all of the grades below the eighth. The Webster School at North Escanaba, a four-room building, contains the grades below the seventh.

The following, from the industrial edition of the *Daily Mirror*, published about a year ago, is an adequate description of Escanaba's \$110,000 High School, one of the finest and most complete institutions of the kind in the Upper Peninsula: "The crowning part of the local school system is the High School which occupies the new building erected two years ago. In all respects this building is considered one of the finest in the state where every provision has been made for suc-

cessfully carrying on of the work of the various departments. In addition to the departments required for carrying on of the ordinary work of the school, there are provided well equipped departments for music, drawing, cooking, sewing and commercial work. All of these are provided with the latest and best things necessary for carrying on the work. The auditorium has a seating capacity of six hundred pupils and for entertainments double that number can be accommodated. The High School stage is as complete as many opera houses. The gymnasium is large and commodious and supplied with dressing rooms with



DELTA COUNTY HOSPITAL, ESCANABA

all of the conveniences of bath, toilets, and so forth. The laboratories for carrying on the work of the science department, are provided with what is necessary to do the most effective work. A modern heating, lighting, and power plant adjoins the building and is equipped and operated so as to keep the rooms of the High School heated, lighted and ventilated in the most sanitary manner.

“The High School faculty consists of eighteen ladies and gentlemen, all of whom are trained experts with ample experience in the work they are doing. They are graduates from the various leading universities of the country and come to this city with the recommendations of the faculty of the various universities and colleges which they represent. The enrollment of the High School at the present time

is over four hundred which is considered phenomenally large for a city of this size and is due somewhat to the large number of boys and girls who are attracted here from the country and neighboring towns and villages, by the educational opportunities afforded here. There are about one hundred and fifty entering the High School this year and seventy-one members of the senior class, which is fully twice as large as the number graduated from many cities of the size of Escanaba.

"This High School is accredited to the North Central Association of Colleges which admits those who complete a preparatory course of study here to enter any of the colleges and universities in twelve states. When the High School building is completed as was at first contemplated, by the addition of the manual training plant, the city of Escanaba will have a system of schools to which every loyal citizen can point with pride and in which the boys and girls of this city can be suitably trained for successful life."

The pioneer church in Escanaba is St. Joseph's Catholic, the first public services of the charge being held in the open air on the lake shore. Rev. Father Dale conducted them in 1864, when Escanaba was a forlorn little hamlet in the swamp. The corner-stone of the present house of worship was laid in 1873, and ten years later the church was transferred to the Franciscan fathers of the Cincinnati province, since which its growth has been rapid. Its parochial school is one of the largest institutions of the kind in the northwest.

In 1888 St. Anne's church split off from the mother body, which it has since rivaled, and in 1901 the English speaking element of St. Joseph's church also formed a separate organization known as St. Patrick's. The latter erected one of the largest and most costly church edifices in the city, in 1902, valued at about \$60,000.

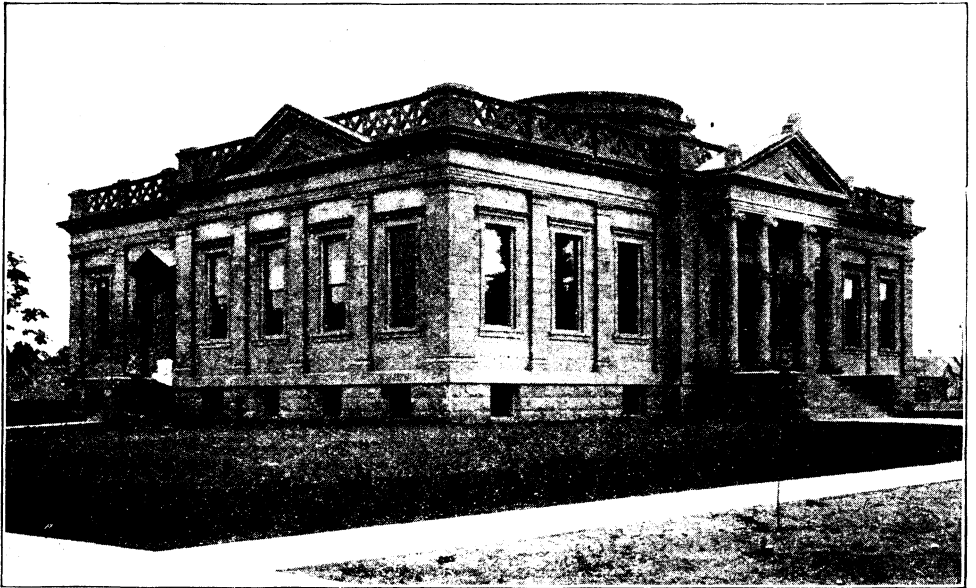
The Presbyterian is the oldest Protestant church in the city, having been organized by Rev. G. W. Lloyd in 1866. Services, however, had been conducted in the house of S. H. Selden in 1864. The society has occupied three houses of worship, the present being dedicated in December, 1899, and costing \$30,000.

The Methodists organized in 1870, with Rev. William Mahon, of Marquette, as their pastor, and formed a regular society in the following year. Its first building was erected in 1873, and the one now occupied several years afterward. The nucleus of St. Stephen's Episcopal church gathered in 1877, and the Baptist church is of still earlier date.

ESCANABA INDUSTRIES

It remains but to enter somewhat more into detail regarding the leading industries of Escanaba, in order to complete a description which has only included the strong features of its life as a city.

The Chicago & Northwestern Railway Company has division headquarters in Escanaba, and has 750 men on its payroll, which amounts to over \$50,000 monthly. It also has its tie-treating plant and its ore docks here (already described).



ESCANABA PUBLIC LIBRARY

The Escanaba Manufacturing Company is said to represent the largest (wooden) butter dish, pie plate and clothes-pin factory in the world. Its daily output amounts to over 1,800,000 butter dishes, 720,000 clothes-pins and 75,000 pie plates. The company is affiliated with a large logging concern—which is quite necessary, considering the fact that its plant consumes 8,000,000 feet of timber every year. The Escanaba Manufacturing Company is the outgrowth of a small concern founded at Racine, Wisconsin, in 1895 with a capital of \$15,000. The plant has suffered several times from disastrous fires, but nothing has permanently interrupted the remarkable growth of the business.

The National Pole Company, with branches in fifteen of the largest cities of the United States, has its headquarters in Escanaba and its officers all reside there. The telegraph and telephone pole business is of recent origin, in comparison with many other lumbering industries, and the National Pole Company of Escanaba is only about four years old. Some twenty-two years ago the Pittsburg & Lake Superior Iron Company purchased large holdings of timber lands in Delta and Menominee counties intending to use the wood in making charcoal. In clearing these tracts large cedar swamps were found, and from this discovery originated the institution which is today, with its operations extending from Maine to the Pacific coast, in Washington, the largest of its kind in the world. **The logging headquarters of the company** are at Whitney, Michigan, and at this point it also conducts a model farm of 600 acres. The company maintains its own camps and fleets of boats, its operations being too extended and too complex to warrant a detailed description in a work of this character.

Among other leading industries may also be mentioned the Stegath Lumber Company, the Chatfield Brass & Iron Works, the Oliver Iron Company, the ore crushing plant, Erickson & Bissell, dealers in timber products, and the Mashek Chemical & Iron Company. The last named plant is built entirely of concrete and brick and is devoted to the manufacture of acetate of lime and wood alcohol. The former is the basis of acetone and acetic acid, which are used in the manufacture of high explosives. Fully thirty per cent of the wood alcohol and sixty per cent of the acetate turned out by the Escanaba plant are exported, huge consignments going abroad for the use of the British army. These products are all made from birch, beech and maple cord wood. Organized in 1903, this company found an immediate sale for its refined wood products and retort alcohol, and is now manufacturing 1,000 gallons of alcohol and seven tons of acetate of lime daily. The work goes on, night and day.

The plant of the Richter Brewing Company is also a leading industry of Escanaba. Organized in 1900, the company built a fully equipped brewery in that year, comprising a large four-story brick brew house and a bottling house. The equipment of the plant includes modern refrigerating apparatus, of the ammonia type, and a plentiful supply of pure water drawn from a deep artesian well drilled by the company. The brewery is at the west end of Ludington street.

In conclusion—a word about the Escanaba Business Men's Association; for, although it has only been organized since March, 1907, it has been a promoter of the city in many substantial ways. As an organization it has already accomplished much in calling attention to the advantage of Escanaba as an industrial town; in the establishment of the county's fine road system; in the improvement of shipping facilities and the betterment of the internal affairs and conditions of the city.

GLADSTONE

Gladstone is a city of 4,211 people (census of 1910), located on the west shore of Little Bay de Noquet, seven miles north of Escanaba and on the main line of the Minneapolis, St. Paul & Sault Ste. Marie railroad. Its chief source of water communication with the county seat is through the Escanaba & Gladstone Transportation Company, where two well-equipped steamers touch at all points of trade, business and pleasure along the shores of Big and Little Bay de Noquet and Green Bay. Like Escanaba, Gladstone stretches its corporate body along a charming peninsula. It was incorporated as a city in 1889 and re-incorporated in 1893, its initial growth being stimulated by its being made the water terminus of the Soo line, with the consequent erection of grain elevator and flour, iron and coal docks.

But the largest single agency contributing to the growth of Gladstone has been the Northwestern Cooperage & Lumber Company, which, more than a quarter of a century ago commenced to operate a small stove mill on the present site of the city. The founder of the mill and the vast business of the concern of today was I. N. Bushong. Through all the seasons of panic and depression which have shaken other like industries it has steadily progressed, and even during the late period of stringency and uncertainty it continued to employ 1,000 men on full time and wages. For many years the company has maintained its own camps, and from their own holdings they cut the timber which is worked into staves, hoops, heading and lumber. At Gladstone they also operate their teams and crews for supplying their mill with the necessary timber. This department, outside of the operations of the plant, entails the labor of several hundred men, the company probably employing as many men in the woods as any one concern operating in the timber country. The mill is operated by the power plant owned by the company and comfortably heated by steam. While the main offices of the company are at Gladstone, large branches are conducted in Minneapolis, New York and Buffalo.

In August, 1908, the cooperage plant and shingle mill were completely destroyed and the plant was crippled, but a force of men was promptly put to work laying the foundation for concrete and steel structures which were to replace the old buildings. Steel roofs were built over the new mills and they were made as thoroughly fire proof as human ingenuity could devise. Concrete floors were also established in all the mills. The new buildings and yards, together with the older struc-

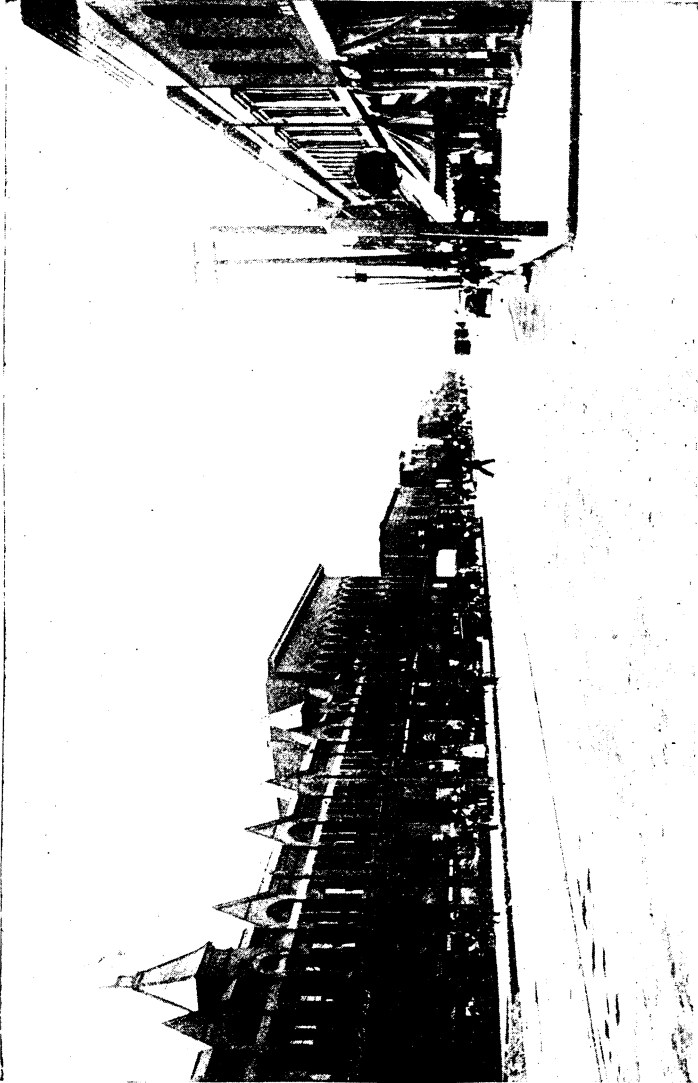
tures, cover fifty acres of ground. This company owns its own steamship and sailing vessel docks, is in close touch with the railways and controls the best facilities for shipping by either rail or water. The Marble Safety Axe Company is another standard and prosperous industry long planted at Gladstone. Some thirteen years ago Webster L. Marble, a sportsman, inventor, and, as has since been proven, a business man, lived at Gladstone, and commenced to turn out a few axes from a little shop in the rear of his house which he designed as an implement to be easily carried and handled by either hunter or woodsman. His ideas and his axe "took" with the people of the vicinity, and in 1898 he entered into partnership with F. H. Van Cleve, whose financial support, combined with Mr. Marble's practical and inventive talents have resulted in the plant which now covers 24,000 square feet and manufactures about sixty specialties forming the items in the outfit of every up-to-date sportsman, camper or woodman. The business is no longer confined to Delta county, or the Upper Peninsula, or Michigan, or the United States, but has extended to Europe.

Another great industry is promised to the place in the proposed establishment of a large iron furnace to be erected by Charles H. Schaffer, of Marquette.

As a municipality Gladstone is divided into four wards, whose population is thus distributed: First ward, 930; Second, 775; Third, 1,557, and Fourth, 947. It has a thoroughly equipped electric light plant, whose supply comes through the Escanaba Traction Company, and water works which were installed at a cost of some \$40,000. Two banks, several substantial stores, two newspapers, ten churches, a good public school, and all the other typical accessories of an intelligent and wide-awake community, are placed to the credit of Gladstone, the largest center of population in Delta county outside of Escanaba.

Ford River has long been the center of a large lumber industry. As early as 1844 Silas Billings, George Richards and David Bliss, pioneers of Delta county, erected a small saw mill a short distance up the stream from the village, utilizing the natural power furnished by the river. In 1850 Joseph Leyare purchased the claim and the mill of Mr. Billings, and erected a small steam mill at the mouth of the river. This plant was destroyed by the spring freshets of 1860, and Mr. Leyare erected a second mill which he operated until 1866. He then transferred his interests to Capt. McDonald, who, with others, established the Ford River Lumber Company, which is therefore forty-five years of age.

The Ford River Lumber Company occupies sixty acres of ground, seven miles west of Escanaba, upon which it operates a saw mill, shingle mill and lath mill. The mills are operated from one large fire proof power house, which also supplies electric lighting. In the manufacture of 12,000,000 feet of lumber, 36,000,000 shingles and 5,000,000 laths, as well as 600,000 ties and poles and over 3,000 cords of wood for pulp and chemical purposes, the mills employ 300 men seven months in the year, while 800 men are kept in the logging camps all winter. The company's



LUDINGTON STREET, ESCANABA, LOOKING EAST

main customer for hemlock ties is the Chicago & Northwestern Railway which calls for an average of 200,000 each spring. Around and upon these industries has been built a prosperous and neat village. For its employees the company operates a large boarding house and general store.

WELLS

Wells, situated just north of the county seat and south of the Escanaba river, is the principal mill town of Delta county because it is the center of the operations of the I. Stephenson Company.

The immense hardwood flooring mill of the I. Stephenson Company is at Wells, its various holdings, as is well known, covering Delta, Menominee, Dickinson, Iron and Marquette counties. It manufactures all kinds of lumber and timber products, and the local concern turns out daily 250,000 feet of lumber and 50,000 feet of its "Ideal" rock maple flooring. This corporation has, as allied companies, the Ford River Lumber Company, the Mashek Chemical & Iron Company and the Escanaba & Lake Superior Railroad Company, the aggregate pay rolls of these concerns being \$75,000 monthly. Senator Stephenson acquired his first interest in the great firm which bears his name in 1850, at which time the mill produced about 10,000,000 feet of white pine lumber annually; but it was then the largest mill west of the Hudson river. Since 1888, when another mill was built at the mouth of the Escanaba river, the company has been known under its present name. In 1899 the company constructed the Escanaba & Lake Superior railway, and in the following year erected the great hardwood and flooring mill. During the same year the Ford Lumber Company was purchased, and the I. Stephenson Company thereby secured access to a tract of 300,000 acres of timber lands (approximately five miles wide) running in a northwesterly direction through the peninsula.

Since 1908 Wells has been the naval station of the second battalion of the Michigan Naval Brigade. This was formed in Hancock, Michigan, in February, 1906. Division I was mustered in under command of J. C. Gannon in the summer of 1907. The first battalion, with headquarters at Detroit, secured from the navy department the U. S. S. "Don Juan de Austria" and turned over the U. S. S. "Yantic" to the second battalion. In April, 1908, the second division was mustered in at Escanaba under command of Lieut. G. T. Stephenson. The total complement on the "Yantic" during the annual maneuvers of 1910 was one hundred and sixty-six officers and men. This boat has a real history. It was built in 1864 and saw service during the latter part of the Civil war. She is a sister ship of the U. S. S. "Nipsic," which was destroyed by a tornado in the Samoan islands, and made a cruise to the Arctic regions under command of Admiral Schley for the relief of the Greely expedition. She was for a long time on Asiatic station and has seen service in all parts of the world. The annual cruise each year is under the supervision of the United States navy; the regular navy ship on the great

lakes is usually the flag ship, and the fleet is under command of an officer detailed for that purpose by the navy department. The entire naval reserve force of the great lakes takes part in the maneuvers each year which last about two weeks. Aside from these annual maneuvers each ship takes several short cruises for target practice and other work.

Present officers of the battalion are as follows: Lieut. Commander H. G. Goodell, commanding U. S. S. "Yantic"; Lieut. G. T. Stephenson, executive officer; Lieut. Allen F. Rees, navigating and ordinance officer; Lieut. G. M. Mashek, senior engineer officer; Lieut. Henry Hecker; Lieut. C. D. Mason, Lieut. (J. G.) Forest Wells, and Lieut. (J. G.) Chas. W. MacDougall; Ensign Clyde Hughitt, Ensign C. Raymond, Ensign James T. Ryan, and Ensign W. B. Embs; Passed Assistant Surgeon Rees and Assistant Paymaster Henry Baer.

OTHER TOWNS IN THE COUNTY

Nahma is quite a settlement which has gathered around and near the plant of the Bay de Noquet Lumber Company, its location being on the northwest shore of the Big Bay. Incorporated in 1881 the company has gone steadily forward. Its holdings comprise 125,000 acres of timber land, and operates six large camps. In 1902 it built the Nahma & Northern Railroad, the main track of which is forty miles in length, with numerous side spurs; so that its sources of supply are readily accessible and transportation to its mill at Nahma greatly facilitated. Among the other features of its holdings are a good hotel for transients, a comfortable boarding house for its men, neat dwellings for those with families, and a large general store. The sawmill now in operation was built in 1889, to replace the one erected that year.

On the eastern shore of Big Bay de Noquet is Van's Harbor, the scene of operations of Van's Harbor Land & Lumber Company. The land in this section is fertile and much is being taken up for fruit culture. A mile back of the bay and farther north lies the thriving little village of Garden, with a beautiful and fertile country all around it and a population of about five hundred. The drive connecting these pretty places is a good illustration of the benefits conferred upon the county by the county road system.

Other noticeable settlements in the county may include Masonville, the home of the Escanaba Lumber Company; Rapid River, another lumbering village; Stonington, a pretty agricultural community surrounded by a delightful territory and traversed by good roads; Fayette, with a fine natural harbor and already a favorite summer resort; and Kipling, the site of one of the Cleveland Cliffs Iron Company's furnaces.

Both Masonville and Fayette have histories. The former has already been noted as one of the oldest towns in the county, and its original seat of justice. Previous to the laying out and establishment of the village of Escanaba on a sound basis, Masonville was an important port on the old Green Bay & Marquette steamboat line, and one of the earliest lumber ports navigated in the county. It was also the stage and mail station

BEAUTY SPOTS IN DELTA COUNTY



on the overland route between these points, and coaches passed regularly through it until superseded by the cars of the Chicago & Northwestern Railway. The first saw mill was built by Furgeson & Williamson, the pioneers of the town in 1850, and was operated by them until 1852, when it passed into the hands of Richard Mason & Son, of Chicago, who enlarged the plant and conducted it with success for nearly thirty years. The Peacock mill followed, and other concerns were started in the vicinity, but Masonville as a village is virtually extinct. The surrounding country has bright agricultural prospects, however, and Masonville may have a revival.

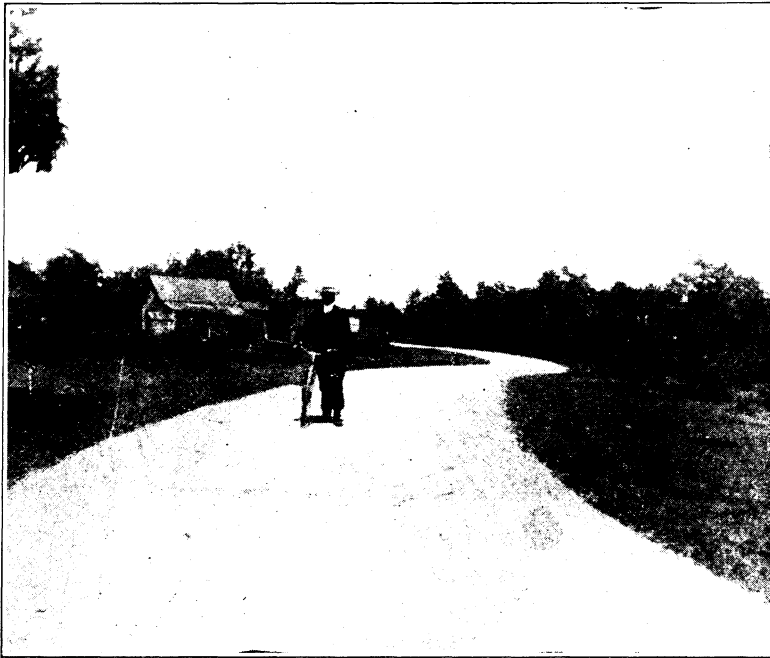
Fayette, on the east shore of Big Bay de Noquet, originally standing in the midst of a dense forest of hardwood, was four decades ago, and for many years thereafter, virtually owned by the Jackson Iron Company. It was named by the early explorers Snail Shell Harbor, and promised for some twenty years to be a thriving point for the manufacture of iron. The company inaugurated its enterprise there in May, 1867, soon after the completion of the Northwestern line to Negaunee. From its mine at the latter place the ore was shipped over that road to Fayette, where, within the following few years quite a large blast furnace was established. The harbor at Fayette offered the best advantages both for receiving the ore, via Escanaba, and for shipping the smelted product. In the eighties the Jackson Company was smelting nearly a hundred tons of iron daily; was making its own charcoal from a tract of 16,000 acres of hard wood which it owned; was operating a tug and schooner in the conduct of its industry; employed 200 men, and had founded quite a village. But this is now past history, and Fayette, as stated, is but a promising summer resort with an attractive harbor and pretty adjacent scenery as its chief assets.

AGRICULTURE AND GOOD ROADS

It is only within the past few years that the people of Delta county have commenced to seriously consider the agricultural, horticultural and livestock possibilities of their section. Heretofore the call of the forest and the mine had been too strenuous and profitable, but now that the country has been fairly settled by those who have been promoting such industries and that the lands have been largely cleared of timber, the call for a closer contact with the soil has been heeded. The case, as it intimately concerns Delta county, has been well presented in the following extract: "One thing which must be taken into consideration is the fact that in no section of the country are the agricultural opportunities greater than in the section surrounding Escanaba. This fact is due as has been stated, to the prevailing influence of other occupations which robbed the soil of men who would have tilled it under ordinary conditions. The country is not over populated as in both lower Michigan and Wisconsin, neither is it extremely sparsely settled, but an excellent medium is struck, one which leaves lands for thousands of farmers and growers to settle upon.

“There is one peculiarity concerning this section of the country which can be found nowhere else in the United States, for here it is that rich farming lands in a section surrounded and crossed by railroads, watered by streams and lakes, and within an extremely short radius of a thoroughly modern city, can be purchased at the same price the homesteader would be compelled to pay in the west where perhaps he is located at such a distance from all communications that a goodly portion of his profits are lost in hauling his goods to the market.”

The soil of Delta county, especially in its eastern sections and including the peninsula between Big de Noquet bay and Lake Michigan, is



PORTION OF COUNTY ROAD, DELTA COUNTY

nicely adapted to the raising of small fruits, berries and vegetables, and the time is near at hand when the county will also be valued as a dairy and livestock country. Climate and water make it healthful for man and beast, and the thousands of tourists and health seekers who are coming into these parts will spread abroad their practical advantages as promoters of homes and a permanent population.

Of the many influences which are working for the development of Delta county none is of greater importance than the good-roads movement, or the establishment and promotion of the so-called County Road System. In this movement Delta county is a banner district, and no one

has done more to practically further it than County Surveyor D. A. Brotherton, who furnishes the following on this all-important subject: "The county road system was adopted by Delta county in 1896. The first board of county road commissioners was composed of five members—James Doherty, Jules Edoin, Frederick J. Merriam, Peter Groos and John Gunderson. After a careful examination of the topography of the county and due deliberation, the board resolved to adopt certain town and state roads then in use and to lay out and improve others, thereby creating a system of county highways traversing the county in all directions, and connecting the principal cities, villages and farming settlements. This plan called for 166 miles of road and an expenditure of \$175,000.

"Twice the board of road commissioners asked the board of supervisors to submit the question of bonding the county for that amount to the electors of the county, and both times the proposition was turned down. After the second failure to get the funds they deemed necessary to properly carry out their plans, four of the commissioners resigned.

"The next year (1898) the board of county road commissioners was composed of the following five members: Noel Bissonette, John D. Colburn, Jules Edoin, Mr. Jerome and Mr. Knutson. The work of this board was limited to adopting a few stretches of town roads and the laying out and improving of some new roads, all work being done so as to conform with and form a part of the general system as adopted by the former board.

"Since 1901 there have been but three members on the board of county road commissioners. In that year it was made up of Louis Jepson, John Gasman and Bazilio Lenzi. The members of the present board are John Gasman, of Bark River, and Erick Anderson and H. W. Reade of Escanaba.

"There have been levied since 1901 from \$16,000 to \$18,000 each year for county road purposes. The amounts collected on this were used in opening up, draining, grading, graveling and macadamizing roads destined to be important thoroughfares of the county and in keeping those roads in repair. In 1906 the board of county road commissioners, influenced more or less by the expectation of receiving a part of the State Reward moneys, built one and a half miles of macadam, receiving the state reward in the same. They asked the board of supervisors to submit to the electors of the county, a proposition for bonding the county for \$25,000, but, the supervisors refused to do so. Nothing was done in 1907 in macadamizing, the county road moneys for that year being spent for repairs, culverts, etc. At their October meeting in 1907, the board of supervisors resolved to submit to the electors the question of bonding for \$25,000 and the question was duly carried.

"Delta county has (November, 1910) under the supervision of the board of county road commissioners, 101 miles of county road, of which 72 miles are gravel and 17 miles macadam. There are also 16½ miles of macadam roads built by the different townships. Delta county has received \$13,961 as State Reward on macadam roads.

“The system of county roads in this county is designed to connect all the principal towns and farming districts with the cities of Escanaba and Gladstone by the most direct routes. County roads now furnish a direct macadam route from the Menominee county line to Escanaba and thence along the bay shore to Gladstone. The Cornell road is to connect Escanaba with the settlements and villages to the northwest along the Escanaba and Lake Superior Railroad. The Marquette county road runs from the city of Gladstone northwesterly through Brampton, Perkins, Trombly, Maple Ridge and Lathrop to the Marquette county line. One mile of this road is macadamized and applications for State Reward have been filed covering the entire route. The Masonville County Road is to connect Gladstone and Rapid River, passing through Kipling and Masonville. The Rapid River County Road furnishes a direct route from Rapid River north to the line of Alger county. The Portage county road traverses the peninsula between Little and Big Bay de Noc, and when completed will connect on the north with the road running from Rapid River east to the Nahma road. The Nahma, Garden, and Fairbanks county roads follow around Big Bay de Noc through St. Jacques, Nahma, Isabella, Garden and Fayette, to Fairport.”

INCREASE IN POPULATION

The increase in the population of Delta county, as shown by the United States census for the years concluding the various decades, has been as follows: 1860, 1,172; 1870, 2,542; 1880, 6,812; 1890, 15,330; 1900, 23,881; 1910, 30,108.

The comparison since and including 1890, by townships, cities and villages, is as below:

COUNTY DIVISION	1910	1900	1890
Baldwin township	753	862	385
Bark River township	1,269	1,075	706
Bay de Noc township	550	469	478
Brampton township	516		
Bornell township	444		
Escanaba City	13,194	9,549	6,808
Escanaba township	640	792	724
Fairbanks township	531	298	740
Ford River township	1,148	1,386	837
Garden township, including Garden .. village	1,268	1,234	1,267
Garden village	497	465	458
Gladstone City	4,211	3,380	1,337
Maple Ridge township	753	653	241
Masonville township	2,109	2,203	924
Nahma township	1,256	967	697
Wells township	1,466	828	

CHAPTER XX

ALGER AND LUCE COUNTIES

ALGER COUNTY—EAST OR OLD MUNISING—ONOTA—NEW MUNISING—THE CLEVELAND CLIFFS IRON COMPANY—THE PICTURED ROCKS—AGRICULTURE AND THE EXPERIMENT STATION—GROWTH IN POPULATION—LUCE COUNTY AND NEWBERRY—UPPER PENINSULA HOSPITAL FOR THE INSANE—LAKE SUPERIOR IRON AND CHEMICAL COMPANY—MINOR POINTS AND POPULATION.

Alger and Luce are two of the newer counties of the Upper Peninsula, but are rapidly advancing to the front, and are coming into special notice as most promising agricultural territory. Very wisely they are also giving close attention to the subject of good roads, which means so much to the settler either of the present or the future.

ALGER COUNTY

Alger is one of the modern counties to be organized in the Upper Peninsula, being set off from Schoolcraft in 1885, and Munising, the county seat, a prosperous village of three thousand people, was a dense forest tract fifteen years ago. It snuggles in a picturesque, large and sheltered harbor at the foot of Munising bay, Lake Superior being almost hidden from view by Grand Island, a rocky, rugged and striking body which extends from across a narrow strait eight miles into the lake. It averages about four in width, contains nearly 14,000 acres, and is practically a continuation of the famed Pictured Rocks, stretching fantastically along the mainland to the east from Grand Portal to Castle Point. Trout and Murray bays are deep indentations of the southeastern portion of Grand Island which have fashioned it into a grotesquely shaped peninsula, resembling an arrow head, or an ancient battle axe of stone. Murray's bay is the northern extension of Munising harbor or bay, which is thirty miles in circumference; has two secure entrances; is four miles long by two and a half wide; from forty to two hundred feet deep, and so completely land-locked that neither breakwater nor other artificial protection seems desirable.

The beacon light of the harbor on the eastern or outer surface of the

arrow head is four miles from the village, the light house, at the broad Lake Superior entrance being planted on one of the two northernmost points of the island. A short distance west are Wood and Williams islands, also gems of Superior, every foot of Alger county's coast lines and adjacent waters being a joy to the lover of the beautiful, as well as fantastic, in nature. But of such attractions, more hereafter.

As the writer observed, when he was carried out of the historic track by the charms of these localities, although Alger, as a county, and the Munising of today, at the foot, are of youthful age, there are several points which have a record extending back more than half a century; and these, as far as the average communities in Alger county go, constitute ancient history.

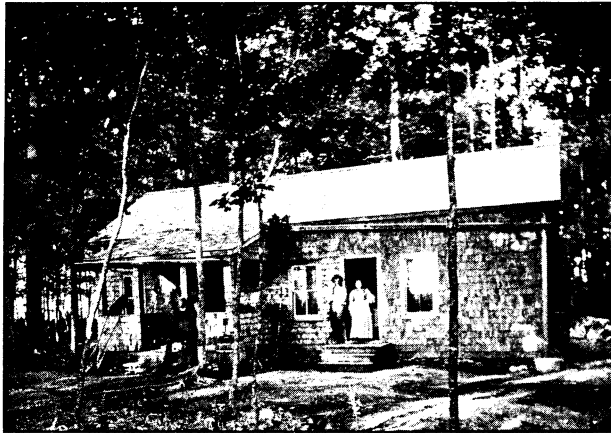
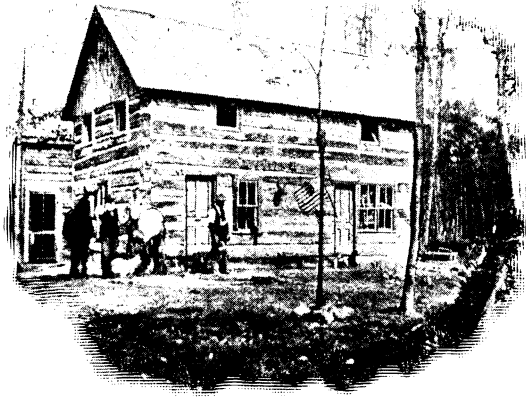
EAST OR OLD MUNISING

What is now known as East Munising, or Old Munising, is situated on the east shore of the bay, and is a composite of the past and the present; representative of old Munising are the ruins of the furnace of the iron company which collapsed more than thirty years ago, while the Munising railway and the large plant of the Munising Leather Company, with new buildings grouping themselves conveniently, stand for revival and future progress. The locality was a favorite camping ground of the Ojibways, and two miles from Old Munising is an ancient Indian cemetery in which, among other braves, is known to be buried Chief Nah-ben-ay-ash.

The real founding of the white man's town commenced in 1850, when the Munising Company, with Thomas Sparks, of Philadelphia, as president, became owners of a tract of land bordering on the bay. Shortly afterwards the company laid out the plat of Munising, extending two and a half miles along the eastern shores, and had the further enterprise to build an excellent wagon road across the entire peninsula to Little Bay de Noquet, Lake Michigan. But its laudable plans miscarried for lack of means, the Philadelphia concern was absorbed by the Grand Island Iron Ore Company, which, in 1855, disposed of its interests to the Schoolcraft Iron Company. The property finally came into possession of Peter White, of Marquette.

In 1867 Mr. White built a large blast furnace for the manufacture of charcoal iron at Old Munising, and after being operated under his ownership for some time was sold to the Munising Iron Company, which failed in 1877. It is the ruins of this furnace which are still to be seen, with several charcoal kilns and dilapidated buildings of the old iron plant of which so much was expected. The period of its operation was Munising's era of prosperity, the population of the place being then between five and six hundred. The brick school building, still in use, was erected during that time at a cost of \$10,000, and several churches were also built.

At that time the nearest railway station was Marquette, the whole interior country between Marquette and St. Ignace being almost an un-



HOMES OF PIONEERS

broken wilderness, the haunt of bears, wolves, lynx, wildcats, and other wild animals. A stage line was run between Marquette and Munising, making trips summer and winter, and in winter the stage was the only means of communication with the outside world. The only shipping was by water, and both freight and passenger boats touched here regularly. In 1870 Schoolcraft county was organized and Munising was temporarily the county seat, one term of circuit court being held here, the second floor of the school-house being used as the court room.

But with the shutting down of the iron works in 1877, Old Munising gradually declined until the building of the Munising railway in 1895 and the more recent establishment of the large tannery of the Munising Leather Company. These two events have caused a new town to spring up from the ruins of the old.

This is a description of the place penned in 1882: "Munising lies forty miles northwest of Manistique court house, forty miles east of Marquette, one hundred and thirty west of Sault de Ste. Marie and four hundred and eighty miles from Detroit by water route. The location of the village east of Grand Island cannot be surpassed in beauty. It is in the neighborhood of the Pictured Rocks, the Cascade Faces and other spots of interest to the lover of the picturesque. There the blast furnaces of the Munising Iron Company are located, while the lumbering operations in the vicinity render it a center of trade in the Upper Peninsula. In 1881 the population was about four hundred. The Detroit, Mackinac & Marquette railroad was completed in that year and a foundation laid for that prosperity which is promised the place."

ONOTA

Less fortunate than Old Munising was Onota, located on the bay shore several miles west of Munising, and now only known as a post-office and an obscure station on the Duluth, South Shore & Atlantic line. It was the original county seat of Schoolcraft county, and was also the seat of justice in 1877 when the town was literally swept from the earth by fire. At the time of the casualty a large blast furnace, owned by W. L. Wetmore, was in full blast, and Onota was a village of five hundred people with a bright outlook. It was a very dry season and the woods around had been fiercely burning for several days. On May 31, 1877, a strong wind sprung up from the south and drove the flames into the village with such fury that in a few hours it was but a mass of smouldering ruins. The only three buildings left standing—a church, a schoolhouse and a saloon—have since burned, and all that remained of Onota were some ruins of the furnace and the vault in which the county records were kept at the time of fire. Within recent years but few buildings have been erected in the locality, and Onota is really a ruined and deserted village.

The following is from an account of the country written in the early eighties: "Onota, the original county seat of Schoolcraft, as established in 1848, is situated on Grand Island harbor, on the south shore of Lake

Superior, 145 miles west of Sault de Ste. Marie, forty-four miles east of Marquette. The first settlement was made there in July, 1869, when a blast furnace was established. The smelting of iron commenced in the spring of 1870, the furnace producing 3,498 tons of pig iron. In 1871 the product was 3,597 tons. In 1872 a second stack was built and blown in December of that year. In 1877 this industry was allowed to fall (reason, as has been seen, the devastating fire of that year). It was known as the Bay Furnace, operated by a company formed under that name. The early settlers were S. L. Barney, L. H. Keeper, F. Blackwell, furnace clerk; John G. Blackwell, county clerk; Zephyr Boyer, county treasurer; John Frink, judge of probate; H. D. Pickman, physician; D. Ranken, coal dealer; Christian Sackrider and William Shea, of the furnace company's force.'

NEW MUNISING

Timothy Nester is generally spoken of as the father of New Munising. It was in the year 1894 that he arrived on the shores of the bay to look over the grounds and weigh the prospects for a progressive town at the foot of the harbor. He at once saw the advantages of this sheltered and commanding location, and naturally, as a practical man, one of his first steps was to visit Au Train, then the county seat, to get definite information as to land titles. At that time he met F. L. Baldwin, afterwards editor and owner of the *Munising Republican* and now of the *Escanaba Journal*. A decade later, in 1904, Mr. Baldwin told the story of the founding of Munising in these words: "The writer, who was then (1894) at Au Train, approached Mr. Nester and asked for a statement of his plans for publication. His reply was: 'I cannot say anything at the present time more than that I mean no harm for Alger county.' This statement was printed at that time, and this was all that was known in a public way until July, 1895, when Mr. Nester arrived at East Munising with engineers, camp equipage, etc., and the active work of railway construction was begun.

"The above few lines will give an idea of the conception and birth of the present village of Munising. No one will ever know the hours of toil, days of tramping through woods and swamp, the going from city to city, the discouragements and delays encountered by Mr. Nester in carrying his project for a town on the shores of Munising bay to a successful culmination. He had long dreamed of the new Munising, and through his indefatigable efforts the town sprang into existence almost by magic.

"Nine years ago last July (written in 1904) the site of the village of Munising was a dense wilderness, the haunt of the deer, the bear and other wild animals native to this country. The forest was partly cleared away during the fall of '95, the town site was platted, and in November the first village lot was sold to Robert Peters, now of Marquette, who erected the store building now at the corner of Superior and Maple streets. Other buildings quickly following were the Hotel Munising, built by E. W. P. Weiss, the Elliott building on Lynn street, the True-

MINING FALLS



FALLS ON MINER'S RIVER



man building and the store building now owned by Mrs. A. Chambers. The people began flocking here from all sections of the country early in January and in March a census, which was taken preliminary to the incorporation of the village, showed a population of more than 500 people. The village was incorporated by action of the board of supervisors on the 8th day of May, 1896. The first election was held on June 1st, when the following officers were elected: president, Timothy Nester; clerk, Horace J. Lobdell; treasurer, Robert Peters; assessor, John McMillan; trustees, two years, John J. Hansen, T. E. Bissell, C. E. Moore; one year, Anthony Ferguson, Edward Burling and Samuel Johnson.

"The growth of the village during the summer of 1896 was phenomenal. In September the population was greater than it has ever been since, a conservative estimate at that time being 3,000. The population has been constantly changing during the past eight years, so that today there are but few of our 2,500 people who went through the trying experiences of the early days of Munising. The village is now the county seat of Alger county, and the beautiful new county building at the head of Elm avenue is the pride of every citizen."

The figures of the last United States census indicate that Munising was never more prosperous, if such may be gauged by population; as the figures for 1910 credit the village with 2,952 people, against 2,014 in 1900. It was incorporated as a village by the County Board of Supervisors in 1905.

The Munising railway runs from the county seat to Little Lake, a distance of thirty-eight miles, where it connects with the Chicago & Northwestern system, and places Munising in close touch with the markets of the world. It also connects with the Duluth, South Shore & Atlantic Railway at Munising Junction; with the Minneapolis, St. Paul & Sault Ste. Marie at Eben; and there is direct rail connection with Marquette, Negaunee and Ishpeming over the Cleveland Cliffs Iron Company railway lines.

THE CLEVELAND CLIFFS IRON COMPANY

The second and most substantial period of Munising's development was inaugurated by the Cleveland Cliffs Iron Company, which, in 1900, purchased all the property interests of the La Porte and Cleveland parties in the village, and, under the vigorous and progressive policy of President W. G. Mather has since been promoting not only Munising, but the industrial and agricultural advancement of the entire county. Its land holdings in Alger county alone aggregate 300,000 acres, two-thirds of which is fine timber lands located within a convenient distance from Munising. The company aims to locate woodworking establishments, with Munising as a central manufacturing and shipping point, and then in supplying the factories with timber the lands will be cleared and settled by farmers. The company owns and controls the Munising railway and the Marquette & Southeastern railway and is largely interested in the Lake Superior & Ishpeming railway, besides owning the

greater portion of the hardwood lands through which they run. These railways make connection with the Chicago & Northwestern railway, the Duluth, South Shore & Atlantic railway and the "Soo" Line. They have their own lake terminals at Marquette and Munising, as well as access over the connecting lines to Escanaba, Gladstone and Manistique, affording in this manner first class opportunities for directly reaching all markets.

The railway lines owned by the Cleveland-Cliffs company run through heavy timber, comprising elm, black, yellow, white and curly birch, curly and birdseye maple, beech, ash, cherry, basswood, hemlock, cedar, tamarack, balsam and spruce. The land is level or gently rolling and the soil is a rich loam, producing, when cultivated, wheat, rye, oats, barley, peas, clover and timothy in great abundance, while vegetables and fruits grow luxuriantly and yield enormously.

Grand Island presents an even more attractive illustration of the characteristic enterprise of the Cleveland Cliffs Iron Company, which aims to make its beautiful lakes, rockbound shores and stretches of forest and glade, one of the most magnificent summer resorts in the country. Those who come for either rest or recreation will find it in abundance, and the very spirit of Hiawatha hovers over it, as Longfellow himself lived upon Grand Island while his immortal Indian romance was yet unwritten. The Cleveland Cliffs Company has not only covered the island with fine drives, but established a great game preserve, having for years past been stocking their lands with deer, elk, Rocky mountain sheep, antelope and Belgian hare, as well as various kinds of game birds.

Among the newest of the industries in the village to be fathered by the Cleveland Cliffs Iron Company are large and modern veneer works.

Mr. Williams was the earliest permanent settler on Grand Island, and a numerous family sprung up around him. One of his daughters had married and located near him. In the fall of 1845 she came to the locality, accompanied by her lover in a small boat to Kewawenon, 120 miles, and they were one of the first couples to be married from what is now Alger county. Rev. Mr. Pitezell performed the ceremony.

The largest manufactory at Munising is operated by the Munising Paper Company. It is perhaps the largest plant of the kind in Michigan and one of the most extensive in the United States. Its daily output is about seventy tons, with an ultimate capacity of 110 tons, and it has over 200 men on its payroll, which amounts to \$150,000 annually. The process of manufacturing paper from wood pulp is generally understood; its details are beyond the scope of this sketch, which is simply to emphasize the magnitude of the Munising plant and its importance to the village. The plant was completed in 1904 and is in three groups of buildings—the sulphite fiber mill, the paper mill and the power house, all built of stone and concrete. The plant is run by steam, electricity being the motive power. Fire protection service is provided in a complete hydrant system, operated by two pumps of 1,000-gallon per minute capacity each. The fire apparatus is in a separate building adjoining the boiler house,

and as the water mains at the mills are connected with the village mains, Munising itself is doubly protected.

Other leading industries: Shingle and tie mill, with a daily capacity of 200,000 shingles and 1,500 ties; a saw and shingle mill, with a daily capacity of 50,000 feet of lumber, 200,000 shingles and 1,500 ties, and a brick yard, a short distance outside the village limits.

The hotels of Munising rank high, the Beach Inn being one of the best-appointed summer hostelries in the Upper Peninsula. The village has electric lights, modern water works and sewerage system, a \$40,000 court house, \$60,000 high school, two newspapers, a sound bank, and six churches, with all other advantages demanded by intelligent, progressive and moral citizens.

THE PICTURED ROCKS

The country around Munising and throughout the county is attractive both from a picturesque standpoint and from the viewpoint of those



SECTION OF PICTURED ROCKS

who are looking for homes or opportunities to establish themselves in this part of the Upper Peninsula as fruit raisers, truck farmers, hay and forage producers or livestock men. The picturesque outlook has been well covered, with the exception of a description, from the pen of a modern writer, of the wonders of the Pictured Rocks, whose fantastic panorama commences to unroll a few miles northeast of Munising. The reader may admire the descriptive narrative penned by the first explorers who waxed poetic over them, and may also compare it with the following mixture of poetry and fact from the pen of the widely known authoress, Constance Fenimore Woolson:

“The Pictured Rocks stretch from Munising harbor eastward along the coast, rising in some places to the height of 300 feet from the water, in sheer precipices, without beach at their bases. They show a constant succession of rock-sculptures, and the effect is heightened by the brilliancy of the coloring—yellow, blue, green and gray, in all shades of

dark and light, alternating with each other in a manner which charms the traveler, and so astonishes the sober geologist that his dull pages blossom as the rose. It is impossible to enumerate all the rock pictures for they succeed each other in a bewildering series, varying from different points of view and sweeping like a panorama, from curve to curve, mile after mile. They vary, also, to various eyes, one person seeing a castle with towers where another sees a caravan of the desert; the near-sighted follow the tracery of tropical foliage, the far-sighted pointing out a storied fortification with a banner flying from its summit. There are, however, a number of the pictures so boldly drawn that all can see them near or far, even the most deadly practical minds being forced to admit their reality. Passing the Chimney's and the Miner's castle, a detached mass called the Sail Rock, comes into view; and so striking is the resemblance to a sloop with the jib and mainsail spread, that, at a short distance out at sea, anyone would suppose it a real boat at anchor near the beach. Two head-lands beyond this, Le Grand Portal, so named by the voyageurs, a race now gone, whose unwritten history, hanging in fragments on the point of Lake Superior and fast fading away, belongs to what will soon be the mystic days of the fur trade. The Grand Portal (after standing for untold ages the Grand Portal collapsed during a big storm several years ago) is 100 feet high by 168 feet broad at the water level; and the cliff in which it is cut rises above the arch, making the whole height 285 feet. The great cave whose door is the Portal stretches back in the shape of a vaulting room, the arches of the roof are built of yellow sandstone, and the sides fretted into fantastic shapes by the waves driving in during storms, and dashing up a hundred feet toward the reverberating roof with a hollow boom. Floating under the Portal, on a summer day, voices echo back and forth, a single word is repeated and naturally the mind reverts to the Indian belief in grotesque imps who haunted the cavern and played their pranks upon rash intruders.

Farther toward the east is La Chapelle of voyageurs. This rock-chapel is forty feet above the lake, a temple with an arched roof of sandstone, resting partly on massive columns, as perfect as the columned ruins of Egypt. Within, the rocks form an altar and a pulpit; and the cliff in front is worn into rough steps upward from the water, so that all stands ready for the minister and his congregation. The colors of the rock are fresco, mosses and lichens are the stained glass; and, from below, the continuous wash of the water in and out through the holes in the sides, is like the low, opening swell of an organ voluntary.

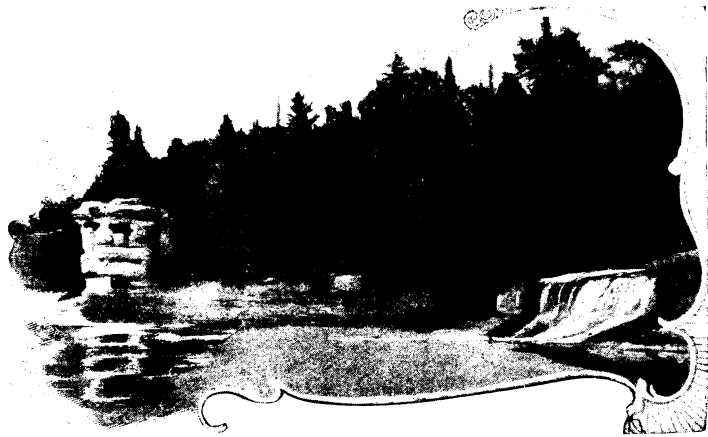
"The Silver Cascade falls from an overhanging cliff 175 feet into the lake below. The fall of Niagara is 165 feet, ten feet less than the Silver, which is but a ribbon in breadth, compared to the 'Thunder of Water.' The Silver is a beautiful fall and the largest among the pictures; but the whole coast of Superior is spangled with the spray of innumerable cascades and rapids, as all the little rivers, instead of running through the gorges and ravines of the lower lake country, spring boldly

over the cliffs, without waiting to make a bed for themselves. Undine would have loved their wild sparkling waters.”

Grand Marais, a Lake Superior port a few miles east of Point au Sable; Wetmore and Eben Junction, on the Duluth, South Shore & Atlantic line, the latter at its junction with the Soo road running south to Escanaba; Trenary, a station on the latter line, and Au Train, are also points in the county worthy of mention.

AGRICULTURE AND THE EXPERIMENT STATION

The agricultural possibilities of Alger county are great, and abundant proofs of this statement have been furnished by the experiment station of the State Agricultural College at Chatham. That invaluable institu-



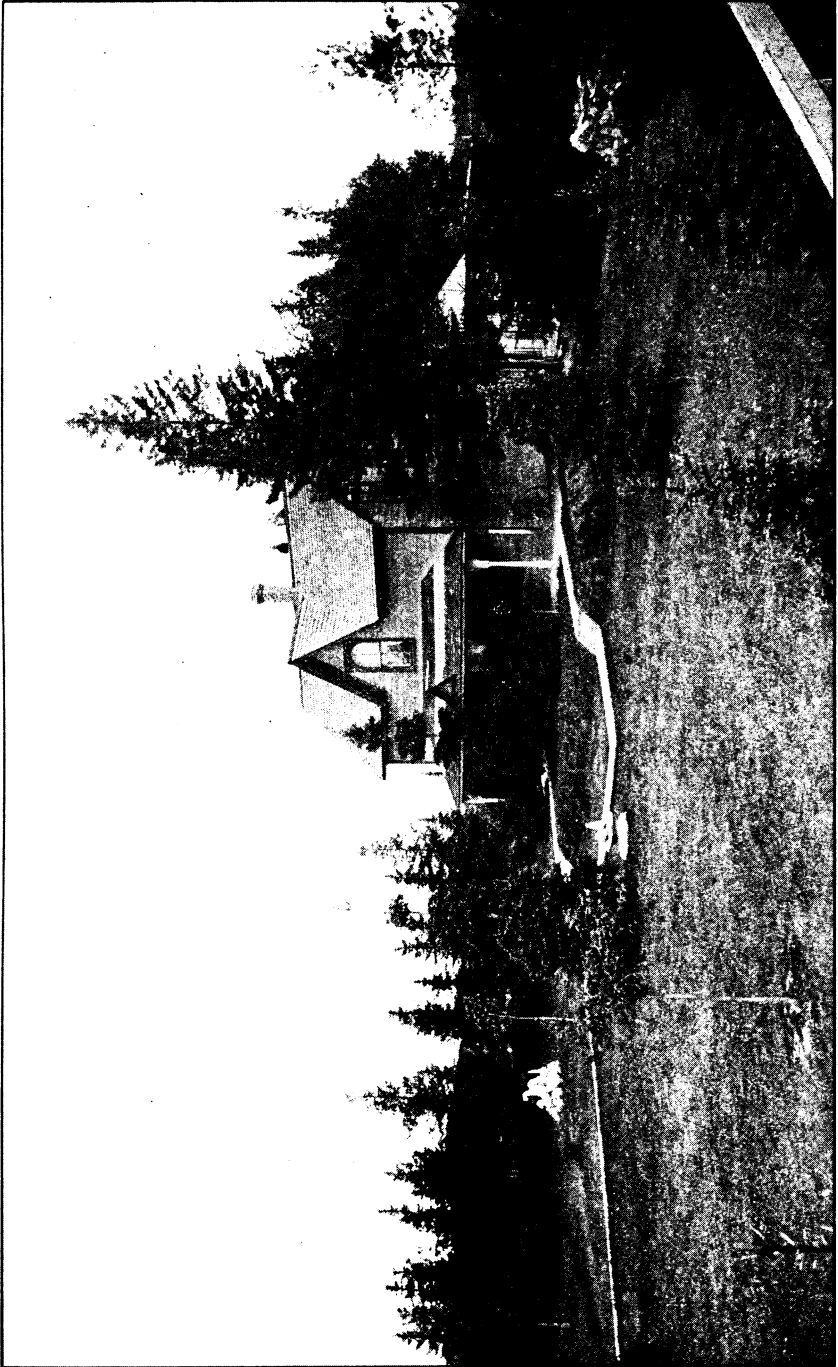
CHAPEL ROCK AND BEACH

tion, during the ten years of its existence, has demonstrated for the benefit of the people of this section that timber lands need not long lie fallow before being brought under the plow. It has also proved the adaptability of the county to the growth of alfalfa; the feasibility of the fall planting of potatoes, and the reliability of that crop, as well as of sugar beets, under average conditions of climate. Beets are even left undisturbed in the ground over winter, with no deterioration of their sugar-producing qualities. It has also been shown that the expensive process of mulching strawberries, which elsewhere is rendered necessary as a winter protection, is not only superfluous here, but is apt to be injurious; for the same plants which thus treated gave practically no yield have, when unmulched, produced as high as 4,300 quarts per acre. The station farm has proved that the conditions of soil and climate found in Alger county point to that section as a fine country for the production of small fruits, roots and vegetables, and, under the thorough management of Leo M. Geismar, preparations are being made to conduct practical experiments on livestock. The farm proper consists of 160 acres,

only a small portion of which has been sufficiently cleared for plot work, or for the extensive propagation of seed corn from varieties which Mr. Geismar has bred and acclimated. No work with livestock has yet been commenced, although the plan is to begin the erection of barns in the near future, and commence experiments in this field, on the 620-acre tract which has recently been donated for that purpose.

Neither should the stranger to Alger county imagine that the country is all an experiment from the agricultural and horticultural stand-points; for it has many well-developed farms, orchards and berry tracts, and the former drawbacks of inadequate markets and means of transportation have been overcome by the building of its railroads and its adoption of the county road system. Chatham led in the latter movement and had the first macadamized roads built in the county.

The experiment station at that point is so closely allied to the agricultural future of Alger county that this is considered an appropriate place in the narrative to give proper credit for its establishment. "While the necessity for an Experiment Station was recognized and agitated for a number of years prior to its establishment," says the *Munising Republican*, "the final work for securing it was largely performed by the people of Menominee county through their then representative W. J. Oberdorfer, a progressive and energetic farmer of Stephenson. The impossible task of selecting a site which would suit everybody was performed in 1899, and the strongest opponents who have since visited the station have unanimously recognized the wisdom of the selection. Chatham at that time was a town with two frame buildings and two or three log buildings, the remnants of a former lumbering camp. There was no industry, no business in sight, and for nearly two years or more, no improvement was visible except that which had meanwhile been made by the Experiment Station. Chatham today might still be waiting 'for something to turn up,' were it not for the development work inaugurated at that time under the masterful generalship of President W. G. Mather of the Cleveland Cliffs Iron Company; and thus it comes that Chatham today with its three large stores, its dozen or more modern buildings, its three story hotel built of solid stone, its splendid school building, its more than one hundred substantial farm buildings within a radius of two miles, stands as a living monument of what may be expected from capital wisely invested with a view to future returns. No doubt the Experimental Station is in a small measure responsible for this local development, for if on account of it President Mather selected Chatham as his first objective point, it is because no man appreciates more keenly than he that the future of Alger county lies in its vast agricultural resources. The work of carrying out the details of future experiments had been entrusted to the present superintendent, Leo M. Geismar, who on April 28, 1900, arrived with orders to plow and plant twenty acres of the experiment farm."



TYPICAL COUNTRY HOME IN ALGER COUNTY

GROWTH IN POPULATION

The first national census covering Luce county was for the year 1890, and the three comparative enumerations including the one of that year present these figures:

TOWNSHIPS AND VILLAGE	1910	1900	1890
AuTrain Township	409	484	284
Burt Township	1,373	1,927	177
Grand Island Township	52		
Limestone Township	413	275	
Mathias Township	528	314	
Munising Township, including Munising Village (Munising Village)	3,547 (2,952)	2,277 (2,014)	288
Onota Township	147	226	161
Rock River Township	1,206	365	328
Total of the county	7,675	5,868	1,238

LUCE COUNTY AND NEWBERRY

Luce county was set off from Chippewa in 1887, and at the first election, held April 20th of that year, the following officers were chosen: Sheriff, A. G. Louks; clerk and register of deeds, Ambro Bettes, treasurer, Fred. J. Stewart; prosecuting attorney, S. N. Dutcher; surveyor, William J. Aclen; coroners, S. J. Fraser and Sanford Helmer.

Early in 1882 the site of the present village of Newberry was an unbroken wilderness, but within a few months a clearing of about thirty acres had been made for the site of the Vulcan Furnace and cottages of those to be connected with the enterprise. Within a year twenty or thirty neat houses stood occupied and a general store, 24 x 85 feet, was in operation. This was opened by Weller & Burt. A boarding house for the regular employees, with the upper story of the building arranged for transients, was built opposite the store, on Handy street, and in the second story of the store reading rooms were also opened for the fifty or sixty workmen employed. The furnace buildings were all on the north side of the railroad tracks, all of their foundations being of sandstone.

Five years after the founding of Newberry on the furnace enterprise the *Newberry News*, in its first number, briefly reviewed the prospects of the village, which, it is needless to add, were pronounced bright. It referred to the platting of Newberry five years before under the supervision of W. O. Strong, and land commissioner of the Detroit, Mackinac & Marquette railroad, and referred in glowing terms to the enterprise of A. G. Louks, the first sheriff of the county. The article mentioned with pride its \$5,000 school building; that the Vulcan Furnace was eating up timber at the rate of a thousand acres annually, and that the railroad, which was a narrow gauge from the furnace to the timber supply, intended soon to extend its line south, across the peninsula, to

Lake Michigan. Besides the furnace industry, the town's growth relied on a good lumber, pile and pole business, and such agricultural products of the surrounding country as hay, peas and oats.

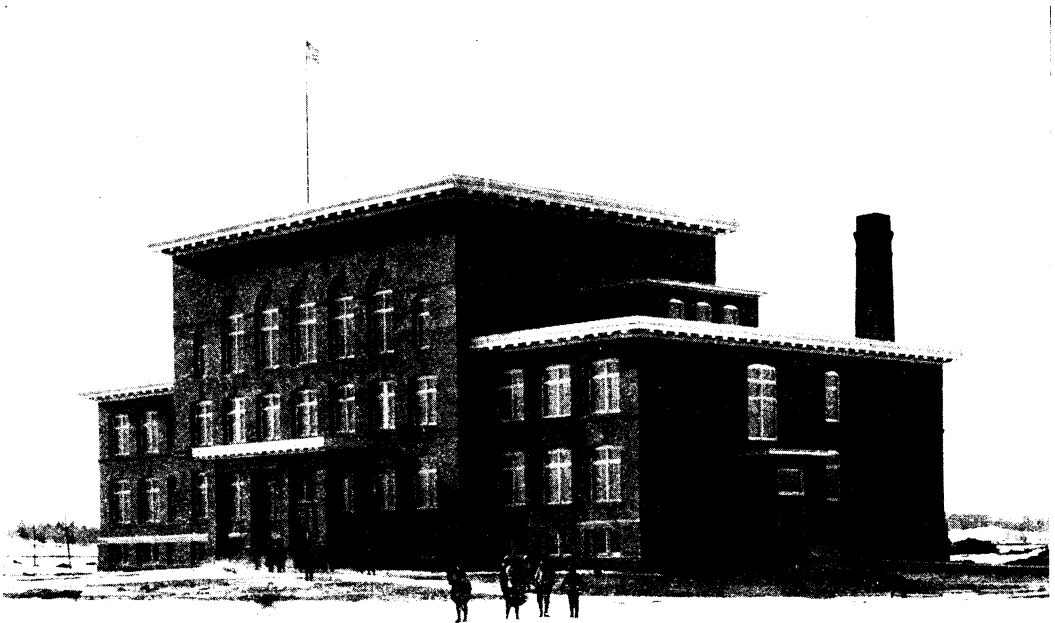
Newberry, which had been incorporated as a village in 1885, has been the county seat from the first, and is now a growing community of 1,182 people, or more than a quarter of the entire population of the county. The main street of the place has a number of substantial modern brick stores, well stocked, and the surrounding country has all the good marks of a rich agricultural district. Newberry is on the main line of the Duluth, South Shore & Atlantic road, fifty-five miles northwest of St. Ignace and fifty-six miles southwest of the Soo. It has been called the "gateway to the deer-hunting grounds of Michigan," but this is more in the line of general description than in the nature of any explanation of her favorable prospects. Both her water works and electric light plant are village property. She has five churches, a good school, opera house, and a prosperous weekly newspaper (*Newberry News*).

The Newberry school building is a fine looking structure, modern in every respect. Its physical and chemical laboratories are especially complete. The free text-book system is in vogue. "As long as the population of a town remains more or less the same, as that of Newberry does," says H. D. Hughes, principal of the high school, "the attendance in the lower grades must remain fairly constant, and the increased school enrollment must be in the upper grades and the high school. In the fall of 1908 our high school enrollment was 50; last year it was 65; this year it is 80. In other words, the high school enrollment has increased sixty per cent in two years.

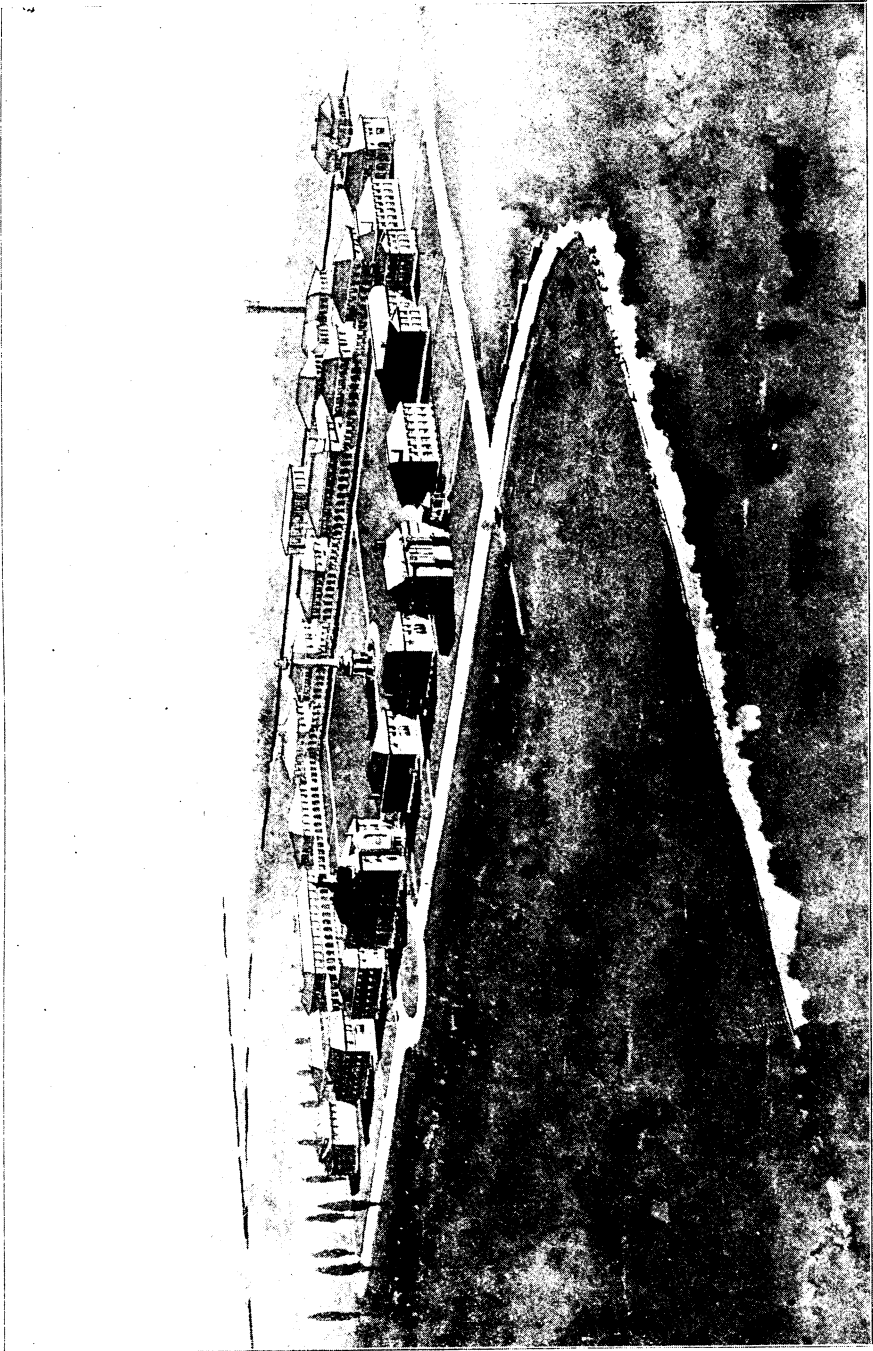
"When we consider the fact that Newberry is not situated in a thickly settled agricultural community that can send a great many non-resident pupils to the town school, we find that our high school enrollment is larger in proportion to the population than that of any other high school in Michigan of which we know. Not the least unusual thing about the enrollment is that the number of boys exceeds that of the girls."

The high standing of the Newberry school has earned it a place in the university list; that is, those who have completed its course are admitted without examination to any college in Michigan. It has earned quite unusual honors in declamation and oratory, and the lower grades have also excelled in spelling and the fundamental branches, as evidenced in contests with the classes of neighboring cities like Munising and Grand Marais.

To the world at large, Newberry is best known as the home of the Superior Iron and Chemical Company and of the Upper Peninsula Hospital for the Insane.



NEWBERRY PUBLIC SCHOOLS



UPPER PENINSULA HOSPITAL FOR THE INSANE, NEWBERRY

UPPER PENINSULA INSANE HOSPITAL

About a mile and a half south of Newberry is the imposing collection of buildings which stands for the Upper Peninsula Hospital for the Insane and is the only institution of the kind in the state built on the cottage plan. Its administration building is large and imposing in its simplicity, as is shown in the illustration, and, with the fourteen cottages in which the patients find their homes, almost forms a large quadrangle; the figure will be complete, as noted beneath the view given, when the original plan has been perfected.

The buildings, farm and unimproved lands owned by the state and devoted to this purpose, now cover an area of 680 acres, or forty acres more than a square mile. The interior of the quadrangle around which the administration building, amusement hall and cottages are built is perhaps 300 by 500 feet, and the structures are connected by a long porch, so that the visitor may visit every room in the hospital without going out of doors.

The lofty, picturesque site of the hospital is ideal. It is far enough removed from all city noises as to be a place of quiet and rest; the air is pure and bracing and patients are supplied with the purest of artesian water. A macadamized road leads from Newberry to the institution, and the roads about the hospital are well kept, and the grounds adjacent to the buildings are tastefully planted with rose bushes, hedges, plants and shrubbery.

Eight of the cottages are occupied by the male patients (484 in number) and six by the women (340). In pleasant weather, all patients not incapacitated are taken for exercise, a walk of a mile or two daily being found sufficient to keep them in good health. In inclement weather the connecting porches are used for promenades.

Many amusements are provided. The men have their billiard tables, checker boards and other games; the women, phonographs, music boxes, etc. Each week the hospital band gives a concert; weekly dances are also held; and occasionally a theatrical troupe gives a performance for their benefit.

The well cultivated hospital farm produces the vegetables used by the patients, as well as the hay, grain and fodder for the large herd of Holstein cattle and drove of hogs, which the hospital maintains for milk and meat. The hogs are kept in a cement building and the cattle barns have cement floors and troughs; so that their quarters are cleaner than many houses. The milkers don white clothes and keep them under lock and key when not in use.

As many patients as are physically fit are given employment on the farm and about the barns and laundry, experience having proven that this is conducive to better health, keeps them contented and aids their recovery. An observer facetiously adds: "Many of them are good workers, and others give evidence of their sanity by shirking all the labor possible."

There is a conservatory which provides plants for the flower beds about the grounds in summer; also a deer park, with a herd of deer, that is a source of great delight to the patients.

It is needless to say that this splendid institution, which has the care of these eight hundred unfortunates, does not run itself, and, without mentioning names, too much cannot be said in commendation of the faithfulness and skill of the administration officers and the fine corps of attending physicians and trained nurses. About \$140,000 are annually expended in the maintenance of the hospital, and the value of the property is about \$600,000.

The state legislature of 1893 fixed upon the location of the Upper Hospital near Newberry, and in 1894 the erection of the buildings was commenced on a 560-acre tract donated by the Peninsula Land Company and the people of Luce county. The institution was opened for patients November 1, 1895, the first to be received being transferred from the hospital at Traverse City.

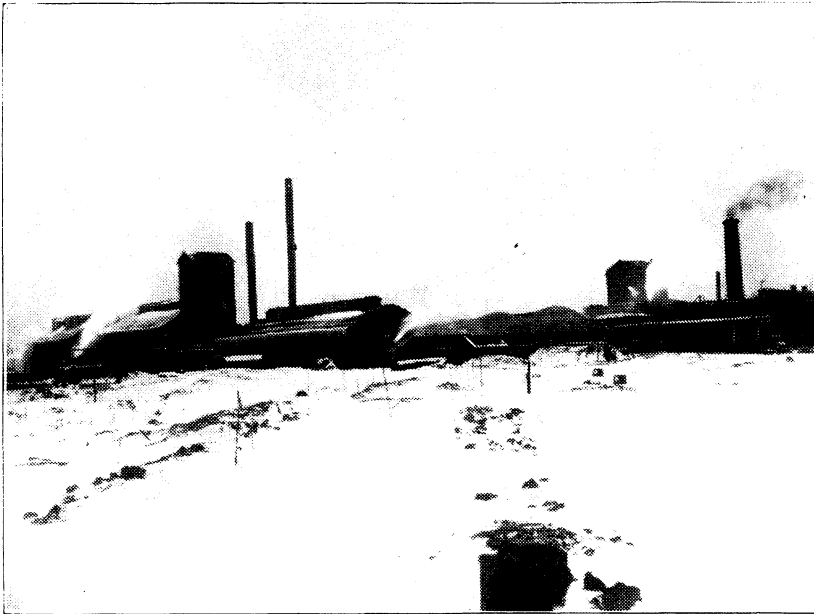
LAKE SUPERIOR IRON AND CHEMICAL COMPANY

The Lake Superior Iron and Chemical Company is one of the largest producers of charcoal, iron and wood alcohol in the United States. It is capitalized at \$10,000,000 and owns furnaces and chemical plants located at Newberry, Manistique, Chocolay, Boyne City, Elk Rapids and Ashland, Wisconsin. The Newberry plant, which is one of the largest and most modern of the six establishments mentioned, cost about \$300,000 and employs some 500 men. The new company took over the holdings of the old concern in July, 1910, the most important addition to the buildings being the mammoth retort, 70 feet by 400 feet, ground for the structure being broken in December, 1910.

A distinct departure and advance from the old methods were particularly noted in the operation of the new saw and wood mill, which is 40 feet by 150 feet, not including the annex which contains the machinery. Under the old wasteful methods of handling the wood for the furnace, timber worth \$40 per thousand, if manufactured into lumber, was converted into charcoal. The new mill has always been operated by electricity, furnished from the central power plant, capacity 60,000 feet daily. There is a large artificial pond constructed of cement into which the logs are dumped on their arrival at the mill. The central power plant is contained in a large building of brick and cement which will compare favorably with the best metropolitan plants used in the operation of street railways, for lighting purposes, etc.

The plant is one of the best illustrations in the county showing the advantages of the retort system over the old and almost obsolete kiln method, the latter wasting great quantities of alcohol and acetate of lime. The Newberry retort is said to be the largest in the country, its twenty ovens daily converting 200 cords of four-foot wood into charcoal. The wood is loaded into steel cars before being placed in the retorts and when the charring process is completed is then run into cooling houses where it is allowed to remain another twenty-four hours.

Under the retort system a much greater yield of alcohol is secured from a cord of wood than under the kiln method, and a considerable saving is effected in cost of handling the charcoal. Under the kiln method about four gallons of wood alcohol is secured from a cord of wood, and from no acetate of lime to 80 pounds per cord. Under the retort system the yield is 12 gallons of alcohol and from 180 to 220 pounds of lime to the cord of wood. In fact, the so-called bi-products now form a very important item in the operation of the furnace properties, and their value is far greater than that of the charcoal pig iron, whose annual



PLANT OF LAKE SUPERIOR IRON AND CHEMICAL COMPANY, NEWBERRY

output is about 200,000 tons. The output of wood alcohol is about 3,400,000 gallons annually and of acetate of lime, 61,500,000 pounds. The estimated net earnings of the entire group, after making all allowances, amount to \$1,380,000 yearly.

From five to six miles of trackage are operated in the yards of the plant. The artesian wells which furnish the water supply have a capacity of 40,000 gallons per minute. The monthly payroll of the Newberry plant is about \$25,000 which means quite a little to local trade.

It is said that the company has at its command over 300,000 acres of hardwood lands from which to draw for raw material, and owns about thirty-five miles of railway branches and spurs, as well as a lease of the Yale mine at Bessemer, in which 570,000 tons of ore are blocked out. The head offices of the company are at Detroit, Michigan.

About two miles northeast of Newberry is the location of one of the most prominent colonization schemes of the Western Securities Land Company, of St. Paul, formerly the Union Pacific Land Company. Their operations include 720,000 acres in Mackinac, Chippewa, Schoolcraft and Luce counties, and aim especially to bring settlers to the eastern sections of the Upper Peninsula who are qualified to cultivate the lands, raise the products to which they are so well adapted, and establish thereon permanent homes. This naturally leads to a consideration of the agricultural outlook of Luce county.

AGRICULTURAL OUTLOOK

In general terms, it may be said that, with few exceptions (mostly in connection with the cereals) any crop that can be grown further south also flourishes in this part of the Peninsula. The county is dotted with small lakes and streams, wild grasses grow in great profusion, making conditions ideal for stock raising and dairying purposes. In fact, this is naturally a grass country and there is no such thing known as winter killing of meadows, as in other regions, because the ground is protected with a heavy blanket of snow. And as soon as the snow leaves the ground in the spring it is ready for the plow.

All residents of the eastern sections of the Northern Peninsula will be interested in learning that the government's plant bureau is engaged in domesticating the blueberry, thousands of bushels of which are harvested each year and find a ready sale in the Chicago and Milwaukee markets. The secret of previous failures in this and similar lines of horticultural experiments, the government experts have found out, is the difficulty in providing just that sort of peaty underground mixture that the blueberry needs in order to thrive, but now that its requirements are more fully understood this can be accomplished by trenching and similar methods. "The blueberry thrives only in peat, whether in bog or upland," according to Mr. Bach who has secured his information from data gathered for a forthcoming government bulletin on blueberry culture. "That is to say, in a soil composed of vegetable matter which has undergone partial decomposition, and the further decay which is arrested by the presence of water, as in a swamp, or by underlying stratum of sand. Inasmuch as the sand does not contain those bacteria which attack vegetable substances, it preserves to a certain extent the overlying partly decayed material. This material contains so much acid that the cultivated plants of our fields will not grow in it at all. It is poisonous to them; but it is just what the blueberry requires."

This, and anything else relating to the cultivation of berries, is of practical concern to the farmers of Luce county, as they realize that their soils and climate are finely adapted to the raising of all small fruits. Likewise, their potatoes are vastly superior to those grown further south, being free of "cores" and dry rot; solid, smooth and palatable. They are in demand in Chicago and other large cities. City purchasers, however, do not like to buy mixed varieties and, accord-

ingly, the wholesale purchasers are urging upon growers the advisability of planting the pure seed and keeping the varieties separated.

MINOR POINTS AND POPULATION

Soo Junction, where connections are made with the Soo to the east, and St. Ignace and Mackinac to the southeast; and Dollarville and McMillan, just west of Newberry, are other stations worthy of mention on the Duluth, South Shore and Atlantic. In the early eighties, when the line had but lately been completed as the Detroit, Marquette & Mackinac, McMillan was considered a very promising settlement. At this point the road skirted the hard land, and between it and Lake Michigan was and is a belt of beautiful farming land. Even then the country was being settled largely by farmers and, as enthusiastically noted by an observer of that period, "all kinds of vegetables grow in luxuriant abundance." It was thought that McMillan would permanently benefit by the productiveness of the adjacent country. Dollarville, two miles west of Newberry, was named after a Mr. Dollar, general manager of the American Lumber Company, which commenced business at that point in July, 1882.

The first national census taken after the organization of Luce county was that of 1890, which indicated her population to be 2,455; this had increased to 2,983 in 1900 and 4,004 in 1910. The comparative figures by townships and Newberry village are as follows:

COUNTY DIVISIONS	1910	1900	1890
Columbia Township	411	204	
Lakefield Township	454	297	159
McMillan Twp., including Newberry Village.....	1,811	1,857	1,949
Pentland Township	1,328	625	347
Newberry Village	1,182	1,015	1,115

CHAPTER XXI

MARQUETTE AND BARAGA COUNTIES

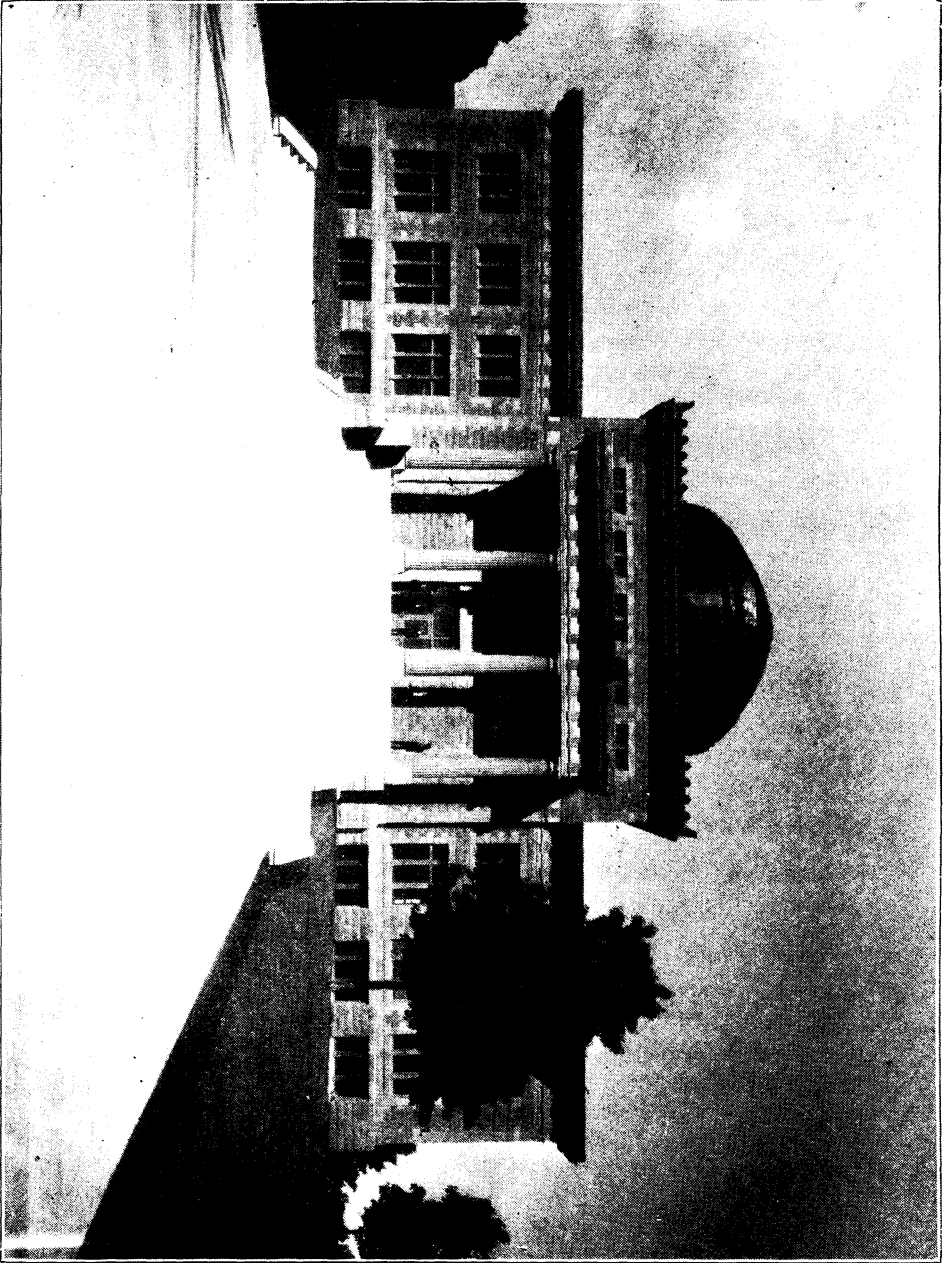
MARQUETTE COUNTY ORGANIZED—IRON ORE DISCOVERED—MARQUETTE CITY FOUNDED—PETER WHITE COMES—IRON MOUNTAIN RAILROAD—ORE PIERS BUILT—GREAT FIRE OF 1868—ORE TRAFFIC AND OTHER BUSINESS—VILLAGE AND CITY—HARBOR AND WATER POWER—PUBLIC BUILDINGS AND MARQUETTE STATUE—PRESQUE ISLE—UPPER PENINSULA STATE PRISON—NORTHERN STATE NORMAL SCHOOL—NEGAUNEE—ISHPEMING—OLIVER IRON MINING COMPANY—CLEVELAND—CLIFFS IRON MINING COMPANY—EARLY OUTSIDE MINING CENTERS—MINING SUMMARY—MODEL DAIRY FARM—INCREASE IN POPULATION—BARAGA COUNTY—BARAGA MISSION AND VILLAGE—THE METHODIST MISSION—VILLAGE OF L'ANSE—PETER CREBASSA—OTHER VILLAGES—INCREASE IN POPULATION.

By the legislative act of March 9, 1843, the Upper Peninsula was divided into the counties of Marquette, Delta, Chippewa, Mackinac, Schoolcraft and Ontonagon—Marquette including parts of Iron and Dickinson, besides its present territory. Iron was set off in 1885 and Dickinson in 1891, thus cutting old Marquette county to its present area.

MARQUETTE COUNTY ORGANIZED

The original bounds of Marquette county included that portion of state between the lines between ranges 23 and 24 west, the north boundary of township 41, the line between ranges 37 and 38 west and Lake Superior, such territory to be attached to Chippewa county for judicial purposes. The act of March 19, 1845, was of a re-organic character, amending the act of 1843. The first general election for Marquette county was held November 4, 1851, when the following vote was recorded: For governor, Robert McClellan, 53, and T. E. Gridley, 8; lieutenant governor, Calvin Britain, 53, and George H. Hazleton, 8; judge of probate court, Philo M. Everett, 62; sheriff, James D. Watt, 62; register, Peter White, 62; clerk, John S. Livermore, 62; treasurer, Charles Johnson, 62; surveyor, John Burt, 61.

Marquette township was established under authority of the legisla-



MARQUETTE COUNTY COURT HOUSE

tive act of March 16, 1847, and included all the territory previously set off as the county of Marquette. The first meeting was ordered to be held at the house of Lucius M. Thayer in June, 1847, although there is no record of a township meeting being held until July 15, 1850, when the following officers were chosen: A. R. Harlow, supervisor; R. J. Graveraet, clerk; A. R. Harlow and E. C. Rogers, school inspectors; R. J. Graveraet, treasurer; Joshua Hodgkins, director of poor; Samuel Moody, Charles Johnson and A. R. Harlow, road commissioners; Samuel Moody, N. E. Eddy, Czar Jones, justices, and A. N. Barney, A. H. Mitchell and Charles Johnson, constables.

IRON ORE DISCOVERED

It should be plainly understood that the organization of Marquette county in 1843 was purely a political matter, since several years were to transpire before there were any permanent settlers in her territory. The survey of the country was made by William R. Burt, deputy under Dr. Houghton, in the summer and fall of 1844. On the 18th of September one of his parties was encamped at the east end of Teal lake. Jacob Houghton, a member of the party, gives the following account of the first discovery of iron ore in the Upper Peninsula: "On the morning of the 19th of September, 1844, we started to run the line south between ranges 26 and 27. As soon as we reached the hill to the south of the lake, the compassman began to notice the fluctuation in the variation of the magnetic needle. We were, of course, using the solar compass, of which Mr. Burt was the inventor, and I shall never forget the excitement of the old gentleman when viewing the changes of the variation—the needle not actually traversing alike in any two places. He kept changing his position to take observations, all the time saying: 'How would they survey this country without my compass? What could be done here without my compass?' It was the full and complete realization of what he had foreseen when struggling through the first stages of his invention. At length, the compassman called for us all to 'come and see a variation which will beat them all.' As we looked at the instrument, to our astonishment the north end of the needle was traversing a few degrees to the south of west. Mr. Burt called out, 'Boys, look around and see what you can find.' We all left the line, some going to the east, some going to the west, and all of us returned with specimens of iron ore, mostly gathered from outcrops. This was along the first mile from Teal lake. We carried all the specimens we could conveniently."

MARQUETTE CITY FOUNDED

The Jackson Mining Company, organized at Jackson, Michigan, by P. M. Everett, afterward of Marquette, became owner of the property which developed into the Jackson mine, at Negaunee, as a result of the discoveries of ore by the Burt surveyors in 1844. He arrived in the field during the following year, and is credited with being the county's first permanent white settler. When he arrived at the future site of

Marquette, an Indian encampment was located where the Mackinac depot now stands. The chief of this band of red men was Manjigeezek, or "Moving Day;" the coming of Mr. Everett was soon followed by the arrival of another even more important party of settlers. All of which certainly meant "moving day" for poor Manjigeezek and his dusky braves. In 1846 ground was first broken for actual mining and in 1847 the Jackson Mining Company built the old forge on the Carp river, three miles east of Negaunee, which, like all other forges in the early days of Marquette county, steadily lost money for its owners and lessees, until it was finally abandoned in 1857. The first iron turned out of the first Jackson forge was sold to the well known Capt. E. B. Ward, of Detroit, and made into a walking beam for his steamboat "Ocean."

The Burt reports of the mineral richness of the Upper Peninsula threw the settled northwest into a tumult, only to be compared to the excitement caused later by the gold discoveries on the Pacific coast. This fever of anticipation reached its culmination in 1846, and carried on the first wave of migration to Marquette county was Peter White, then a lad in his seventeenth year, who, within the succeeding half century and a decade, was to become the father of the city and more of its institutions than any man who ever cast his fortunes in the country. Not only was the city of Marquette to become immeasurably indebted to him, but other prosperous communities in the county and peninsula.

PETER WHITE COMES

Peter White was a Rome (New York) boy, who when a motherless lad of twelve years wandered to Green Bay, Wisconsin, and thence to the island of Mackinaw, Michigan. There, in his sixteenth year, he became one of the boat's crew which was part of the corps of Capt. Augustus Canfield, U. S. A., who had charge of the surveying work in the region of the straits of Mackinac and St. Mary's river, but more particularly of the building of the lighthouse at Waugoshanee. The construction camp was on the north side of the straits, and in building the crib for the lighthouse foundation Captain Canfield extended his explorations for stone for some distance up the St. Mary's river. Young White was one of the "pulling" crew on these trips, and he was wont to testify that he got plenty of exercise.

On one of the occasions when the crew was waiting on the beach until the captain should return from one of his inland tramps, looking for stone quarries, the hardy, and always mischievous, youth from New York had nothing better to do than to cover the smooth beach for a long stretch with well-executed chirography in six-inch letters, which ran thus: "Captain Augustus Canfield, Engineer Corps, U. S. A., in charge of the work of building Waugoshanee lighthouse, straits of Mackinac, Michigan: U. S. Topographical Engineers, Detroit, Michigan; Captain Canfield, Fourth Artillery, U. S. A.;" and so on, repeated, until the youth tired of his occupation. The crew warned him he was infringing on the dignity of Capt. Canfield, but Peter White laughed,

did not take the trouble to erase his high-sounding records, and took his nap with the others until the explorers returned. Instead of being disciplined, as was expected, Captain Canfield was so pleased with the writing on the sand that he soon promoted the bright young scamp to a good clerkship.

Peter White got the mineral excitement and it broke out so badly in 1846 that in April of that year he joined the party headed by Robert J. Graveraet, which was bound for the future site of the city of Marquette. How that party of ten laid the foundation of that fine municipality has been described in the general history, and record after record of the large part taken in its development by Peter White will be given in this narrative, his splendid achievements for his city, county and state being stayed only by his lamented death June 7, 1908.

Perhaps the leading mile-stones in the story of the county's development, after the founding of Marquette, were the establishment of Negaunee as a mining town in 1846; the creation of Ishpeming in 1856; the completion of the Iron Mountain Railroad in 1857; the founding of Forsyth and Champion, in 1863, of Humboldt in 1864 and Michigamme in 1872—all leading centers of iron mining; and the completion of the Detroit, Mackinac and Marquette railroad in December, 1881. The last named then furnished the only line of railway communication between the Upper and Lower peninsulas of Michigan.

The county seat obtained its start as a shipping point for the Jackson mine, operations there being much quickened in 1854, by the building of a plank road from Marquette to the mine. Then the company began the construction of the first ore dock at Marquette, which it completed in 1856, and also introduced mules, mule drivers and a street railway into the country.

IRON MOUNTAIN RAILROAD

In 1855 the Iron Mountain Railroad was begun and completed in 1857—the first iron way in the Upper Peninsula. In 1852, the Elys, of Marquette—Heman B., Samuel P., George H., John F. and Hervey—projected a railroad through the wilderness of Marquette county. At that time there were a few houses on the site of Marquette cut and a few cabins at the Jackson mine; these were about the only evidences of civilization to be seen along the proposed route of the railroad. Peter White thus describes the Marquette of this period: "A few houses, a stumpy road winding along the lake shore, a forge which burnt up after impoverishing its first owners; a trail westward just passable for wagons leading to another forge (still more unfortunate, in that it did not burn up) and to the undeveloped iron hills beyond; a few hundred people, uncertain of the future; these were all there was of Marquette in 1851-52."

The road was first proposed, in the former year, by Heman B. Ely that the ore from the iron mines might be shipped, via Marquette, to the large furnaces situated in the coal fields of the lower lakes. Al-

though the project was regarded by some as visionary, it was supported by John Burt and others, so that Mr. Ely had a survey made in 1852, and immediately after the passage of the general state railroad law, in 1855, the enterprise was incorporated as the Iron Mountain Railroad, with Mr. Burt as president. Cornelius Donkersley was its first superintendent and so remained for many years. In the following year the enterprise was strengthened by the accession of Joseph S. Fay, of Boston; Edwin Parsons, of New York; Lewis H. Morgan, of Rochester, New York, and other capitalists, who furnished the necessary funds to complete the road to the Lake Superior mine, at Ishpeming, to which place it was completed in 1857. Mr. Ely did not live to see this work finished, as he died suddenly at his home in Marquette, in October, 1856.

The Iron Mountain Railroad was subsequently merged into the Bay de Noquet & Marquette Railroad, which, as the Marquette & Ontonagon, extended its line to Lake Michigamme, and in 1872 was consolidated with the Houghton & Ontonagon, under the name of the Marquette, Houghton & Ontonagon, which extended from Marquette to L'Anse, and has, these many years, been but a link in the great system known as the Duluth, South Shore and Atlantic.

After the Jackson, the Marquette Iron Company was the second in the field, and the first in the Marquette district. It was organized, in 1848, by A. R. Harlow and Robert J. Graveraet, of Marquette, and Edward Clark, then of Worcester, Massachusetts. In 1849-'50, under the superintendency of Mr. Harlow, the old Marquette forge was built near the lake shore just south of Superior street (noted by Mr. White, as one of the misfortunes of the place). In July, 1850, the Marquette Company's forge was completed and commenced to make blooms, but in March, 1853, the newly organized Cleveland Iron Mining Company (proprietors, Dr. M. L. Hewitt, of Marquette, and John Outhwaite and Samuel L. Mather, of Cleveland) succeeded to the property and franchises of the old Marquette Iron Company, and immediately after the completion of the Iron Mountain Railroad built a trestle work and pier for shipping ore. This was the commencement of the present great ore docks. The Jackson, the Lake Superior and the Cleveland companies were engaged in mining and shipping ore for several years before any other concerns, and for this reason are still sometimes called the "three old companies."

ORE PIERS BUILT

In 1864 the Peninsula Railroad, of which Charles T. Harvey may be called the originator, was completed from Negaunee to Escanaba. Up to that year the Jackson Iron Company shipped its ore to Marquette over the trestle work and pier known as the long dock, or Jackson dock. Each of the three old companies thus had its special pier for shipping ore. Until 1865 the railroad company had no pier of its own, either for ore or merchandise, but in that year the Iron Mountain road built a combination pier on the site of the present ore dock of the Duluth

South Shore & Atlantic. This was burned in the great fire of 1868, but the railroad company afterward purchased the Lake Superior Company's pier and rebuilt it exclusively for merchandise, reconstructing another for ore on the site of the pier which had been burned.

GREAT FIRE OF 1868

A period of great prosperity for Marquette was checked by the disastrous conflagration of June 11, 1868. The fire started near Front street in the shops of the Marquette, Houghton & Ontonagon railway in a pile of waste. The pumps could not be used, and the fire burned along Front street to Baraga avenue on the south, and to Washington street on the north, and on the west it burned in places as far back as Third street; following down the old Cleveland track it left the Tremont House, later the Duluth, South Shore & Atlantic railroad depot. It crossed Front street and burned everything between the lake shore, Front street from Baraga avenue to Washington street. It destroyed the Marquette, Houghton & Ontonagon Railway Company ore dock,



CLEVELAND ORE DOCK, MARQUETTE

the M. H. & O. merchandise dock, and the dock extending from the shore to the Grace furnace and the old trestle along in front of that dock. The damage was estimated at one million and a half dollars, and the insurance at about one hundred and fifty thousand dollars. So great was the heat, the wind blowing from a little west of south that Mr. White was forced, in order to save his house on Ridge street, opposite the end of Cedar street, to cover the roof with wet blankets.

This apparent calamity to Marquette was in truth a benefit. The fire destroyed a number of old and dilapidated buildings, which since then have been replaced by handsome stores. The people would never have voluntarily abandoned the wooden buildings, and they would have remained as long as they had held together, an eye-sore to the city.

But neither fire, nor money panics, nor financial stringencies, nor industrial depressions, have been able to permanently check the onward march of Marquette, as her prosperity is still chiefly based on her splendid advantages as an outlet, and a partial consumer, of the vast product of the iron mines whose output has steadily increased from year to year.

ORE TRAFFIC AND OTHER BUSINESS

The total shipments of ore from the Marquette range, about fifty per cent of which has passed through the port of Marquette for the past thirty years and even a larger proportion prior to 1880, are as follows, for purposes of general comparison the statistics being substantially given by decades:

1856	.....	7,000 tons	1890	.....	2,993,664 tons
1860	.....	116,000 tons	1902	.....	3,868,025 tons
1870	.....	856,000 tons	1909	.....	4,256,172 tons
1880	.....	1,430,863 tons			

This immense traffic is now handled by the Duluth, South Shore & Atlantic, the Lake Superior & Ishpeming and the Marquette & Southeastern roads. Marquette is the general headquarters of the Duluth, South Shore & Atlantic, whose eastern termini are at St. Ignace and Sault Ste. Marie. It penetrates the copper country to Laurium, with a branch which leaves the main line at Nestoria; by another branch to the mines of the Gogebic range it obtains its share of traffic in that iron field. Marquette is also the home office of the Lake Superior & Ishpeming Railway and the Marquette & Southeastern, which connects with the Munising Railway at Lawson. The city is now the outlet for more than 150 iron mines in the Marquette range, or district, the largest and most convenient ore dock (lighted by electricity and provided with the most modern machinery) being that owned by the Duluth, South Shore & Atlantic Railroad.

A large business at Marquette is conducted in the dealing of lumber, cedar posts, and poles for telephone and telegraph lines. There are also several extensive dealers in mining, mill and lumbermen's supplies, and the general mercantile establishments are well stocked and prosperous. The trade and commerce of the place are floated through three well-conducted banks—the First National, Marquette National and the Marquette County Savings. The first named institution was organized by Peter White in 1862, its basis being his private bank founded in 1853.

A slight digression is made at this point to note more in detail the construction of the Detroit, Mackinac & Marquette line to St. Ignace (Marquette & Southeastern). For a number of years Marquette had longed for an eastern outlet. The only route of travel when the lake was closed was by way of Chicago, and parties wishing to visit the lower peninsula were required to go through Wisconsin, Illinois and Indiana in order to reach their destination. The feeling grew so strong that there should be rail communication between Marquette and Detroit that the people bent every energy to obtain it. The question seemed to depend upon a grant of land from the state, a bonus to those who would build the necessary road from Marquette to St. Ignace, the Michigan Central would supply the remaining link. Who could obtain this grant? Who could go to Lansing, and represent the needs of the people in such a way

that the legislature would heed the cry and give the necessary land. By common consent, the faces of the people were turned towards Peter White as the one and one only who could fill this breach, but he was a Democrat; but no matter said the people whether he is a Democrat or a Republican, he is the man to do this duty.

Mr. White was nominated for state senator on the Democratic ticket for this purpose and this alone, against Dan H. Ball and almost unanimously elected. This was all that was asked of him, he might act with his party on party measures, but everything was to be subservient to the railroad. After arriving at Lansing Mr. White introduced a bill to grant land in aid of the construction of the Marquette & Mackinac railroad on March 26, 1875. The committees on railroads and public lands of both house and the senate gave him a hearing; as a matter of course the grant was obtained, and thus a fund created which resulted in the completion of the line to St. Ignace in December, 1881. The first regular train from Marquette arrived at St. Ignace on the 18th of that month, and both Peter White and Marquette were credited with another good work.

VILLAGE AND CITY

The first plat of Marquette was made for the Cleveland Iron Mining Company in August, 1854, and recorded before Peter White, register of the county. It represented that part of the city extending back from the bay to Fifth street and north from a line south of Fisher street to a line half a block north of Spring street. The thirty-six acre addition extending from the north side of the original plat, north of Ridge street, was laid off during the same year for M. L. Hewitt, Ed. Cook, John Burt, Charles Johnson and Eliza T. Duncan of the Cleveland Iron Company, and Harlow's two additions, Hewitt's addition, Burt & Ely's addition and Penny & Vaughn's additions were all made prior to the incorporation of Marquette as a village by the state legislature in 1859. All the records of the village were destroyed in the fire of 1868.

The great fire of 1868, which swept over so large a territory of Marquette village, had a stimulating effect in the establishment of adequate water works and fire systems. On April 5, 1869, less than a year after its occurrence, the villagers voted in favor of a \$100,000 loan for the purpose of constructing a system of water works. On account of some technicality the vote was considered illegal, but \$50,000 was voted in the following August, and a contract was made with the Holly Manufacturing Company to supply the village with pumps of 2,000,000 gallons daily capacity. In the following month the authorities contracted with T. T. Hurley to build an engine house on the light house reservation near the harbor breakwater, and from that time Marquette's good water system has been established.

Until November, 1869, the fire department of Marquette was purely voluntary; that is, its good citizens turned out to extinguish a fire if it was convenient and they felt like it. But the big fire made them ponder

the matter, and on the 13th of the above named month the council directed the board of fire and water commissioners to re-organize the "department" and appoint a chief engineer. That was the beginning of its present paid and modern system.

In this all-important year for the birth of public institutions—July 17, 1869, the village council granted the Marquette Gaslight Company the right to erect its buildings and lay its mains, and before the close of 1869 the village was lighted by gas.

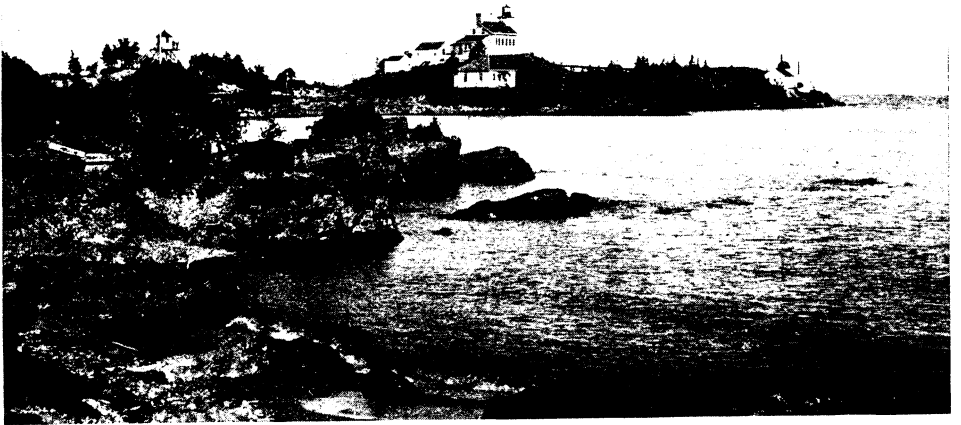
The city of Marquette was incorporated under authority of a legislative act approved February 27, 1871, being set off from Marquette township and divided into three wards. The first municipal officers, elected April 3rd of that year, were: H. H. Safford, mayor; Arch Benedict, recorder; F. M. Moore, treasurer; John G. O'Keefe, school inspector and justice of the peace; Jacob Dolf, constable; and T. T. Hurley, P. C. Parkinson and James M. Wilkinson, aldermen.

"The "Queen City of Lake Superior" is rightly named, for it is, by far, the best built, handsomest and wealthiest city on the southern shores of the great inland sea. The city lies upon a well defined inlet of Lake Superior, called Marquette bay, and is built on and between hills. Its business portion is situated on an almost level area in the valley, while the main residence portion is on several plateaus seventy-five to a hundred feet above lake level. The streets are finely paved and lined with broad stone or cement sidewalks; its stores are substantial and its residences pleasing, while its public buildings are striking evidences of its high municipal standing. Nearby are beautiful parks, picturesque drives and walks, as well as the stately buildings of the Northern State Normal School and the Upper Peninsula State Prison, or, as it is officially known, the State House of Correction and Branch of State Prison in Upper Peninsula.

The growth in population may serve to indicate the advancement of the city in other respects. Starting in 1852 with a population of about two hundred, in 1860 it numbered within its borders 1,664, including half-breeds and Indians. The census of 1870 disclosed the presence here of 3,880 people. The increase during the following decade is found to be somewhat below the former record, and very much less than that between 1880-90, due doubtless to the stagnation in iron caused by the severe panic of that decade, which affected no district in all the land as it did this one. The enumeration of 1880 gave to Marquette city 4,690 people, all told. It bounded to 9,093 in 1890; was 10,058 in 1900 and 11,503 in 1910. The city is divided into five wards, with population as follows, according to the census of 1910: Ward 1, 2,684; ward 2, 1,613; ward 3, 1,949; ward 4, 2,620; ward 5, 2,637.

HARBOR AND WATER POWER

Marquette's splendid harbor has largely contributed to her growth, and to its fine advantages contributed by nature have been added the skill of engineers and the resources of the national government. Dredg-



LIGHTHOUSE POINT AND PRESQUE ISLE, NEAR MARQUETTE

ing has been systematically prosecuted for years, until today vessels of the deepest draught can enter the harbor with safety. The original plan for a breakwater 2,000 feet in length was extended to 3,000 feet and completed in 1894. A project for a concrete superstructure to the present breakwater, to cost \$232,936.71 was approved in 1890 and the construction of this massive monolithic structure was commenced and prosecuted during the season of 1895. The design of this work was original with the United States engineer officer of the Lake Superior district and constituted a radical departure from the old lines of engineering precedent, both in this country and abroad. It was constructed with two 45 degree parallel slopes to the sea and a vertical face on the harbor side; with a banquet 8 feet wide and parapet 6 feet in width, with respective elevations of 6 and 10 feet above the mean lake level. A closed gallery throughout the entire length of the structure enables the lighthouse keeper to reach the outer light without danger in stormy weather. This novel method of construction not only met the requirements of conditions which demand a sea wall of great permanence and stability, but presented a pleasing appearance. The harbor protected by this breakwater is of ample capacity and depth to accommodate vessels of the deepest draught, and in addition to the heavy traffic to and from this port is much used by vessels traversing the lake as a harbor of refuge during storms.

The city water works are located on the shore of the lake just outside the breakwater, the intake pipe running out into the harbor a distance of seven hundred feet. The control of this public work, as well as of the electric light and power plant, is in a board independent of the common council. During the year 1890 the works were improved and enlarged to a daily capacity of 6,000,000 gallons, with a view of meeting the probable requirements of the city for the following twenty years.

On Dead river the municipality owns nearly five hundred acres of land, embracing several large water powers. The first of these was improved in 1889, when the city put in its own electric light plant, a little over three miles out from town. The plant has been a complete success from the start. A double Leffel wheel of 300 horse-power was installed, working under a head of twenty-eight feet. This operated two arc and one incandescent dynamos. The plant went into operation in November, 1889; within a year the full capacity of the machines had been reached, and in 1891 the 750-light incandescent was replaced by a 1,500-light machine, to which 4,000 lights, 16 candle-power, were connected. Since then the supply of the plant has been increased from time to time to keep pace with the growing requirements of the city.

A third power in the city property was leased in 1896 to the Marquette Valley Mining Company, by which was operated a 100-barrel process flour mill.

Both below and above the city property are fine water powers, some of which have been utilized by local and eastern capitalists. These lie

substantially along the northwest city limits, and greatly add to the advantages of Marquette as a manufacturing center. The Forestville falls, just above the city property, are the source of a particularly valuable water power, and for nearly six miles the river is a succession of falls. Below the city property is the water power and plant of the Lake Superior Powder Company. So that Dead river may be written down as not only intensely picturesque, but as valuable in dollars and cents and furnishing a material contribution to the present prosperity and future industrial growth of Marquette. A prosperous present-day factory established in this section is operated by the Presque Isle Sash and Door Company, whose plant is on Island Beach. Earlier enterprises, which have endured and developed, are the Lake Side Iron Works and the Lake Shore Iron Works. The former enterprise was started in 1886 and from a small beginning has grown to a large manufactory of steam engines, mill machinery for wood and stone, and all kinds of mining machinery. The Lake Shore Iron Works, established in 1890, turn out much the same class of products.

Within the city limits, at the mouth of Dead river, is also the Dead River saw mill, completed in 1889 as a branch of the Cleveland Saw Mill & Lumber Company, at a cost of \$100,000. It is one of the big plants of the region.

Marquette as a city is accommodated by fine electric service, which not only covers the corporate territory but extends to Presque Isle. The franchise of the Marquette City & Presque Isle Railway Company was secured from the common council, in 1890, and about five miles of tracks were laid the first year. The power station is located at the mouth of Dead river near the saw mill.

Marquette is represented in the journalistic field by two newspapers—the *Mining Journal* and the *Chronicle*. The latter is a bright evening paper, comparatively young, while the *Mining Journal* is the oldest paper in the Upper Peninsula, being established at Copper Harbor, in 1846, and identified with its development have been some of the strongest men of the state. The *Journal* (then the *Lake Superior Journal*), moved to Sault Ste. Marie in 1848 and there published under the same title, without break in volume or number. It made its appearance at Marquette in the fall of 1855, since it has been simply *The Mining Journal*. On June 2, 1884, appeared the first number of the *Daily Mining Journal*. A. P. Swineford had been identified with the paper since 1868, and as editor and part owner since 1870. In 1885 he was appointed governor of Alaska by President Cleveland and in 1889 disposed of his interest in the *Journal* to J. M. Longyear, and the Mining Journal Company, Limited, was organized. Since that year there has been no change in the general management of the paper except that Mr. Longyear's interest has been purchased by N. M. Kaufman. A. Hornstein, its treasurer and manager, is one of the veterans and pillars of the paper, James Russell's interest in the *Journal* having been purchased of Mr. Hornstein in 1882, when the paper was being conducted under the name of A. P. Swineford & Company.

PUBLIC BUILDINGS AND MARQUETTE STATUE

As Marquette is the county's seat of justice, the city contains the county court house and jail—the latter building too large for its needs. The county buildings cost about \$250,000.

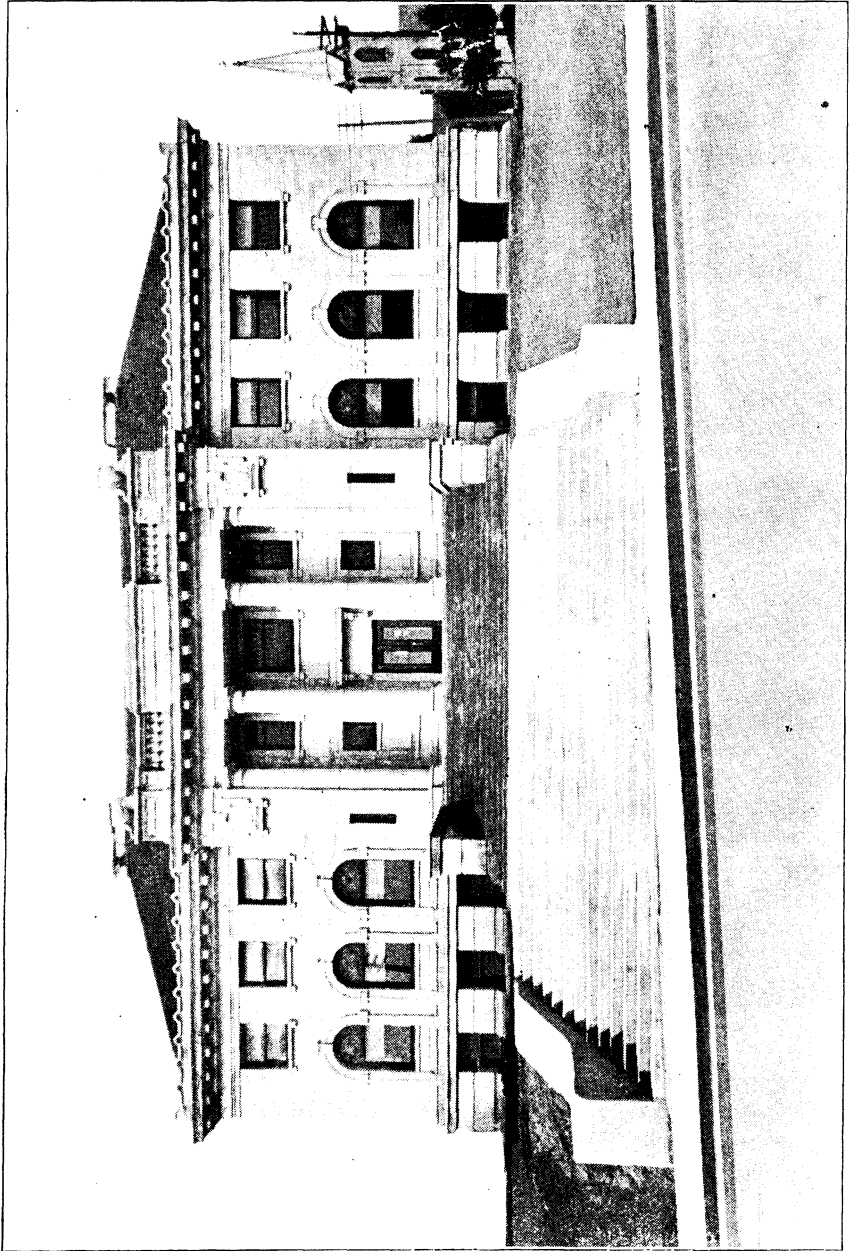
On Washington street, until the late nineties almost exclusively a resident street, is situated the Custom House, a fine, brick building, three stories in height, and erected at a cost of \$100,000. Occupying the entire first floor of this building is the postoffice. On the floor above are located the Customs office and the United States Land Office for this district. The third floor is given up to the United States circuit court, and in the tower, overlooking the city, the bay and the lake beyond, is the Signal Service station.

Just west of and almost overshadowing the federal building is the handsome city hall, in which are luxuriously domiciled all the municipal departments.

On the same street is a fine opera house, probably the best north of Milwaukee and east of Duluth. It was erected in 1890 at a cost of about \$75,000. The audience room is furnished with all the modern improvements in the way of lighting, heating and ventilation. There are four stores on the ground floor; the second story, not used for the opera house proper, is rented for offices, while the entire third floor is leased to the Masonic bodies, who have fitted it up in a style not equalled in the state outside of Detroit.

Marquette has eight schools, among the most imposing of which are its High School, a massive brown stone structure valued at \$100,000 and the Heman B. Ely school of similar construction.

The Peter White Library is, as its name implies, a memorial to its lamented "first citizen," although the building was completed several years before his death in 1898. In 1872 Mr. White gave the city of Marquette four thousand dollars to be used in founding a public library. A board of trustees was appointed to invest the fund and use it for its designated purposes. On August 12, 1879, Mr. White gave the trustees the building formerly used as a city hall on Spring street, just back of the First National bank. He provided that the second story of this building should be fitted up and used as a library, the recorder to be librarian, and the books to be drawn once a week, and provided that the common council so long as it gave room to the library might occupy the ground floor of the building for a city hall. In 1886 he fitted up a room for the library in the First National bank building at a cost of \$1,800 and gave this room rent free, provided the city paid a librarian that should keep the library open six days in a week, the funds to carry on the library being contributed from time to time by Mr. White. On January 12, 1892, he presented to the city the Thurber building and lot Nos. 134 and 136 Washington street, estimated to be worth at that time \$20,000, a bill having been passed in the meantime making the library a department of the city. Since then the Peter White Library has increased in efficiency, erected its own building on the corner of Front



PETER WHITE PUBLIC LIBRARY, MARQUETTE

and Ridge streets, and is more than ever appreciated since the death of its generous founder.

The most striking work of art in the city is the great bronze statue of Father Marquette which stands on a natural rock pedestal at the foot of Ridge street. It is a replica of the marble statue, completed by the Florentine sculptor Gactano Trentanove in February, 1896, and deposited in Statuary Hall, or the Hall of Fame, as one of Wisconsin's representatives of the immortals. The bronze reproduction at Marquette was unveiled with elaborate ceremonies, July 15, 1897, the distinguished sculptor himself being present.

The statue shows the figure of the heroic priest-explorer in an erect attitude, and looking forward as if for some discovery. The emblems of his religion, which in the first statue were objectionable to some, have been replaced by a map and a compass, which he holds in his right hand. The map is one of Michigan, Wisconsin and the great lakes, and is a particularly appropriate symbol, for Marquette is given the credit of making the first map of this country. His left hand is shown gracefully holding his robes.

Photography being an art unknown in the explorer's time, and painted portraits rare, the sculptor had no authentic pictures to guide him in carving the features, but he was greatly aided by Father Meyer, of St. Louis, Missouri, secretary of the Jesuit order, who placed at his disposal some rare writings of other early fathers. Marquette's contemporaries and associates, which contained descriptions of the missionary's personal appearance. In dress the statue is absolutely correct, as the garb of the Jesuits today is the same as it was in the seventeenth century. The order has not altered its distinguishing costume in the slightest particular. "Copy this," said Father Meyer, giving the sculptor a Jesuit robe, "and your statue will be correct."

The Marquette statue was cast in Italy in the very best kind of bronze. It has a much higher percentage of copper in its composition than is contained ordinarily in bronze for statues, and this makes it finer, more valuable, durable and beautiful. It will remain bright and glistening for years, and it will never turn black as many bronzes do.

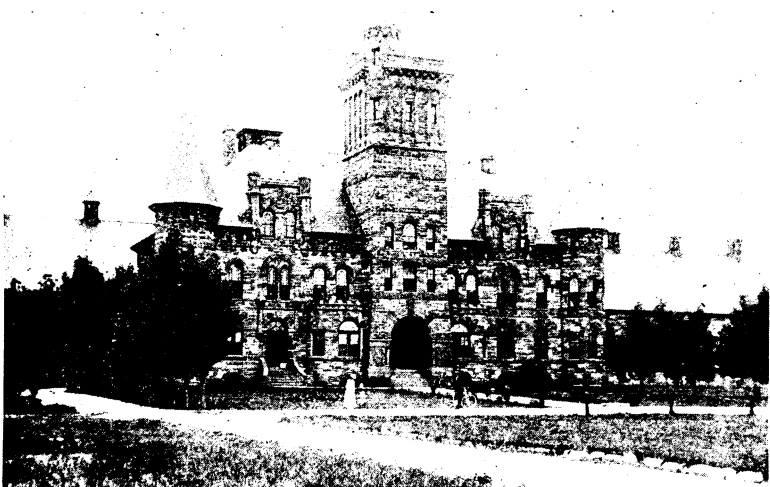
On each side of the pedestal is a panel or bas relief. One represents the landing of Marquette at Presque Isle. He is seated in a birch bark canoe and with him are two Canadian Indians. The other bas relief represents him teaching a multitude of natives.

The statue is set on a pedestal, the foundation of which is a natural rock. On this rises the pedestal proper. The first two steps of it are in Portland cement, laid under the supervision of Clarence Coleman, engineer of the government breakwater. On top of these are the cut stone courses, Marquette Raindrop, with their lettering, the work of James Sinclair. The complete pedestal is strong and graceful in its outlines. On the front of the pedestal, cut in and gilded, appears the inscription: "James Marquette, intrepid explorer." On the back of the pedestal, similarly cut, are the words: "Presented to the City of Marquette, July

15th, 1897." The rock base, pedestal and monument together rise to the imposing height of twenty-four feet. The rock itself is four feet above street level, the pedestal stands twelve feet and the statue eight, heroic size.

PRESQUE ISLE

The Presque Isle of Father Marquette's time is a high headland, about two miles to the north of Marquette, extending boldly into the lake and easily accessible by the electric cars of the Marquette & Presque Isle Railway Company and over fine roadways. It comprises about four hundred acres and, as its name implies, is "almost" an island. Some thirty years ago this magnificent tract of land was deeded to the city of Marquette by the federal government for a public park, and its natural beauties are such that little has been found necessary other than to trim



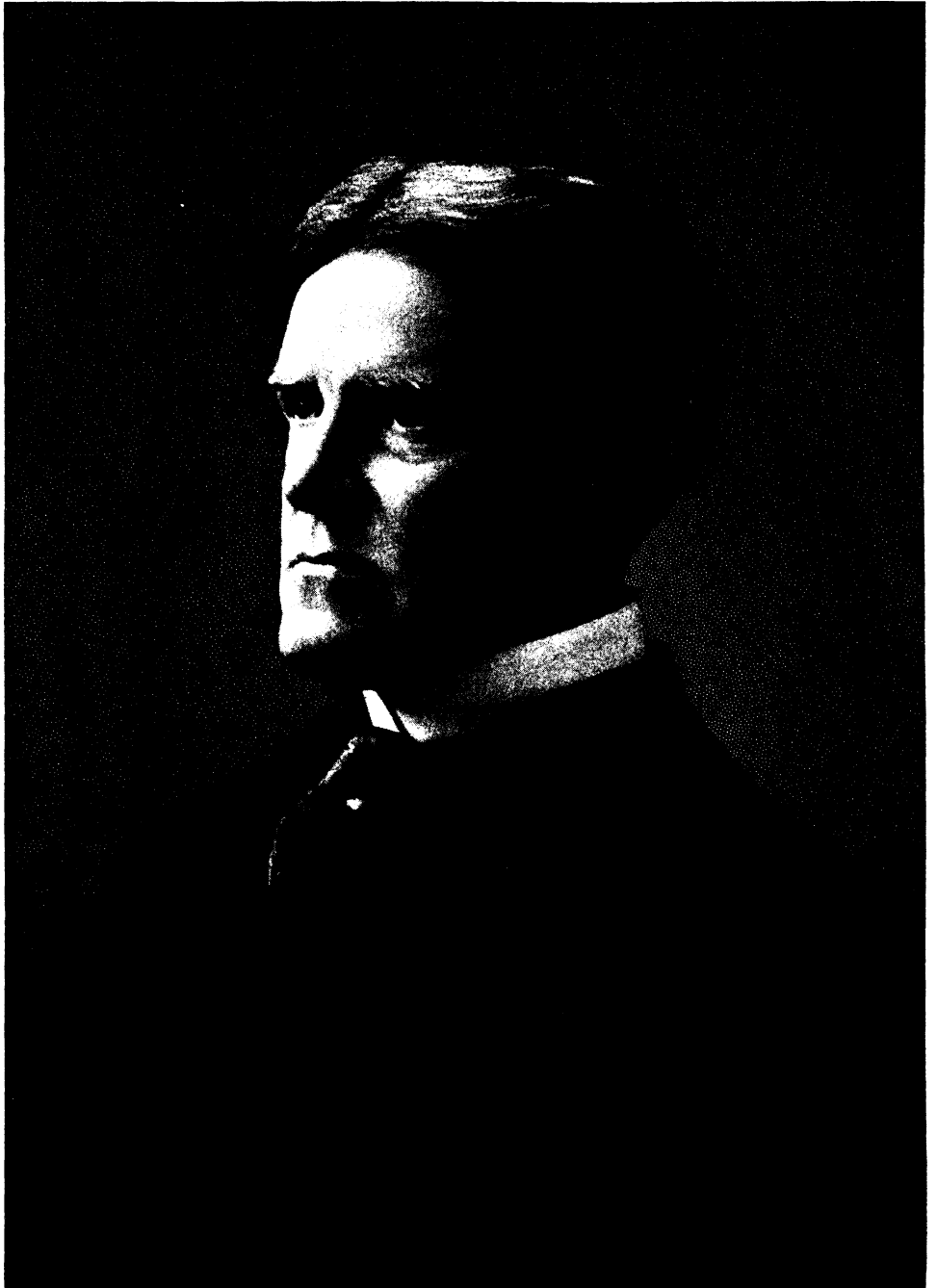
BRANCH STATE PRISON AND HOUSE OF CORRECTION, MARQUETTE

away the luxuriance of nature and make the beauty spots accessible by drives and walks. Back from the lake, at the summit of one of the many hills, is Park cemetery, her beautiful "City of the Dead," which was founded in 1872 by a donation made for its purchase by Peter White.

UPPER PENINSULA STATE PRISON

On the shore of Iron bay, at the approach to the breakwater, is the United States life saving station, completed in 1890, and directly across the bay to the south loom the brown stone and brick buildings of the branch State Prison. Its plant is just within the southern city limits.

This institution, combining the functions of a House of Correction and State Prison, is under the general management of a state board of control, of which the governor is an ex-officio member, and the active



Jack Russell

superintendency of a warden—the latter office held for a number of years past by James Russell. It was organized, by legislative act, in 1885, with an original appropriation of \$150,000. The first board of control consisted of Cyrus G. Luce, governor; Eli B. Chamberlain, Edwin Z. Perkins and J. M. Wilkinson. Its original warden was O. C. Thompkins, formerly of the Jackson state prison. On June 22, 1889, the buildings were ready for occupancy and the first prisoners were received, at which time nearly \$206,000 had been expended on the plant. At the present time the grounds, which face the lake, comprise 244½ acres; value of the plant, \$315,697; number of inmates, 325. The current expenses for the biennial period amount to \$136,868; receipts \$141,326, of which \$55,807 represents the earnings of the prison. The inmates are employed in the manufacture of clothing, shoes, overalls and box shooks and in the improvement of the grounds.

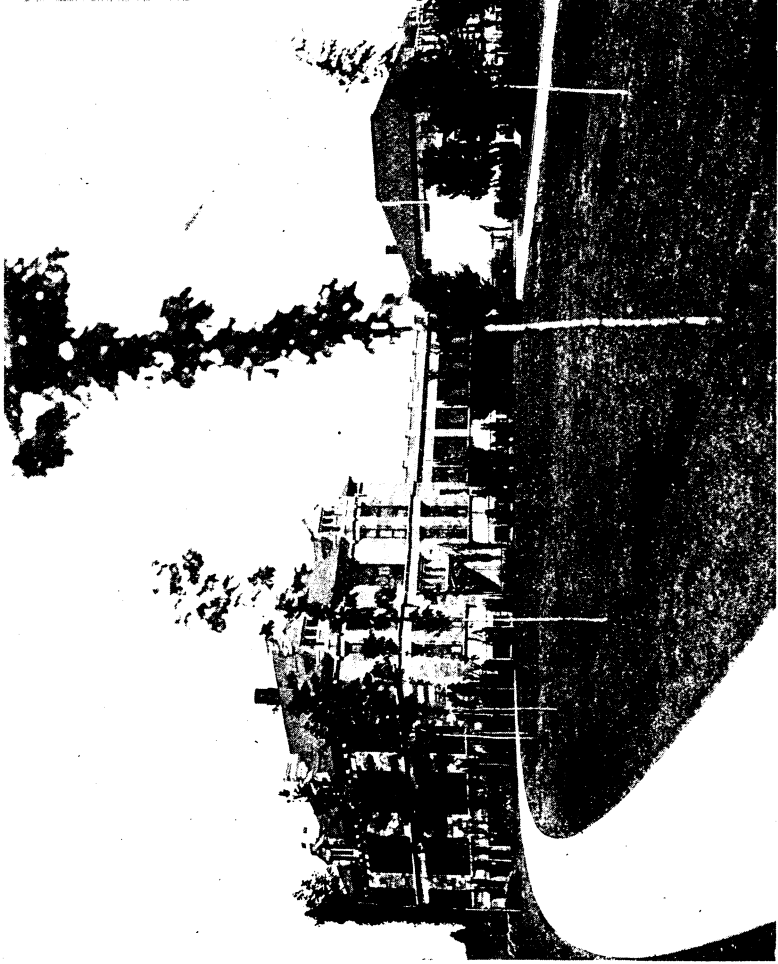
NORTHERN STATE NORMAL SCHOOL

Geographically and socially opposite the Branch State Prison, in the northern portion of Marquette, stand the beautiful buildings of the Northern State Normal School. This institution was established by an act of the State Legislature in 1899. The first session of the school opened on September 19th of that year, recitations being conducted in the city hall at Marquette. In July, 1900, the school was moved to the Normal building which had just been completed. In June, 1902, a new science building was completed. The life certificate was issued to students who had completed the required course of study, in June, 1902. A new library building begun in May, 1904, was completed September 1, 1904. The faculty, which at first consisted of six instructors, has increased in number to over twenty. The school has been materially strengthened by the liberal appropriations made at the last two sessions of the legislature. In addition to the rural school course and the graded school course, a life certificate course is pursued by a majority of the students. Prof. James H. B. Kaye is president.

In May, 1902, an affiliation with the State University was effected by which Normal graduates in the life certificate course are given a lump credit of fifty-six hours at the university, this being the same credit that is granted to graduates of the State Normal College.

The school is located on Normal Bluff on the northern edge of the city. Street cars running directly in front of the grounds give easy connection with various parts of the city. The campus consists of twenty acres of ground overlooking Lake Superior, and is of great natural beauty.

The buildings are three in number, two of which are owned by the state, while the third was erected by private parties for the exclusive use of the school. The Longyear Hall of Pedagogy which was completed in June, 1900, and destroyed by fire in December, 1905, has been replaced by a modern fireproof structure, which was completed in the spring of 1907. It consists of three stories and a basement. It is built



NORTHERN STATE NORMAL SCHOOL, MARQUETTE

of Marquette sandstone. The interior is constructed of steel and concrete and finished throughout in natural birch. The most modern methods of heating, ventilating and lighting are used. In this building are located the class rooms of the training school, the assembly hall, with a seating capacity of 350, the class rooms of several of the departments, and the offices of the secretary and president.

The Peter White Science Hall, completed in June, 1902, contains laboratories for departments of natural science, physical science, psychology and geography. The building was carefully planned as a science hall, and affords ideal laboratory opportunities for the study of botany, zoölogy, physiology, geography, geology, physics, chemistry and experimental psychology. The science building, like the Longyear Hall, is built of Marquette sandstone. The laboratories are large, well lighted, and well ventilated. In the basement are located the physical laboratories, dark room and work shop. On the first floor are the chemical and physical store rooms, the large chemical laboratory, a private laboratory, weighing room, and three recitation rooms. On the second floor are located the commodious biological laboratory, a fine growing room, chart and supply rooms, a private laboratory and three recitation rooms.

An annex to Peter White Science Hall has been built and is now in use. This contains recitation rooms and a well equipped gymnasium. Courses in physical training, both for men and women, have been arranged, and will be given under the best of instruction.

The dormitory, erected at a cost of twenty-five thousand dollars by Messrs. Longyear and Ayer for the exclusive use of the school, is an ideal students' home. The building is lighted by electricity, and heated by steam. The living rooms are large, well lighted, and pleasant. The dining room is large, with seating capacity for one hundred fifty persons.

The library is growing rapidly, and now numbers thirteen thousand books, very carefully selected. Seventy-five standard periodicals are regularly taken. The library is equipped with complete sets of twelve standard periodicals.

With the completion of the science hall, the school is now provided with laboratory facilities second to none among western normal schools. The building has been carefully planned with reference to completeness and convenience of arrangement, and is thoroughly equipped with apparatus for the departments of Natural Science, Physical Science, Geography and Psychology.

Previous to the fire in December, 1905, the school was particularly fortunate in the thorough equipment of its Art department. A patron of the school contributed one thousand dollars annually for several years, and by means of this fund the Normal School came into possession of nearly two hundred framed portraits and reproductions of pictorial classics, together with a number of pieces of fine statuary and a valuable collection of art portfolios. The drawing room was well equipped with casts, models and still life.

A large part of this equipment was destroyed by fire, but the State Board of Auditors allowed a sufficient sum for the replacing of the art collection.

This has been done, and the school has again a splendid art collection, consisting of pictures and statuary.

The institutions of Marquette are so many and so worthy that mere mention can be made here of such as the United States Marine (St. Mary's) and St. Luke's hospitals; the Marquette County Poor House, located at the south end of Division street; St. Peter's (Roman Catholic) cathedral and the Protestant Episcopal cathedral of St. Paul's and other churches. It was largely through Peter White's efforts that Marquette was made the bishopric for the diocese which embraces the Upper Peninsula with the exception of the island of Mackinac. In this connection the following seems appropriate, showing at a glance the notable gifts made by Mr. White to the city of his love and long residence: "Mr. White was one of the freest handed givers in the state. No worthy cause was ever referred to him without receiving generous assistance. His gifts to his home city have been munificent, comprising the opening up of Presque Isle by the building of the road to it, subsequent to the deeding of the park to the city by the government, his liberal gifts to the Peter White public library that bears his name, and others. Largely by reason of his generous gifts the city is able to enjoy the handsome library structure at its service today. St. Luke's hospital is now conducted in a building and on a lot originally deeded over to the trustees by Mr. White for the establishment of a non-denominational hospital, from which no needy patient should ever be turned away. For other causes, the erection of churches, the assistance of worthy undertakings of all kinds, Mr. White's hand was constantly in his pocket. Nor did his gifts end at the boundaries of his home city."

NEGAUNEE

The founding of Negaunee, through the operations of old Jackson mine, from 1846 to 1857, have already been described.

The wagon road from Negaunee to the Carp was converted into a plank road and subsequently rails laid for a horse railroad, on which mules were used as motors. A few years after the construction of this railroad an engine was brought by boat to Marquette, and although the mule drivers threatened to bar it out of the country the lake captain landed his labor-saving "injine" at the point of a revolver.

With the erection of the Pioneer Furnace in 1857, the advent of the Marquette & Bay de Noquet Railroad and the opening of the Soo canal, all the iron interests sprang into importance, among the first of which was the Jackson mine. In 1865 the demand for iron was brisk and regular, and to this period Negaunee traces the foundation of her prosperity.

Not until the spring of 1865 was the village regularly platted, at

which time the Pioneer Company and J. P. Pendill caused two separate plats to be made; the plat of the former was named Iron, while the Pioneer Company called its village by the Indian name of Negaunee. On these plats, together with a portion of the Jackson lands, the city of the present mainly stands.

In the fall of 1865 the village was incorporated, a town hall and jail built at a cost of \$10,000 and a large school house projected. In 1866 a union school was erected at a cost of \$8,000; and in May of the following year was issued the first number of the *Manufacturing and Mining News*, with A. P. Swineford as editor. The *Negaunee Iron Herald*, which is still published, was founded in 1873. In 1874 the burning of the Pioneer Furnace created a local panic, which the city organization of the previous year could not allay, but since then, as the center of various prosperous mines operated by the Cleveland-Cliffs, Oliver and other companies, it has become a prosperous community.

It is now a city of 8,460 people, distributed between five wards as follows: First ward, 1,618; Second, 1,421; Third, 1,037; Fourth, 2,225; Fifth, 2,159. It is on the main line of the Duluth, South Shore & Atlantic railroad, and connected by an electric line with Ishpeming. Negaunee is the headquarters of the land office of the Cleveland-Cliffs Iron Company, which occupies one of the largest and best built structures in the city. Its opera house, city library and school buildings are also creditable, its High School completed in June, 1909, at a cost of \$120,000 being one of the most modern and pleasing structures of the kind in the Upper Peninsula. Its site is the entire half block fronting Peck street, and having Teal Lake and Pioneer avenues as its western boundaries. Besides giving the High School the facilities it had long needed, the new building permitted the inauguration of manual training and domestic science.

Commencing with the basement, the gymnasium is 62x71 feet in size, with hardwood floor. The running track, formed by the circular balcony, is twenty-two laps to the mile. At either end of the gymnasium are the toilet rooms, lockers and dressing rooms, the boys' section being immediately under their wardrobe on the main floor above, and the girls' section having a corresponding position at the east end of the building. Shower and tub baths, with hot and cold water connections, are provided in the equipment, which is as complete as modern sanitary science can devise. In fact, the gymnasium is properly considered one of the finest and largest in the Upper Peninsula, and is also utilized as a class reception hall.

The whole of the space and facilities furnished by the north half of the central portion of the ground floor and all of the two wings are assigned to manual training and domestic science.

On the second floor one will get more closely in touch with the routine work of the High School, for it is here, in the south half of the building, that the assembly room, with its present accommodations for 250 pupils so arranged that the capacity may be practically doubled, is

found. This, as might naturally be expected, is the largest and in many respects the finest room in the building. Its dimensions are 64x91 feet and it has a height of about 25 feet at the stage end and 22 feet at the east or balcony end. It will be seen that for size it would answer the needs of any medium-sized theater; in fact it is designed to be used for entertainments.

One of the conspicuous features of the assembly room is the monster program clock which is on the wall just to the right of the stage where it is in full view of every student. This master clock is electrically connected with gongs in every class room in the building, and once the programs are arranged the periods may be governed down to the very minute. In this room, as indeed all others, it would appear that not the most minute detail had been forgotten, as witness the bulletin board, an artistic thing in itself, upon which typewritten or other notices may be fastened with thumb tacks.

In the west wing, on the second floor, are located the school offices. These comprise a general office room, the superintendent's private office and the meeting room for the Board of Education. These rooms, of course, are not only commodious but afford every facility for the convenient dispatch of business. It may be mentioned in particular that the equipment includes a large vault, wherein may be safely kept the school records and the even more important documents relating to the business affairs of the district.

Close to the superintendent's office is a switch board which gives control by separate switches of all lights in the main front portion of the building. The principal's office is located at the opposite end of the building, on this floor, being directly over the Teal Lake entrance, and adjoining it is a teachers' retiring room, a cozy rest place with an attractive eastern exposure, while a similar apartment is provided for the high school girls.

The main commercial room with typewriting room connected is located on this floor and faces Peck street; the remainder of this floor, in all three street fronts, is divided into suitable recitation rooms for high school work. Opposite the assembly room and with two entrances is the mathematics room, with an abundance of black-board room. There are five other class rooms on this floor, each averaging twenty feet square.

The above description of the building will also give a good idea of the complete modern curriculum offered by the Negaunee High and Manual Training School.

This institution is attended by 178 pupils, the remaining 1,250 scholars attending the ward schools being divided as follows: Case street school, 600; Park Street, 350; Jackson Street, 300.

ISHPEMING

The site of the city of Ishpeming was known in the early mining days as the Lake Superior Location, taking its name from its parent, the Lake Superior mine. This was organized in 1853, with a capital

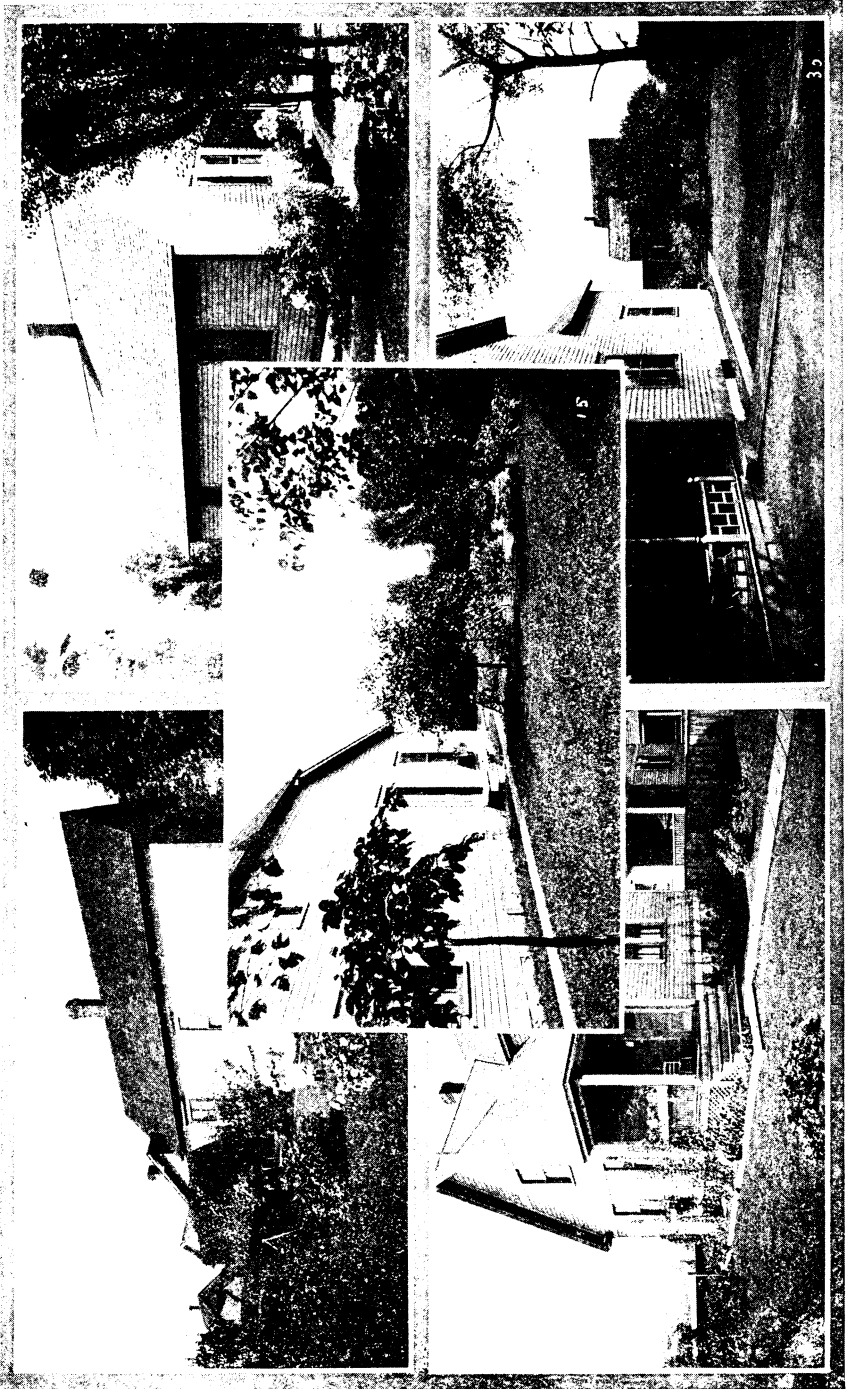
stock of \$300,000, which was afterward increased to \$500,000. Its original estate, located within the corporate limits of Ishpeming, consisted of 120 acres in sections 9 and 10, town 47, range 27. With the years this property has developed into what has become known as the Lake Superior Iron Company's group of the Oliver Mining Company.

Besides the large Hartford mine of the Oliver Company, and the Mass mine, of the Cleveland-Cliffs Iron Company, the following are operated at Negaunee: The Rolling Mill mine, by the Jones & Laughlin Ore Company, covering eighty acres, employing 145 men and shipping 130,000 tons of ore annually; the Cambria mine, by the Republic Iron & Steel Company, employing 120 men and producing nearly 100,000 tons yearly, and the Lillie mine, operated by the same company, which employs about half as many men with a proportional output; the Empire mine, by the Empire Iron Company, which has 65 employees and where last yearly production is 108,993 tons; the Breitung Hematite mine, operated by the Breitung Hematite Mining Company, which employs 145 men and produces about 116,000 tons of ore annually; and the Mary Charlotte Nos. 1 and 2, operated by the Mary Charlotte Mining Company (Breitung group), employing 277 men and shipping annually about 260,000 tons of ore.

For seven years one legal complication followed another before the Lake Superior Iron Company rested secure in its title to the Ishpeming lands. The first to take possession was Dr. J. L. Cassells, of Cleveland, who, in 1846, filed on a claim one mile square, which included not only this tract but the property of the Cleveland Iron Company. In the following year the doctor abandoned his claim and left the country, and his property was "squatted" on by parties representing both the Cleveland and Lake Superior concerns. After the organization of the old Marquette Iron Company, in 1848, that corporation leased the lands (as it claimed) from the rightful owners, and after a long controversy in the courts the Interior department of the national government accorded the right of purchase to Lorenzo Don Burnell, of whom the Cleveland Iron Company bought its original tract. What became the Lake Superior mine was claimed and held by Mr. Graveraet, in behalf of the Marquette Iron Company, and his ninety-nine years lease was purchased by the Lake Superior Iron Company, which filed its articles of incorporation March 13, 1853.

During the first twelve years of the city's life, its site was the Lake Superior Location. The first store was established in 1860 and the post-office in 1863, both occupying the old Ishpeming House. Robert Nelson, the founder and original proprietor of the town, was its first merchant; also erected a slaughter house and established the first meat market.

In 1869 Mr. Nelson purchased the site of the city from the Cleveland Iron Company (which had been organized in 1853 and been actively mining since the following year) and during the summer of that year platted and laid out the site into lots. Ishpeming had adopted its present name in 1862. It is a Chippewa word signifying a great ele-



MINERS' HOMES AND GARDENS AT ISHPERING

vation, or "heaven," although some of the early settlers persisted in calling it "Hell Town."

In the fall of 1869 Ishpeming was incorporated as a village, with Capt. G. D. Johnson as president, and the first town election was held that year in the old town hall of the Lake Superior Location. James McLeon and a Mr. Ryan were then and there elected to the respective offices of justice of the peace and town marshal.

Prior to the laying out of the town by Mr. Nelson the only building erected on its site was the Lake Superior foundry, but afterward the place grew rapidly for several years. In 1873, when it is said to have gained a population of 6,000, it was incorporated as a city, and Capt. F. P. Mills was honored with the mayoralty.

Other early mines by which the young city benefitted were the Lake Angeline, opened in 1863; New England, in 1864; the New York, in the same year, and the Barnum, in 1867. But its abounding prosperity was to receive a rude shock in the terrible fire of April 19, 1874, and the panic of the same year. In three hours the fire had swept away two solid squares, comprising the principal business district of the city, and property valued at \$130,000, about a third of which sum was covered by insurance.

About this time the city's first newspaper appeared, however, to cheer on the community, in the *Iron Home*, the first number of which appeared April 16th, three days before the fire. It was published by a stock company and edited by Col. F. D. Lynn, but in 1880 retired from the field in favor of the *Iron Agitator*, which had been established during the previous October by George A. Newett and John McCarty. The latter retired in 1882 and Mr. Newett assumed the helm—he who has since made *Iron Ore* one of the best mining journals and general newspapers in the Upper Peninsula. Ishpeming has two other newspapers—the *Peninsula Record* and *Superior Posten* (Swedish).

The Ishpeming of 1911 is one of the most important mining centers in the Lake Superior district, having within its corporate limits eight large mines, a smelting furnace, boiler works, carriage and wagon factories and other industries. It is the active mining center of the great Cleveland-Cliffs Iron Mining Company, and its auditing and engineering offices are in a well-constructed building at Ishpeming. The Oliver Iron Mining Company also has some of its largest interests in and near the city.

As a municipality, Ishpeming is divided into ten wards with the following population: Ward 1, 1,288; Ward 2, 811; Ward 3, 1,722; Ward 4, 2,012; Ward 5, 1,330; Ward 6, 1,516; Ward 7, 895; Ward 8, 945; Ward 9, 1,034; Ward 10, 895. Total 12,448. It is a city of good schools; fifteen churches; a fine opera house seating 1,200 people, a well arranged public library; paid fire department of sixty-five men, with modern apparatus, and an up-to-date Holly system of water works.

THE OLIVER IRON MINING COMPANY

Since many of the largest properties owned and operated by the Oliver Mining Company are located in the Ishpeming district, a sketch is here given covering the main features of its extensive operations in this section of the state. Its holdings are distributed over the iron region of the Lake Superior country and embrace some of the richest and most thoroughly developed iron mines in the world. This company holds the distinction of being the heaviest producer and shipper of iron ore in the world, with an annual capacity of between 20,000,000 and 30,000,000 tons.

The following mines located on the Marquette range are operated by the Oliver Iron Mining Company: Lake Superior Hard Ore, Lake Superior Hematite, Section 16, and Section 21 mines, comprising the Lake Superior Iron Company's group; Hartford mine; Champion; Prince of Wales and Blue mines, comprising the Queen group, and the Stegmiller mine.

As stated, the Lake Superior Iron Company was organized in March, 1853, and stands credited with having produced since then over 15,000,000 tons of ore. During 1909 the average number of men employed in the group was 642 and the amount of ore produced, 344,205 tons. Hard Ore mine is located in the southern part of the town of Ishpeming; the Hematite, in the same and adjoining section (10), near Lake Angeline; and sections 16 and 21 are indicated, as to location, by their names.

About half a mile northwest of the town of Negaunee is the Hartford mine, to which the city is so much indebted. Both Bessemer and non-Bessemer ores are produced. The mine employs 208 men and produces nearly 250,000 tons of ore annually.

The Queen group of the Oliver mines comprises the Buffalo, Queen, Blue and Prince of Wales, the latter two being the only ones in operation. The Stegmiller mine is also a producer. The Champion will be mentioned hereafter in connection with the mining town by that name.

THE CLEVELAND-CLIFFS IRON MINING COMPANY

No one in the Upper Peninsula or the iron world need be introduced to the Cleveland-Cliff Iron Mining Company, which is the result of the consolidation of the following distinct organizations: Jackson Iron Company, 1848; Cleveland Iron Mining Company, 1849; Pioneer Iron Company, 1857; Iron Cliffs Company, 1864. As noted, the active working of the mines is conducted directly from Ishpeming.

The company operates the following mines in Marquette county, the table also including their output of ore in 1909, with the number of men employed:

NAME OF MINE	NO. OF MEN	TONS
Lake Shaft Mine	302	402,302
Cliff Shaft Mine	180	248,254

Negaunee Mine	294	279,498
Mass Mine	155	148,072
Princeton Mine	142	134,704
Moro Mine	110	91,177
Austin Mine	161	188,806
Salisbury Mine	145	72,709
Stephenson Mine	172	134,356
Imperial Mine	82	81,505
Total	1,743	1,781,383

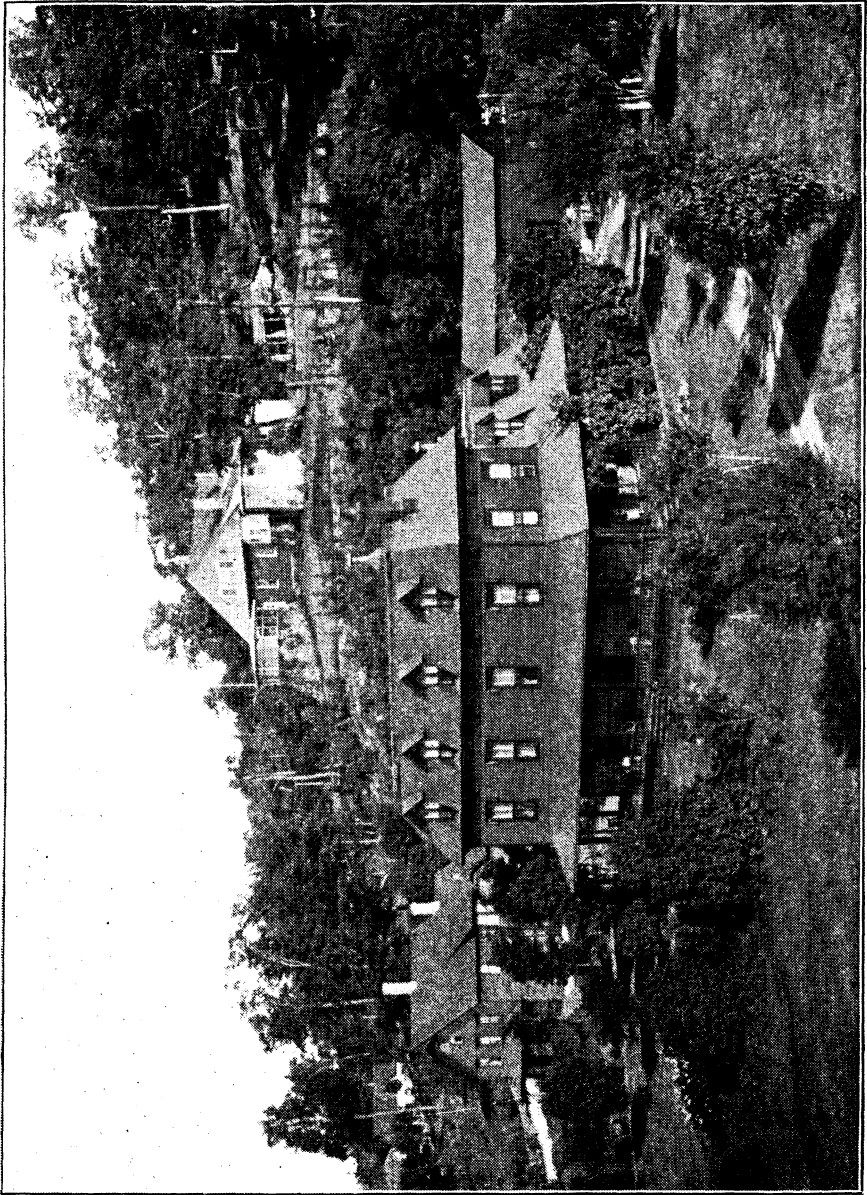
At Ishpeming is also operated the Pittsburg & Lake Angeline mine, which commenced operations in the early sixties and has shipped during the half century of its existence more than 8,000,000 tons of ore. In 1909 it shipped 280,298 tons. The company's property consists of 200 acres of land and includes what are known as Old and East End mines. Altogether, the Pittsburg & Lake Angeline is one of the best known iron mines in the Lake Superior region.

Lake Shaft mine is located within the limits of the town of Ishpeming and lies under the bottom of Old Lake Angeline mine; Cliff Shaft is just west of the town; Negaunee, east of the city named; Mass mine, in Negaunee; Princeton mine in sections 18 and 20; Moro mine, at Ishpeming; Austin mine, south of the Princeton and directly north of the Stephenson; Stephenson, at Princeton about a mile and a half from the town of Gwinn; Salisbury, at Ishpeming; and Imperial, near Michigamme.

One of the most noteworthy works of development accomplished by the Cleveland-Cliffs Iron Company is the town of Gwinn on the Swanzy range. Although the site was platted only in 1907, and building operations did not fairly commence into the following spring, it is now quite a finished and well built place, with well constructed buildings, sewerage and water system and graded streets. The Princeton, Stephenson and Austin locations in the same district, are also being developed as residence communities for the miners and their families.

EARLY OUTSIDE MINING CENTERS

Among the early mining centers outside of Marquette, Negaunee and Ishpeming, which are still active may be mentioned Champion, Republic and Michigamme. The original Champion is one of the oldest iron mines in the Lake Superior region. The first opening of this section in the Republican range was made in 1867, although very little was done in the way of mining or exploration until the following spring. Then, just as the first cars were being loaded, the burning of the docks at Marquette, in the great 1868 fire, caused a suspension of operations until the following October, when the first shipments were made. The first season's output amounted to 6,255 tons. In August, 1869, the



CLIFF'S INN. ISIPEMING

Champion Iron Company was incorporated with a capital stock of \$500,000.

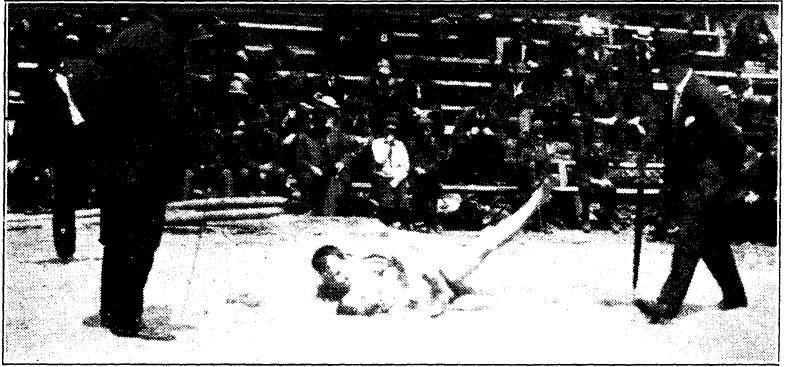
The Champion is one of the many mines now owned and operated by the Oliver Iron Mining Company. It is located near the town by that name in section 31, township 48, range 29, and its realty holdings cover 18,000 acres of land. In 1909 the management employed 54 men, operated five power drills and produced 11,468 tons of ore. The first settlements in the town itself were made as early as 1863. Champion is not only the center of a brisk mining industry, but is surrounded by a fair agricultural country, which is especially favorable to the potato crop. It is a station on the Duluth, South Shore & Atlantic line.

Republic, formerly well known as Iron City in the western part of the county, and on the Chicago, Milwaukee & St. Paul, Chicago & Northwestern and Duluth, South Shore & Atlantic railroads, is one of the most flourishing mining centers of the Marquette district. It may be called a township village, as there is centered the trade, commerce and industrial life of the township by that name with its population of nearly 2,500 people. It has a number of good general stores, a public library and other accessories of an intelligent, moral mining community.

The Republic Iron Company, which founded the place, was organized October 20, 1870, by S. P. Ely, Hon. Ed. Breitung and E. D. Parsons. Capt. Peter Pascoe began the actual work of opening up the mine on November 30, 1871, when his gang of men commenced to clear off the windfall which then covered its site in section 7, town 46 north, range 29 west. This work was completed in the spring of 1872, the captain and manager of the mining enterprise having, in the meantime, erected a number of houses for the accommodation of his men. Captain Pascoe continued in active charge for many years and is considered the founder of the mine and the town.

As now organized the Republic Iron Company operates the Republic and West Republic mines. The number of men employed in 1909 was 350 and the output of ore 196,841 tons. The ore mined is mostly what is designated as a "hard specular," with a small part magnetic. Republic mine is operated through several shafts, the deepest of which are No. 9, 1,815 feet, and the Pascoe, 1,950.

The situation of the town or village of Republic and of the mines themselves is quite pleasing and romantic. The Michigamme river, a stream of considerable size, has here a very rapid current, foaming vigorously over the rocks, but above the rapids spreads out into a broad magnificent body of water which disappears to the north between the rugged hills that come down to its margin. Here, too, are several beautiful bays, formed by depressions in the surface adjoining the river, and high up in the northerly and westerly slope of the bold, rocky bluff which surrounds two of these placid sheets of water, are the shafts of the Republican mine. The Michigamme furnished much of the power which drives its ponderous machinery, electricity being used to operate its pumps, surface machinery and ore crushing plant. Its air compression plant is hydraulic.



TYPICAL SPORTS

1. CORNISH MINERS WRESTLING 2. SKI-JUMPING AT ISHPEMING

Michigamme is an incorporated village (1873) of a few hundred people lying at the west end of Lake Michigamme, and near the western boundary of the county. The waters of the lake encircle many pretty islands and the entire country is picturesque. Jacob Houghton, one of the old Burt party of government surveyors, was the pioneer of the locality. He discovered the Michigamme mine in 1872, mining operations being commenced in August of that year and the town laid out by the mining company in the fall of that year. In the winter of 1872-73 a saw-mill was erected and it was kept busy for a number of years by builders in the new town, although its first structures were nearly all swept away by the fire of June, 1873. The panic of that year reduced the working force of the mine from three hundred to seventeen, and the depression was generally severe. But the general revival of business placed Michigamme on its feet again, and, as a whole, she has gone right ahead.

The Imperial, the principal mine near Michigamme, is the property of the Cleveland-Cliffs Iron Mining Company, but although a producer of ore for years, is an irregular shipper. The product for 1909 was 81,505 tons; shipments, 115,478 tons; men employed in mine, 82.

The Washington Iron Company, organized in the summer of 1864, was the mother of Humboldt, the mining settlement on the Duluth, South Shore & Atlantic line, a few miles southeast of Champion. The first ore from what was then known as the Humboldt mine was shipped in 1865, a product of nearly 80,000 tons having been reached in 1870. From that year the output steadily diminished until the mine suspended operations. In the sixteen years from 1864 to 1880, the old Humboldt mine produced 485,000 tons of ore.

The Barrow mine, now operated by the Washington Iron Company, is located on the Republic branch of the Duluth, South Shore & Atlantic railroad, one mile from Humboldt. In 1909 its output was 51,926 tons; shipments, 44,715 tons; men employed, 145.

Forsyth, known also as Little Lake, is a station on the Chicago & Northwestern road, in the eastern part of the county, in the Swanzy mining district. The village was settled in 1863 and was formerly a flourishing center in the line of saw-mills and shingle and planing factories. It is now getting the benefits of the development in the Swanzy district so vigorously prosecuted within the last few years by the Cleveland-Cliffs Iron Company, although the new towns of Gwinn and Swanzy, with the Princeton and Austin locations, are being especially promoted as the children of that great corporation.

The Richmond mine is operated by M. A. Hanna & Company, of Cleveland, Ohio, and is what is known as "an open pit and low grade ore proposition;" there being no shafts. It is located just south of the town of Palmer, employs about 100 men and produces over 100,000 tons of ore annually.

MINING SUMMARY

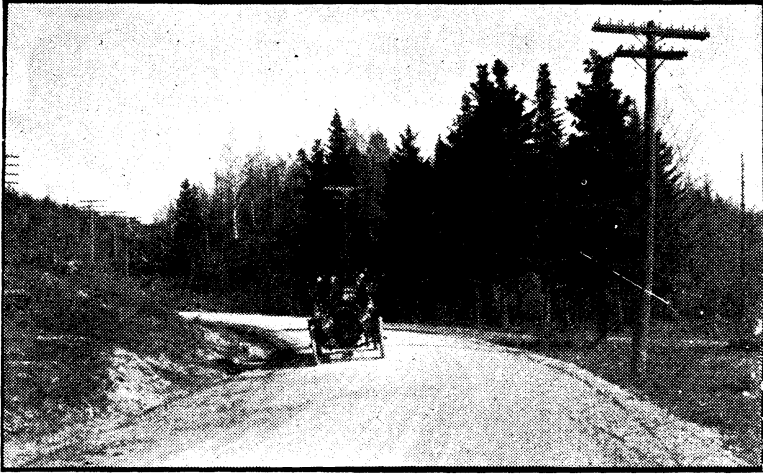
Altogether there are now some 48 mines operating in Marquette county, employing 6,546 men. In productive capacity, the Marquette range has stood midway between the Menominee and Gogebic ranges, for a number of years, nearly equalling that of the former. In 1909 the Marquette mines shipped 4,256,172 tons of ore, against the 4,875,385 of the Menominee range.

According to George A. Newett, of Ishpeming, a world authority on iron ore: "There are enormous bodies of low grade material in the Marquette region, but it will not be necessary to touch these for decades yet. Even now, in fact, the limits of the range are still to be determined. The discoveries of the new beds in the Negaunee and Swanzy districts have been followed by fully as important finds in the territory to the west of Ishpeming until it has come to be believed that there is an almost unbroken stretch of ore all the way from Ishpeming to a point beyond Lake Michigamme. It was in the vicinity of the American mine, in this district west of Ishpeming, that the deepest diamond drill hole ever bored in North America was put down during the year (1909) by George J. Mass. The work was done by Cole & McDonald. The hole was bottomed at 3,265 feet. It required six months to sink to that depth."

In view of the fact that there is apparently an inexhaustible supply of ore within the reach of modern mechanical ingenuity, throughout the entire county of Marquette and the Lake Superior region, the people of this section of the state have not been giving as much attention to other portions—especially the old lumbering counties of Michigan which have seen a virtual end of raw supply, in this line, some years ago.

MODEL DAIRY FARM

If anything, more attention has been paid to dairying than farming in Marquette county. One of the most striking evidences of success in the line is the Emblagaard dairy farm of John M. Longyear, at Big Bay, near the shores of Lake Superior, forty miles northwest of Marquette. Mr. Longyear commenced buying land there in 1893, and is making all kinds of improvements on his grand estate—forestry, agricultural, etc.—but from the first his main endeavors have centered in the founding of a model dairy. This establishment is at Ives lake and consists of a collection of large and modern buildings which combine every known convenience and sanitary safeguard connected with the production of milk. The main dairy building is 157 by 36 feet, and the cow stable, containing sixty or seventy wonderful milch cows, mostly pure Holsteins, 137 feet in length, with a double row of stalls. The residences which form a part of the plant, so to speak, are convenient, modern and some of them decidedly handsome. The average price paid for the cows in the famous Emblagaard herd is \$285, and, according to careful tests made of their capacity as butter producers, no better record can be shown in Michigan, and few herds can approach the figures in



SOME GOOD ROADS IN MARQUETTE COUNTY

the country. The test covers seven days and the pounds of fat in the milk supply are reduced to pounds of butter. According to the manager of the Emblagaard Dairy, L. M. Hatch, following is a summary of records made between February 1, 1910, and March 15, 1911: "The average records of cows, four years old and over, is 23.21 pounds of butter. No record of a cow, four years old or over, having been made here, has fallen below the twenty-pound mark. Our aim, however, is to have all of our cows make good yearly records, as we consider that the only true method of judging of a cow's ability. Our first four cows to complete yearly records have averaged 602 pounds of fat, or 700 pounds of butter. These cows have an average of 23.18 pounds of butter in seven days. We have another cow to complete her yearly record on the 30 of this month (May, 1911). She will have a trifle more than 700 pounds of fat and about 22,000 pounds of milk. One of our cows, on test now, will make just about 800 pounds of fat; and one of our junior four-year olds will make one of the largest four-year old records ever made by a Holstein."

So much for the actualities of Marquette county as a dairy country.

INCREASE IN POPULATION

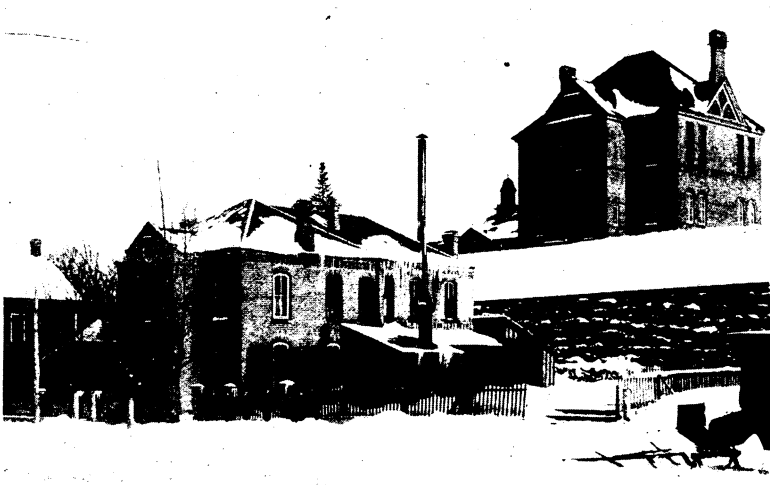
The progress in the population of Marquette county is shown by the following figures: 1850, 136; 1860, 2,821; 1880, 10,065; 1890, 39,521; 1900, 41,239; 1910, 46,739.

Comparative statistics of the last three enumerations taken by the government census bureau are as below:

LOCALITY	1910	1900	1890
Champion township	1,069	1,707	2,622
Chocolay township	852	662	1,285
Ely township	922	303	694
Forsyth township	2,402	595	270
Humboldt township	604	341	608
Ishpeming City	12,448	13,255	11,197
Ishpeming township	587	360	904
Marquette City	11,503	10,058	9,093
Marquette township	155	200	268
Michigamme township	846	1,143	1,435
Negaunee City	8,460	6,935	6,078
Negaunee township	157	94	333
Powell township	736		
Republic township	2,420	2,293	2,594
Richmond township	911	892	1,132
Sands township	159	192	
Skandia township	546	338	
Tilden township	1,150	1,448	908
Turin township	202	141	100
Wells township	306		
West Branch township	304	282	

BARAGA COUNTY

Baraga county was organized under the legislature act of February 19, 1875, which provided that the following territory should be detached from the county of Houghton: Townships 50, 51, 52 and 53 north, range 30 west; townships 47, 48, 49, 50, 51, 52 and 53 north, range 31 west; townships 47, 48, 49, 50, 51 and that part of town 52 lying east of Sturgeon river, range 33 west; that part of town 47 north, lying east of the south branch of Sturgeon river; townships 48, 49 and 50, and that part of townships 51 and 52 north, lying east of Sturgeon river, range 34 west; and that part of townships 47, 48, 49 and 50 north, lying east of Sturgeon river or the south branch thereof, range 35 west. By the same act the county seat was established at L'Anse, which had



COURT HOUSE AND JAIL, L'ANSE

been platted in 1871, and provision was made for the equitable division of the vacant lands open to entry, comprising chiefly the several hundred thousand acres belonging to the Michigan Land & Iron Company.

In the first election for county officers, the highest number of votes cast was 490 and the following officials elected: Alexander Shields, sheriff, 266 votes; Oscar J. Foote, county clerk, 248; James D. Reid, county treasurer, 226; Oscar Foote, register of deeds, 241; Jeremiah T. Finnegan, prosecuting attorney (447) and circuit court commissioner (445); Robert M. Stead, surveyor, 238; John Stewart, judge of probate, 280; John Marion and John Atwood, 448 and 273, respectively; Earl Edgerton, fish inspector, 449. James Bendry was chosen chairman of the board of canvassers and E. Z. Mason, secretary.

School district No. 1 was organized in 1881 and comprised sections 1, 2, 3, 11 and 12, township 50, and sections 33, 34, 21 and 27, town-

ship 51. This included the village of Baraga. The township is now a union district, comprising ten schools and seventeen teachers. The first school was taught at Baraga about 1867, in Captain Walford Bean's house in Main street. A school house was built about 1869, a Miss Newcombe being the first to teach therein.

BARAGA MISSION AND VILLAGE

The county was honored with the name of that great and beloved Catholic missionary, Rev. Frederick Baraga, who first established his mission to the Indians at Dubay's Place, on the west side of Keweenaw bay. His church was a building owned by Peter Crebassa, which originally stood on the site of the American Fur Company's old place, a mile and a half above the present village of L'Anse. It was moved on the ice to Dubay's Place and there dedicated as a church by Father Baraga. The reader will probably remember that the name L'Anse was applied by the early French discoverers to the pretty indentation of water constituting the lower lobe of Keweenaw bay, on the western rim being Baraga and the eastern, the county seat—L'Anse signifying "arch," or bay.

The mission of the Holy Name at Baraga was established by the good father in 1843. There he built a little church and twenty-four substantial log houses for his Indian converts, and continued to labor faithfully over his charge until his departure in 1853, or at his appointment as bishop. At that time the number of individuals of all ages—Indians and half-breeds—belonging to the missions was about 350. One of the best known pastors in charge of the mission was Rev. G. Terhaust, who presided over it for about a quarter of a century after 1861 and who made nearly all the improvements upon the lands, with the exception of the government schoolhouse. Baraga was under township government until 1891, when the village was organized. To all intents and purposes, Baraga village with its accredited population of over a thousand souls, is still largely a Catholic community. It is quite a lumber and timber center, two fair sized mills being in operation which turn out lumber, lath and shingles. The fine trout streams in the vicinity and its delightful situation on L'Anse bay make Baraga a pleasant summer resort, with the result that it has several well-conducted hotels for tourists.

M. Zowland, better known as War Tap, a half-breed and Canadian born, was the first permanent settler upon the site of the present village of Baraga, coming hither and entering a tract of land in the early part of 1846. He first built a little bark hut on the shore of the bay, but later put up a larger log cabin, engaging in trapping and hunting until his death at a good old age. Capt. Walford Bean and a Mr. Phillips were also early pioneers, and Luther W. Giddings, Augustus Bashaw, Ethan A. Critchfield, John Hand and Jacob Shaffer came soon after the war. Ethan A. Critchfield was the first merchant of Baraga and Henry Houghton its first postmaster.

The first election in Baraga, after its organization as a village, was held the second Monday in August, 1891, and resulted in the choice of George Hadley as president of the board; S. D. Davenport, clerk; John McIntosh, treasurer; trustees for two years—Anthony Girard, T. A. McGrath and Philip Foucault; trustees for one year—James McMahan, Nelson E. Penneck and J. J. Byers; street commissioner, Peter Gerard; assessor, James Bendry; constable, D. J. Golden; pound master, James Golden.

The Baraga light-house, built in 1878, is a short distance north of the village and a little southwest of Sand Point. Northwest of this point are the church, orphanage and schools of the Catholic mission. At this latter point Dubay established the post of the American Fur Company



PORTION OF CHIPPEWA INDIAN BURIAL GROUNDS, NEAR L'ANSE

at an early day. In 1838, when Peter Crebassa, so long postmaster at L'Anse, was appointed trader, he removed the post to the east shore above the present county seat.

THE METHODIST MISSION

The Methodists established a mission at Kewawenon, on the shores of L'Anse bay, in 1834, seven years before the coming of Father Baraga. About ten years afterward Rev. John H. Pitezel, who had charge of the mission in 1844-46, writes of this period: "This mission is situated near the head of Ke-we-naw bay, one of the finest in the world, on a slightly spot about forty rods back from the water. Near the house bursts forth from the side hill a living spring, an invaluable treasure anywhere. The Indian cabins lined the shore and were mostly built there by order of Rev. John Clark (missionary in 1834-37). They bore evident marks of age and decay. The mission-house was of hewed logs, about twenty-four

by sixteen feet, one and a half stories high, covered with cedar bark, and a little shanty appended which some of the missionaries had used for a study. We had on one side of us, near by, the government blacksmith and on the other side the carpenter, and off some distance, in another direction, was the farmer's family. These constituted our white neighbors. Across the bay, directly opposite, was the Catholic mission, three miles distant."

The first birth and death among the English-speaking settlers of Baraga county, and perhaps in the Upper Peninsula with the exception of Mackinac county, was that of one of Charles Carrier's children—Mr. Carrier being the government farmer at the Indian mission. The child was born in the spring of 1844 and died at two years of age. On July 17, 1844, was born Sarah L. Brockway (afterward Mrs. Scott), daughter of W. H. Brockway, and she was the second white child born of English-speaking parents in what is now Baraga county.

VILLAGE OF L'ANSE

Up to 1871 the only settlements in what is now Baraga county were these Methodist and Catholic missions. In the summer of that year the village of L'Anse was platted by S. L. Smith, Charles H. Palmer and Captain James Bendry. The original plat contained the names of twelve streets designated as Front, Main, Third, Fourth, Fifth, Sixth, Menard, Bendry, Division, River, Broad and Railroad.

PETER CREBASSA

The real pioneer of the region about L'Anse bay was Peter Crebassa, a Canadian Frenchman, who served for twenty-five years as agent for the American Fur Company. During that period he was stationed, at different intervals, at L'Anse, La Pointe, Fond du Lac and Rainy Lake (on the line of the British possessions). In 1838, after severing his connection with the fur company, he purchased a stock of goods and established a trading post at L'Anse, or the Methodist Mission. He was appointed postmaster in 1852. In 1871, on the completion of the Marquette, Houghton & Ontonagon Railroad to L'Anse bay the office was removed to the new village, which was called L'Anse after the old post. Mr. Crebassa continued as postmaster and honored citizen of the present L'Anse village for many years.

For several years after its platting, L'Anse grew very rapidly. The general expectations were, especially after the completion of the railroad, that it was to be one of the great shipping points, or outlets for lumber and ore, in the Upper Peninsula; at least Marquette's most dangerous rival. The prospects were so flattering that people flocked hither from all parts, and lots sold as high as \$2,000 each. So intense became the excitement that large houses were loaded onto scows and floated thirty and forty miles to L'Anse. In 1872 the Marquette, Houghton & Ontonagon Railroad also erected a 6,000-ton ore dock. But the panic of 1873 put a sobering touch to such hilarity, and the honor of becoming the seat of the new county in 1875 did not make amends.

The first school district in what is now Baraga county was formed in November, 1858, its territory including the present site of L'Anse village, but the first school house actually within the corporate limits was erected in 1871, on block 4. The question of erecting a county court house was brought before the people in the summer of 1882, and the voters sustained the proposition of raising \$10,000 for that purpose, by 158 to 95. The original county building was a wooden affair moved down the bay from Hancock in 1872, and also occupied by Capt. Bentley as a residence. The present court house was erected not long after the people voted the building fund noted, in 1882.

As one source of L'Anse's former trade was the business of the slate, graphite and brown stone quarries, nearby; it should be stated that this industry originated in the Clinton and the Huron Bay slate quarries, which were opened, in 1872, by Thomas Brown and P. Wetmore. The product of this quarry was used in the building of the Methodist church at L'Anse, in 1874. The quarries were closed in 1878. In 1874 the Clinton Slate Company opened a quarry about a quarter of a mile from the Huron Bay quarry, and operated it until 1879. The Michigan Slate Company was organized, in 1882, and worked the Clinton quarry for about ten years; since which the stone industry has been defunct.

The discovery of iron ore in Baraga county, about the time that the stone quarries were opened, increased the hopes of the promoters of L'Anse. The most westerly mine on the magnetic range was called the Spurr, which was operated by the Spurr Mountain Mining Company and opened in September, 1872, although no ore was shipped until the following year. It was considered a mine of large promise, but collapsed in 1878, and was spasmodically revived at various periods for some years thereafter.

Ore was also discovered in 1872 still further west, in the county, and resulted in exploratory work in what was known as the Taylor mine, from 1878 to 1881, when about 6,000 tons was actually produced.

Still later explorations of the mineral lands of Baraga county—some of which progressed no further than explorations—resulted in the Wetmore mine, located to the south and west of the Spurr; the Webster, in the same locality; and the Beaumont, near the Taylor mine.

The county seat, as it is today, is located on the northern spur of the Duluth, South Shore and Atlantic Railroad; contains good stores—two banks—National and County; a handsome court house and town hall; a fine graded school; adequate water supply and fire protection, and an electric plant, and is, all-in-all, a pretty little village. It has also, and by no means last in importance, a bright weekly paper—the *L'Anse Sentinel*. Near the village are trout streams and deer resorts, which are the delight of anglers and hunters, and quite a little of the local summer business consists of supplying them with outfits. L'Anse is an ideal summer resort for those who really crave either rest or recreation.

OTHER VILLAGES

Pequaming, or in the Indian tongue Pe-qua-qua-wa-ming (Point Village), is an old settlement seven miles north of L'Anse, on the east shore of the bay. In the very long-ago an Indian village is said to have occupied its site, but this had been quite deserted at the coming of Peter Crebassa in the late thirties. The commencement of the modern settlement came about through the organization of the Hebard & Thurber Lumber Company in 1878, and the erection of their large steam saw-mill and shingle mill. At one time there were 500 people in the place and it was quite a village—all founded on the business of that company, with its output of 25,000,000 feet of lumber annually. There were 240 men employed in the mill and nearly 400 more in the woods getting out



BIRDS-EYE VIEW OF L'ANSE, LOOKING NORTH

logs. The saw-mill of Charles Hebard & Son, in active operation at Pequaming, with its hotel and general store for employes, is the successor of the older concern, and is still the mainstay of the place. The Traverse Bay Red Stone Company also runs a quarry.

Skaneec village, located a few miles to the east on Ravine river near its outlet into Huron bay, was settled in 1871 as a lumber camp, its residents being mostly Germans. Arvon, twelve miles east of L'Anse, was settled in 1872, its life being founded on the quarry and shipment of slates from near-by deposits.

Other points, railroad stations and postoffices in the county are Nestoria, at the junction of the main and branch lines of the Duluth, South Shore & Atlantic; Arnheim and Assinins, on the west shore of Keweenaw bay; Summit and Taylor, in the old central mining district; Covington, Herman, Pelkie and Redruth. Keweenaw Bay is a place of several hundred people, on the west shore of the lake, eleven miles north

of L'Anse and on the Duluth, South Shore & Atlantic. Its status rests at present, on the stamp mills of the Mass and Michigan mines.

COUNTY'S INCREASE IN POPULATION

The first complete census of Baraga county was taken by the government in 1880, and indicated that population was distributed as follows: Avon township, 100; Baraga township, 400; L'Anse township, 170; L'Anse village, 1,014; Spurr township, 120. Total, 1,804 including 528 Indians and half-breeds. The total population had increased to 3,036 in 1890; to 4,320 in 1900, and 6,127 in 1910.

The comparative statement covering the figures of the last three enumerations by the United States census bureau is as follows:

TOWNSHIPS AND VILLAGES	1910	1900	1890
Arvon Township	390	299	209
Baraga Township, including Baraga Village ...	2,548	2,097	1,090
Baraga Village	1,071	1,185	
Covington Township	646	298	
L'Anse Township, including L'Anse Village ...	2,083	1,360	1,468
L'Anse Village	708	620	655
Spurr Township	460	266	269

CHAPTER XXII

THE COPPER COUNTIES

QUINCY AND CALUMET & HECLA MINES—DEEPEST COPPER MINE IN THE WORLD—ISLE ROYALE CONSOLIDATED—ATLANTIC AND SUPERIOR MINES—COPPER RANGE, BALTIC, ETC.—COPPER RANGE RAILROAD—MICHIGAN SMELTING WORKS—WOLVERINE, CENTENNIAL AND OSCEOLA—HANCOCK AND LAURIUM—MINE PRODUCERS AND DIVIDEND PAYERS—HOUGHTON COUNTY POLITICALLY—INCREASE IN POPULATION—PHYSICAL FEATURES—HOUGHTON, THE COUNTY SEAT—MICHIGAN COLLEGE OF MINES—OUTLINE HISTORY OF THE VILLAGE—CITY OF HANCOCK—CALUMET AND RED JACKET—VILLAGE OF LAURIUM—LAKE LINDEN AND HUBBELL—KEWEENAW COUNTY—DESCRIPTIVE—MINES—POPULATION—OLD ISLE ROYALE COUNTY—ONTONAGON COUNTY—MINES.

This chapter of the Upper Peninsula history is devoted to a word-survey of the great copper region, which stretches for a distance of one hundred and fifty miles, from the extremity of Keweenaw Point to the Wisconsin boundary line, and includes in its political divisions the counties of Keweenaw, Houghton and Ontonagon. The most productive mines—the richest in the world—are in Houghton county. As the wonderful output of copper in this region has built its towns, villages and cities; has founded some of the richest, broadest, and most unique industrial communities, whose development is a striking phase of natural history—it is logical and just to trace the growth of copper mining before delineating the founding and progress of civic communities. In fact, it was around the mines that the centers of population clustered, and the life or death of the infant communities depended on the substantial prosperity of the mines. When the activities of the mines broadened, settlements developed into villages, and villages into cities. And the best part of the story is yet to be told; for in copper, as in iron mining, there seems to be no reasonable limit to the supply of ore, mechanical and inventive genius having devised means of reaching the pure underground treasures which, not long ago, were deemed beyond the grasp of man.

In the general history of copper mining, a picture has been drawn featuring ancient and largely mythical operations; reports of the country made by the early French and English explorers; the scientific survey explorations and definite statements made by Dr. Douglass Houghton as to the discoveries of ore along the lake shore, near the present town of Ontonagon; and the commencement of actual operations at the Cliff mine, Keweenaw county, in 1844.

QUINCY AND CALUMET & HECLA MINES

Although Houghton county was politically created in 1845 (then embracing the present counties of Keweenaw and Ontonagon), from the standpoint of settled and substantial communities it was not really established until those greatest and most constant mines gave every indication of being stable producers—the Calumet and Hecla and the Quincy mines. In point of age, the Quincy takes precedence, but while it stands about twentieth in the list of the world's greatest producers of copper, the Calumet and Hecla is second or third, its only rival in the United States being the great Anaconda of Montana. The first copper mining company in the world, judged from the output of its mines, is the American Smelting and Refining Company, with headquarters in New York and smelters for lead and copper scattered over the east and west of the United States and Mexico. The production of copper is merely an incident with the American Smelting & Refining Company, the output of its widely scattered mines being about 94,000,000 pounds of fine copper annually, which exceeds somewhat the average yearly production of both the Anaconda and Calumet and Hecla for several years past, although in 1906 the latter exceeded the 100,000,000-pounds record, and the former exceeded it from 1896 to 1901, reaching 131,471,127 pounds in 1897. In comparison with these figures the yield of the Quincy mine, in 1909—22,511,984 pounds of refined copper—seems modest indeed; it also makes about 100,000 ounces of silver annually.

But the Quincy has fine claims to distinction both for the constancy of its production and its record as a dividend payer. It paid its first dividend in 1862, and profits have been disbursed to shareholders in every succeeding year, except 1866 and 1867, giving the company a continuous dividend record from 1868, and placing it foremost in this regard among American copper mines; among the copper mines of the world it is only preceded in length of record as a dividend-payer by the Tharsis Sulphur & Copper Company, of Spain, operated by a British company since 1886.

The Quincy Mining Company was organized, under special charter from the state of Michigan, March 30, 1848, with a capitalization of \$500,000 for thirty years. It was reincorporated in 1878 for a second period of thirty years, with \$1,000,000 capital—afterward increased to \$1,250,000 and \$2,500,000; and again reincorporated in 1908 for a third term of thirty years and capitalized at \$3,750,000. General offices in New York; mine and works office at Hancock, Houghton county. The mine was originally explored in 1856.



GENERAL VIEW AT THE CALUMET LOCATION

The lands of the Quincy Mining Company now cover a large area, extending from the Hancock mine on the northern shore of Portage lake to the Franklin Junior, or about half way from Hancock to Calumet; they include tracts formerly held by the old Quincy, the Pewabic, Franklin, Mesnard, Pontiac and St. Mary's, in the order named from south to north. The latter are among the oldest mines in the county, and will therefore be described hereafter. The Mesnard mine, opened in 1862, is now known as No. 8 shaft of the Quincy mine.

Both the underground system and the surface plant of the Quincy Mining Company are exceptionally complete. Electric underground traction is in extensive use, its tram-lines averaging about 1,800 feet each. The equipment includes 20 electric locomotives, each weighing 5,500 pounds, being nine feet in length, and about three and a half feet wide, and hauling four or five three-ton cars. The latter are unloaded into 500-ton storage bins, built on the walls of the shafts.

The Quincy mine owns several hundred dwellings at its location and a considerable number at the stamp mills in Mason, six miles east. The company's private railroad, known as the Quincy & Torch Lake, built in 1890, is six miles long; connects all the shafts and shops at the mine with the stamping mills, wharves and coal sheds at Mason, and is, in turn, connected with the Mineral Range, Copper Range and Hancock & Calumet lines. The Quincy has extensive docks at Hancock, the Ripley smelter and Mason. It is said that but for the heavy outlay for improvements, begun in 1898, the wisdom of which was questioned by many shareholders at the time, the Quincy would have become a decadent property; whereas it secured in 1908 the largest production in the history of the mine. This wise policy of growth began with the purchase of the Pewabic mine, twenty years ago.

The affairs of the original Pewabic Mining Company were finally wound up in 1905; and this is not to be confused with the Pewabic Company operating the iron mine at Iron Mountain, Michigan.

The Franklin Mining Company, one of the oldest mining corporations in the Upper Peninsula, was organized in 1857. The old Franklin mine is surrounded on three sides by the Quincy location, which has cut off the Franklin Mining Company from following the lode beyond. Openings in the original mine, embracing 160 acres, were made in the Pewabic lode. The properties of the company also include the Franklin Junior mine of 1,359 acres, which was opened in 1860 as the Albany & Boston mine and bought by the present proprietors in 1895; as well as surface rights to an additional quarter-section, a millsite of nearly 200 acres at Grosse Pointe and one mile of frontage on Portage lake. The total output of the company in 1909 was 1,615,556 pounds of copper.

The old St. Mary's mine of 1863 went out of business in 1899, with the winding up of the affairs of the St. Mary's Copper Company and the sale of its lands to the Arcadian Copper Company. Altogether the latter came into possession of about 3,200 acres of mineral lands, including the St. Mary's and four other old mines, and operated vigorously

from 1899 to 1901 equipping the property with modern machinery and buildings including a stamp mill at Grosse Pointe. But work was suspended in 1903, the stamp mill being sold to the Centennial and the machinery and shaft houses to the Trimountain.

The great Calumet & Hecla Mining Company is controlled by Boston capitalists, its administrative center being at the Hub. The mine office is at Calumet; its mill office at Lake Linden and its smelter offices at Hubbell and Buffalo, New York, all of its mechanical processes, with the exception of the smelting in New York, being conducted in Houghton county, Michigan. The company was organized in 1871, under Michigan laws, with a capitalization of \$2,500,000. Its charter was renewed in 1900 for thirty years, and amended in 1905 so as to make the corporation a securities holding company, as well as a mining and smelting company. The company is a consolidation of the Hecla, Calumet, Portland and Scott mining companies; its subsidiary corporations are the Frontenac Copper Company, Gratiot Mining Company and Manitou Mining Company, and the corporations controlled by the Calumet & Hecla, through ownership of a majority of share interests, include the Centennial, LaSalle, Superior, Dana, and St. Louis copper companies and the Allouez Mining Company, owning also minor interests in the Osceola Consolidated, Laurium and Seneca mining companies. For a number of years past the Calumet & Hecla Mining Company has paid annual dividends of from \$5,000,000 to \$7,000,000, its total dividends up to date being not far from \$125,000,000, constituting the largest mining profits ever divided by any incorporated company whatsoever.

The landed holdings of the corporation, owned and controlled, situated in Houghton, Keweenaw and Ontonagon counties amount to about 117 square miles. The Calumet & Hecla mine proper covers about 2,750 acres; in addition, the company owns considerable tracts west of the Tamarack mine, which so far have proved unproductive. As a rule the richer portions of the conglomerate are in the central part of the Calumet & Hecla tract. As stated in Stevens' "Copper Handbook": "The life of the old conglomerate mine was said by President Agassiz, in 1907, to be about fifteen years, at the present rate of ore extraction, but it is probable that the mine will be producing at least limited quantities of conglomerate rock for twenty and perhaps twenty-five years to come."

The conglomerate property of the Calumet & Hecla is worked as two separate mines, known as the Hecla and Calumet branches of South Hecla being a southerly continuation of the Hecla branch and the Red Jacket vertical shaft a portion of the Calumet mine. The Calumet to the north, the Hecla in the center and the South Hecla at the south, form a continuous mine, developing the conglomerate by incline shafts, the Red Jacket shaft opening the same bed vertically. The conglomerate, opened for two miles along the outcrop, has eleven shafts. In 1908 the mine operated 318 power drills, the largest number in use in any American mine. Iron pillars are used extensively as supports. The deepest shaft, No. 4, is over 8,000 feet from the collar of the shaft to the bottom of the mine.

A tract of two hundred acres, a quarter of a mile wide and $1\frac{1}{4}$ miles long, lying between the Tamarack and Tamarack Junior mines, carries the underlay of the conglomerate at great depth, and, to obviate sinking a deep and costly vertical shaft, this tract is being opened by a blind shaft, which starts 1,500 feet east of Red Jacket vertical and near the bottom of Calumet No. 4.

The amygdoid mine is opened on the Osecola bed, which outcrops 730 feet east of the Calumet conglomerate, and has six shafts, with twenty miles of workings and frequent connections with the conglomerate by cross-cuts.

The surface equipment at the Calumet & Hecla is the most complete found in any mine in the world. With few exceptions everything is duplicated, to prevent possible delays or suspension, by reason of fire or accident. The power plants at the main mine on the Calumet conglomerate include four large boiler plants and six hoisting plants. At No. 4 Calumet shaft is a group of the most powerful machinery ever built; but it would require a volume to describe these ponderous mechanisms which are installed at every shaft—hoisters, drillers, air compressors and huge boilers and engines.

The machine shop, largely rebuilt in 1907, is 225 by 250 feet, and is one of the largest buildings of the kind in the country. Then there are the foundry, pattern shop, carpenter and blacksmith shops, warehouses, electrical plants, hotels, clubhouse, hospital, library, some 1,200 dwellings and a fire department owned by this great corporation.

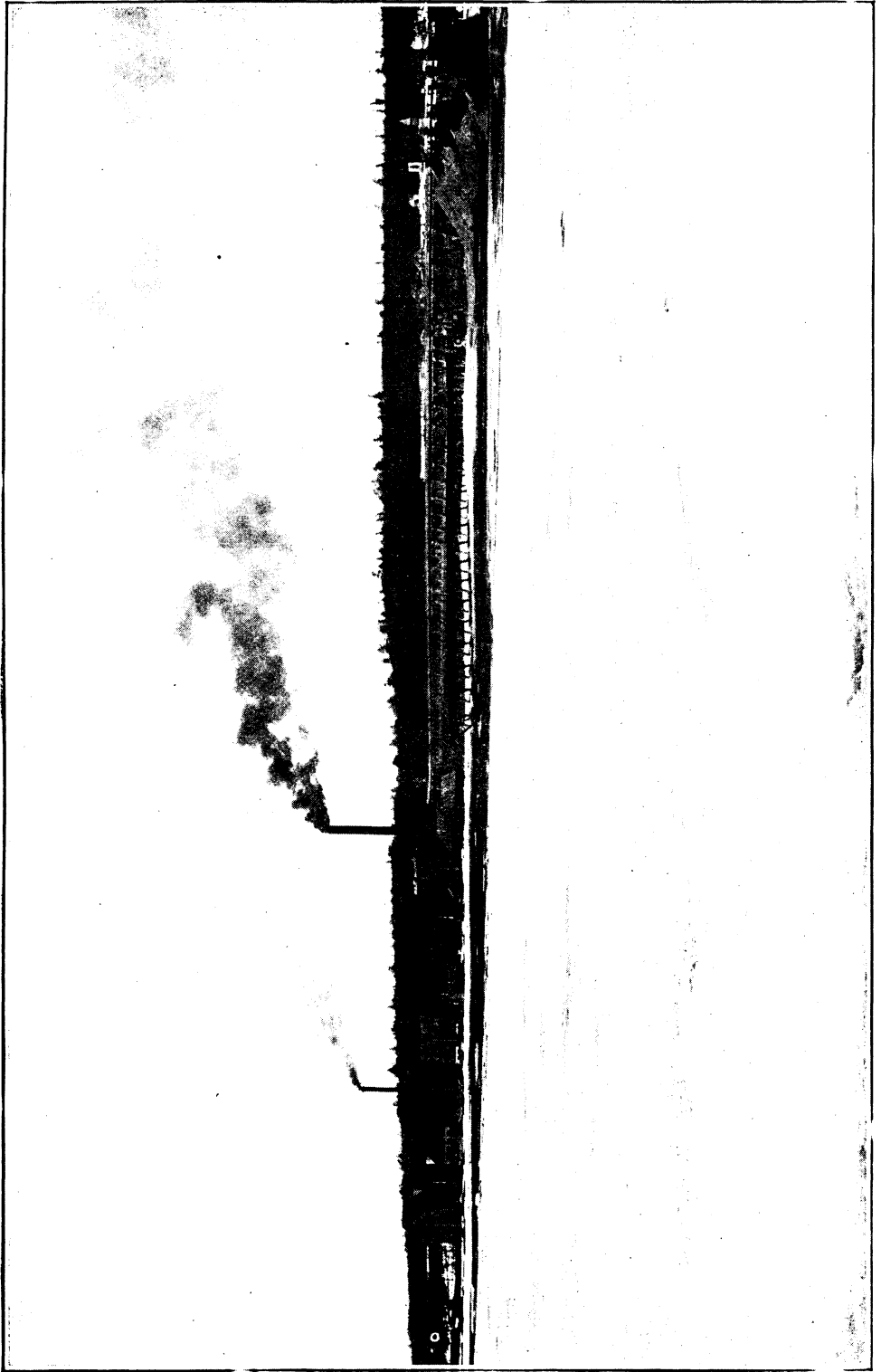
The Calumet & Hecla library, of more than 30,000 volumes, contains books, periodicals and newspapers printed in a score of languages, about thirty different nationalities being represented on the company's pay roll. There is also a combination library and clubhouse at Lake Linden for stamp-mill and smelter employees.

The company's hospital, built in 1898, is maintained for employees solely, and has about a dozen physicians on its staff.

There are eight school-houses on the Calumet & Hecla lands, most of which were built by the corporation, including a fine manual training school, and a handsome high school building at Calumet. Upon its lands are also upwards of thirty churches, representing a dozen denominations. All of the sites of the latter were donated by the company and in most cases substantial aid has been given in their erection and maintenance.

The company maintains three distinct systems of water-works—one at the mines in Calumet, one at the mills at Lake Linden, and one on the shore of Lake Superior, four miles from Calumet, the latter pumping water for domestic purposes—about 4,000,000 gallons daily. In 1908 electricity was substituted for steam at this plant. The fire department is metropolitan, affording protection not only to the company's properties, but responding to calls from Red Jacket, Laurium and other towns that go to make up the 40,000 population virtually under the wing of the Calumet & Hecla corporation.

The Hecla & Torch Lake railroad, owned by the company, connects



CALUMET AND HECLA STAMP MILL, LAKE LINDEN

the mines, mills, smelter and shops by twenty or more miles of main tracks, spurs and sidings. The stamp mills at Lake Linden, four miles from the mine, are located on a tract of nearly one thousand acres, having several miles of frontage on Torch lake. There are two mills, known as the Calumet and Hecla. The old mills were completely remodeled and modernized in 1908, the electrification of the property having been begun in 1904. Water for the mills is supplied by five pumps, of which the Michigan is the most powerful in the world, having a daily capacity of 60,000,000 gallons. The other pumps bring the total up to 130,000,000.

The Torch Lake smelter is at Hubbell, about a mile south of the mills, on a thirty-acre site, and comprises four furnace buildings and a blister copper furnace building. The three mineral houses will store 18,000 tons of ore.

The dock system includes a series of large coal sheds at Lake Linden with one of 200,000 tons capacity, with a series of docks and smelts on Torch Lake—all with substantial wharves; both at Lake Linden and Hubbell. The company owns and operates the ship canal connecting Torch Lake with the government waterways on Portage Lake, this canal being twenty-one feet deep.

A sawmill at the head of Torch Lake receives logs by rafts, and ships sawed lumber and timber by a branch of the Hecla & Torch Lake railway. They own extensive tracts of pine, hemlock and hardwood timber along the southern shore of Lake Superior, which carry about 500,000,000 feet of standing timber. It has also a contract with the Keweenaw Association, Ltd., and buys extensively of jobbers, to meet the requirements of underground timbering and for other purposes, the former item alone amounting to 30,000,000 feet annually.

DEEPEST COPPER MINE IN THE WORLD

The Tamarack, the deepest copper mine in the world, covers a tract of over 1,100 acres of very irregular outline, bounded on all sides by the lands of the Calumet & Hecla. The mine is opened by five shafts, that known as No. 3, the deepest, having been sunk to a depth of over a mile. The Tamarack Mining Company, which was organized in 1882, also owns the old Cliff mine in Keweenaw county, a millsite on Torch lake, and timber lands and other realty sufficient to make its total landed holding amount to 8,640 acres.

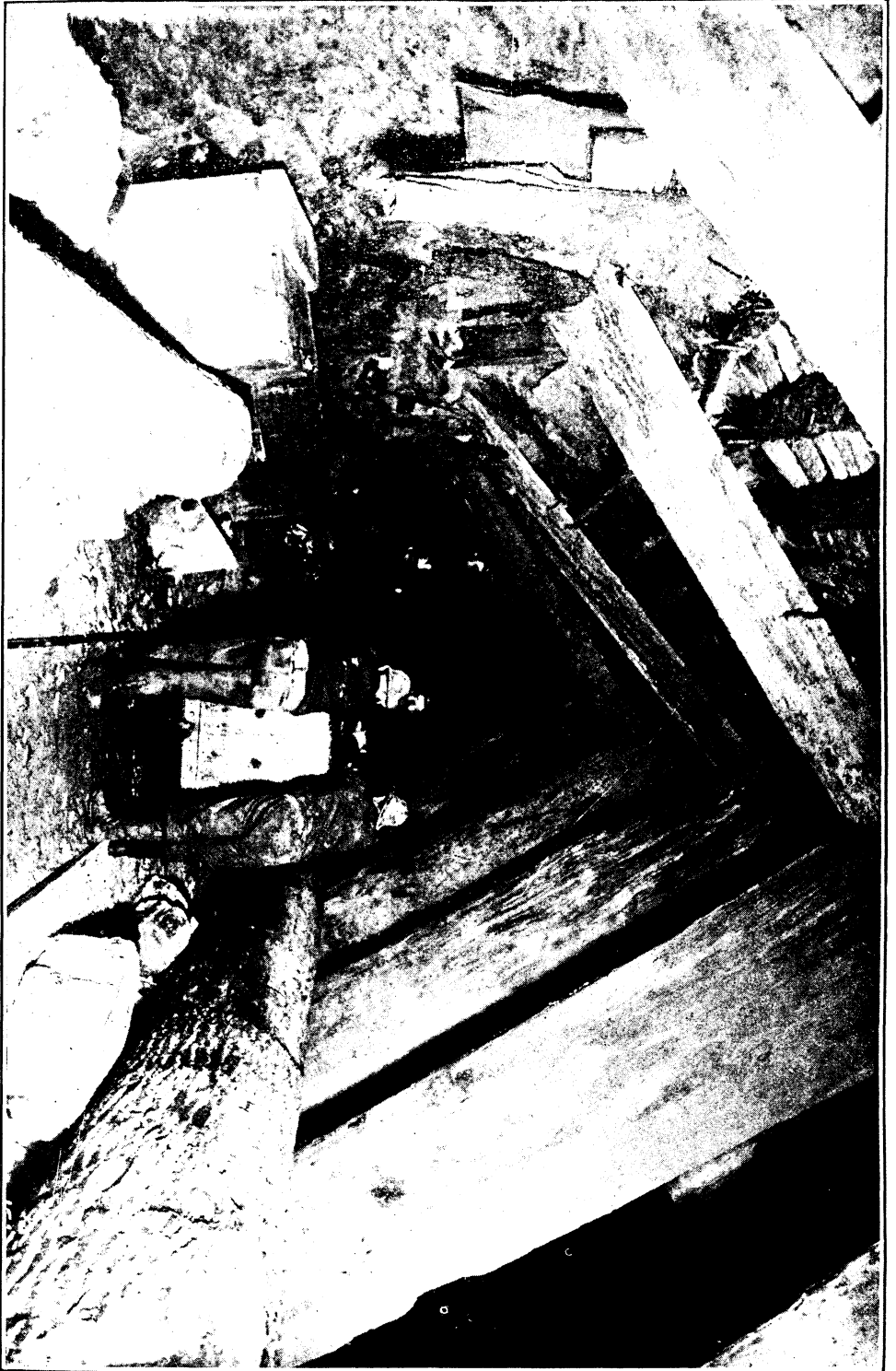
As stated in "Stevens' Copper Handbook," the Tamarack owes its inception to the late Capt. John Daniell, whose genius was not properly appreciated until a short time before his death, which was brought about by a disease of the brain due to incessant mental labors. Twenty years ago (this was written in 1901) Captain Daniell was in charge of the Osceola mine and noting the regular dip of the Calumet conglomerate at an angle of $37\frac{1}{2}$ degrees conceived the idea of opening a mine on the underlay of the lode, beyond the Calumet & Hecla's western boundary, by means of vertical shafts. Captain Daniell spent much thought upon the perfection of his plans, and after several years of effort interested

his principles in the undertaking. Eventually, Messrs. Bigelow and Clark of the Osceola, with a few of the other large stockholders furnished the necessary capital, amounting to about a quarter of a million dollars, and the lands were bought and the sinking of Tamarack's No. 1 shaft began in 1882.

In this day of mile-deep shafts the magnitude of Capt. Daniell's undertaking may not be properly appreciated. He was regarded as half-cracked by the majority of people; but lived to see the verification of his every prediction, and the opening of one of the greatest mines of the world along his plans. The shaft was bottomed in 1885, three and a half years after starting and struck the lode at a depth only ten feet greater than the estimate of Captain Daniell, made before the first sod was cut for the sinking of the shaft. The lode was rich, and from that time the history of the Tamarack is one of steady growth and large profits.

Some 1,700 men are now employed in the various activities conducted by the Tamarack Mining Company, from its central offices at Calumet, and for the year ending December 31, 1909, it produced 13,118,785 pounds of fine copper which realized \$1,747,422. As stated by the Michigan commissioner of mineral statistics in his annual report for 1909: "This is an interesting mine and one of the most remarkable mining organizations on the globe. For many years, it has been a substantial producer and a fine business enterprise. Since the beginning of operations the company has provided steady employment at good wages to a force of from 1,000 to 2,000 men year in and year out. Tamarack Mining Company was organized in 1882 for the purpose of mining the Western continuation of the Calumet conglomerate lode as it passes from the lands of the Calumet & Hecla mining Company into those of Tamarack. This lode is the same one which Calumet & Hecla mines and from which Calumet & Hecla Mining Company has paid stockholders \$107,850,000 in dividends and built up the finest mining location and mining equipment in the world. Tamarack also mines the Osceola amygdaloid lode, but the conglomerate forms the chief source of product supply.

"Underground operations are conducted through five working shafts which are large, deep and vertical, and known as Nos. 1, 2, 3, 4, and 5. No. 1 is the oldest and now used principally for getting the water out of the workings. The conglomerate tributary to this shaft is exhausted besides the shaft was badly damaged by fire. It is 3,409 feet deep and 3 compartment. No. 2 is 4,355 feet deep, 8x16 feet inside measurement and 3 compartment. Nos. 1 and 2 form 'Old Tamarack,' while Nos. 3 and 4 constitute 'North Tamarack.' No. 3 is 5,200 feet north of No. 1 and 16x8 feet in dimensions, three compartment and 5,253 feet deep or practically a mile down vertically. This is the deepest vertical shaft in the Lake Superior region, if not in the world and it happens to be the best one of the Tamarack mine. No. 4, located just north of No. 3, is 4,450 feet deep and a duplicate of No. 3 in dimensions.



UNDERGROUND WORKINGS AT THE FAMOUS TAMARACK MINE

No. 5 is one of the greatest shafts in the world, being 27 feet long by 7 feet wide within timbers, divided into 5 compartments and 5,210 feet deep."

The Tamarack mine has two stamp mills on Torch lake, about a mile south of the Calumet & Hecla mills, and, with the Osceola Mining Company, owns a pump house of 55,000,000-gallon capacity, as well as extensive wharves and coal sheds at Dollar Bay, on Portage lake. The Tamarack ore is smelted at Dollar Bay by the Lake Superior Smelting Company, which is controlled by the Tamarack, Osceola and Isle Royale companies.

(From this point in the mining narrative, the sketches of the different mines are grouped with reference to their locations either north or south of Portage lake.)

ISLE ROYALE CONSOLIDATED

The present Isle Royale Consolidated Mining Company owns over 3,500 acres of lands, including the old Isle Royale (opened in 1852), Grand Portage (1853) and Huron (1855) mines; the Dodge and True prospects; and sundry undeveloped properties, including an 80-acre mill site, and altogether providing a stretch of about two and a half miles of copper-bearing beds, south of Portage lake near the Atlantic and Superior mines. The company was organized in 1899, the three old mines included in the present Isle Royale tract having produced the following amounts of fine copper: Huron, 35,766,225 pounds; Isle Royale, 9,204,071 pounds, and Grand Portage, 3,482,294 pounds. These properties were secured under primitive conditions at a net aggregate loss of \$2,500,000, but improvements have been made to make the present mine productive and profitable. It now produces about 5,719,000 pounds yearly, valued at \$746,000, with a small yield of silver, and employs between 700 and 800 men.

The millsite of the Isle Royale, at the mouth of Pilgrim river, has nearly a mile of frontage on Portage lake. At that point is also its 600-foot wharf from which are dispatched its ore-laden scows for the smelter of the Lake Superior Company at Dollar bay, two miles across the lake.

ATLANTIC AND SUPERIOR MINES

The old Atlantic mine lies about two miles south of Portage lake and four miles southwest of Houghton on a 640-acre tract, between the Baltic and Superior locations. Organized in 1872, the present Atlantic Mining Company includes within its location the mines known before that year as the South Pewabic and Adams. Between 1904 and 1906 the mine suffered severely from fire and air-blasts and suspended operations in May of the latter year, its production decreasing during that period from 5,500,000 to 1,500,000 pounds. There was no production in 1907 and only 43,483 pounds in 1909. About 150 men are now employed, the future of the mine resting apparently on the outcome of the explorations in the new mine on section 16.

At the old mine is a well-built town, comprising several hundred structures of various kinds and including one of the best graded schools in the state; an opera house and hospital and Catholic, Methodist and two Finnish churches. The mining equipment includes a number of shops, engine houses and shaft houses, with powerful and modern machinery. Its stamp mill at Redridge, Lake Superior, was built in 1895, on a site having nearly two miles of water frontage. The Atlantic Railroad, which is owned by the company, connects mine and mill by nine miles of main line and a three-mile branch runs from the mine to the old millsite on Portage lake, where there are coal and merchandise wharves. The mine is also on the main line of the Copper Range Railroad and has every facility for future growth.

The Superior Copper Company is auxiliary to the Calumet & Hecla and its location covers 400 acres between the Baltic and Isle Royale mines and directly east of the Section 16 mine of the Atlantic. No. 1 shaft is connected with the main line of the Atlantic Railway by a spur of a mile and a quarter built in 1908. The company was organized in 1904. Its mine produced 2,205,000 pounds of copper in 1909, and, as it is operating on the same lode as the Baltic and Champion, its prospects are bright.

COPPER RANGE, BALTIC, ETC.

The Copper Range Consolidated Company, with general headquarters at Boston, Massachusetts, and mine office at Painesdale, Houghton county, was organized in November, 1901, since which its capitalization has been increased to \$40,000,000. The assets of the company consist principally of stocks in subsidiary companies by which it is the owner of the Baltic and Trimountain mines, and has a half interest in the Champion mine (the other half owned by the St. Mary's Mineral Land Company). Thus the Copper Range Consolidated is second largest copper producer of the Lake Superior district and one of the dozen largest in the world, the annual output of the various mines mentioned to which it can claim ownership amounting to 41,105,000 pounds of refined copper, valued at \$5,340,000. Its mining expenses were \$3,499,000, and it paid Houghton county \$192,000 in taxes.

The Baltic Mining Company, whose mine is operated at Baltic, Michigan, north of the central part of Houghton county and southwest of the county seat, employs about 1,100 men, and produces 17,800,000 pounds of copper annually. The company was organized in 1897, and the mine was an actual producer about three years later. In 1900 the place which is now the Baltic location was a wilderness; it is now a prosperous mining town; the mine being considered one of the important and permanent industries of Houghton county. Its holdings comprise a tract of some 900 acres. The town of Baltic has good transportation service through the Painesdale branch of the Copper Range Railroad, and also by a branch of the Atlantic railway.

The Trimountain and Champion have locations in this section of

the county, the latter at Painesdale. Organized in 1899, and production commenced in 1902, the Trimountain Mining Company employs six hundred men at the location by that name. The product of the mine for 1909 was 5,282,000 pounds of copper, and its various properties and employees are served by the Painesdale branch of the Copper Range line.

The Champion Copper Company was also organized, under state laws, in 1899, and holds 1,240 acres of land, with the properties of the Copper Range and Trimountain on the north; those of St. Mary's Company and Hussey-Howe & Company on the east; Hussey-Howe lands and the Globe tract on the south and Copper Range lands on the west. The water system serving the great mine plant, and the town which has sprung up around it, has a 1,000,000-gallon electric pump at Lake Perreault, four and a half miles distant, distributing water to the mains from a 200,000-gallon steel stand-pipe, located on high ground near the mine. The stampmill at Freda, on Lake Superior, two miles west of Redridge, is 215 by 354 feet in dimensions, the mill plant at Painesdale including a machine shop, a carpenter shop, smithy, warehouse, office laboratory and about twenty dwellings. About 1,200 men are employed at the mine and mill, and nearly 18,000,000 pounds of copper are produced every year.

The Globe mine, adjoining the Champion to the south, is owned by the estate of John Stanton, and has been in process of development for the past six years.

The South Range Mining Company owns about 7,000 acres of lands, mostly undeveloped, lying between the Globe and Belt properties, in Houghton and Ontonagon counties. At one of its locations in Adams township a town of about 1,000 people has sprung up known as South Range Village, which was incorporated by the county board of supervisors in 1906. It lies on the Copper Range railroad, eight miles southwest of Houghton and is the main shipping point and banking center of the Baltic, Trimountain and Atlantic mines.

COPPER RANGE RAILROAD

The Copper Range Railroad Company, which was organized in 1899, has upward of one hundred miles of trackage. Its main line of sixty miles runs from Calumet, Houghton county, to Maas, Ontonagon county, and connects with the Keweenaw Central at Calumet, with the Duluth, South Shore & Atlantic and the Hancock, Calumet & Mineral Range railways at Hancock and Houghton, and the Chicago, Milwaukee & St. Paul at Maas. The line was originally built to transport the ore and supplies for the mines controlled by the Copper Range Consolidated Company, but, with the remarkable development of the entire country through which it passes, a large general business has been attracted to it. Its entire equipment is of modern type—fine engines and passenger trains made up of Pullman coaches—and its road bed is substantial, with well ballasted tracks and heavy steel rails. The Copper Range Railroad Com-

pany owns an extensive water wharfage on Portage lake in the western part of Houghton, which is improved by a two story stone and brick building devoted to passenger and general office purposes, as well as shops, roundhouse, warehouses and wharves for merchandise and coal. It also owns a half interest in the railroad bridge which crosses Portage lake, between Houghton and Hancock.

MICHIGAN SMELTING WORKS

At Cotes Creek, three miles west of Houghton, with a fine frontage on Portage lake, is the great reduction plant of the Michigan Smelting Company, at which the mineral product of the Atlantic, Baltic, Champion, Trimountain, Michigan (Ontonagon county), Mohawk (Keweenaw county) and Wolverine mines is refined and prepared for the market. The works were built in 1903, when the company was organized, and include the largest and most modern smelter in the Lake Superior district, with an annual capacity of 90,000,000 pounds of copper. The plant—which includes besides the smelting works proper, machine shop, power house, and office and laboratory building—is terraced throughout, the terraces for the different structures being sand-graded with stone-retaining walls. Mineral is delivered to the works in 40-ton bottom-dumping steel cars by the Copper Range Railroad, which also hauls away the refined copper for shipment from the Copper Range wharves in Houghton. The 3,000-ton storage bins, holding ten days' supply for the works, are located on the upper terrace of the plant, which is, in every detail, a model of convenience and saving of labor.

St. Mary's Mineral Land Company, organized in 1901, controls various mineral and timber lands in the copper region and owns the Challenge mine outright, this location being about five miles south of the Champion. Considerable development work has been done on this property, as well as in the King Philip tract. The latter consists of over 1,000 acres in Houghton and Ontonagon counties, the main tract lying a mile south of the Winona mine.

The Winona, which is practically controlled by the St. Mary's Mineral Land Company, adjoins King Philip on the north, and, although exploration work is still progressing the original mine was one of the first to be opened in the district. Its location consists of 1,568 acres of mineral land in Houghton county, near the Ontonagon line, and is in the direct channel of the richest lodes mined south of Portage lake. The mine was discovered in 1864 by a line of prehistoric pits along the outcrop, and a single shallow shaft was then sunk, but owing to an entire lack of transportation facilities little was accomplished. The property was leased in 1880, but did not furnish sufficient ore to pay, and was closed until taken over by the Winona Copper Company, which was organized in 1898. The old shaft was then cut down, retimbered and deepened, and three new shafts sunk. Since then several new openings and a few miles of workings. Since 1903 the production of the Winona has ranged from nothing to 1,285,000 pounds, the last few years having been given mainly to exploration work.

Adjoining the Winona is the location of the Wyandot mine, over 1,000 acres in extent, on which considerable exploratory work of an encouraging nature has been accomplished since 1909.

WOLVERINE, CENTENNIAL AND OSCEOLA

In 1890 the Wolverine Copper Company was organized, its mine, operated at Kearsarge, Houghton county, being pronounced the profitable enterprise, considering the area covered by its properties, in the copper region. Its location embraces 320 acres, neighboring properties being North Kearsarge, Mayflower, South Kearsarge and Centennial. Although the mine was opened in 1882 it has been a steady producer since 1892, its success being largely due to the courage and good management of John Stanton. The Wolverine employs about 500 men and its production in 1909 was 12,676,000 pounds of copper. Its mill, completed in 1902, is near the mouth of the Tobacco river on Traverse bay, Lake Superior, and adjoins that of the Mohawk mine, whose holdings are just over the Keweenaw county line.

The Kearsarge bed, on the Wolverine property, averages about sixteen feet in width, and is the richest amygdaloidal mine in the Lake Superior district, and is second only to the Calumet & Hecla in richness among all Lake Superior copper mines. About a mile of new openings is made in this location, annually, with ground blocked out for about six years' production, or 60,000,000 pounds, and from twenty to twenty-five years of life ahead of the mine. Lying west and parallel with the Kearsarge bed is the West lode, on which considerable exploration has progressed.

The Centennial Copper Mining Company was organized in 1896, as successor of the Centennial Mining Company, and is controlled by the Calumet & Hecla; capital stock, \$2,500,000. Its lands comprise about 670 acres; a triangular piece of 30 acres at the southeastern corner of the main tract, bought of the Osceola mine to secure the outcrop of the rich Kearsarge lode, and 10 acres, purchased of the Old Colony mine in 1905, as the site for its surface plant. The first work upon the Centennial lands was done in 1863 by the old Schoolcraft Mining Company, which failed to open a paying mine and was reorganized in 1876, as the Centennial Mining Company. This concern, as stated, was again reorganized, in 1896, under its present name. The present Centennial lands are in the great mining camp of Calumet and have already been largely platted for building purposes, with mineral rights reserved.

In 1897 the Centennial Copper Mining Company did a few months' work on the old conglomerate shaft; then turned its attention to the Osceola lode, and commenced operations on the Kearsarge lode in September, 1899. The principal mine buildings are substantial structures of Lake Superior red stone; there are a large number of dwellings for employees, and the entire surface plant is well planned and solid in appearance. The Copper Range and Mineral Range railroads, as well as

a private line connecting the shops and shafts, furnish good means of transportation. The Centennial stamping mill is at Point Mills, Houghton county, its site, with docks, shops and coal sheds, covering more than 400 acres. The plant at Point Mills was purchased of the Arcadian Mining Company in 1904. Since that year the production of the Centennial mine has been constant, its production of fine copper in 1909 being 2,583,000 pounds valued at \$343,000.

The location of the Old Colony mine, east of the Calumet & Hecla and south of the Mayflower, comprises 1,200 acres, the mineral value of which is still problematic. Work was discontinued in 1909, pending the results of diamond drill operations on the property adjoining it on the north—the Mayflower tract. The latter consists of 840 acres. In August, 1909, the Mayflower Mining Company began its drill operations to explore the eastern portion of the Mineral range, which has attracted so much attention in the Upper Peninsula and on which several important discoveries have been made. It is the intention of the management to thoroughly investigate this portion of the property, which extends from the Eastern Sandstone to the Wolverine mine, a distance of one and a half miles.

La Salle Copper Company is an auxiliary of the Calumet & Hecla and in May, 1910, purchased the property of the old Tecumseh mine. The 560 acres comprising the location adjoin the Osceola mine on the south. Production under a former management was begun in November, 1906, but soon discontinued, operations since having been mainly in the lines of exploration and development.

Osceola Consolidated Mining Company, operating its mine at Osceola, has two stamp mills adjoining those of the Tamarack, on the shore of Torch lake, the first of wood (built in 1886) having been torn down in 1905. The second was completed in 1899, and the third in 1902. As stated the Osceola and Tamarack companies have a joint boiler house, pump house and wharves. The Osceola Consolidated Mining Company was organized under Michigan laws, in 1873, and reincorporated, in 1903, for a term of thirty years with a capital of \$2,500,000. It is controlled by Boston capital; owns over 2,000 acres of land in four separate tracts, covering properties of the Osceola, North Kearsarge, South Kearsarge and Tamarack Junior mines; an extensive mill site in Houghton county and considerable holdings of timber and miscellaneous lands in Houghton and Keweenaw counties. In 1909 the gross shipments of ingot copper from its workings amounted to 25,296,657 pounds, and 1,898 men were employed in its various operations.

HANCOCK AND LAURIUM MINING COMPANIES

Hancock Consolidated Mining Company was organized in 1906, when it was capitalized at \$5,000,000; issued \$2,500,000. Its location of 936 acres adjoins the Quincy mine to the southwest. The tract included the original Hancock mine (around which the village and city gathered), which was set aside in 1859, by the Quincy Mining Company, mineral



ELECTRIC HAULAGE AS SHOWN AT LAKE ANGELINE MINE, Houghton County

rights being reserved to the Pewabic lode. The Hancock Consolidated now owns, besides the latter, the Quincy West and Hancock, or Sumner copper-bearing beds. The old Hancock mine commenced actual operations in 1861 and closed in 1885, producing during that period 5,709,000 pounds of fine copper. In the present workings it is known as No. 1 shaft, and about two hundred men are now employed in the operations of the company. Since the organization of the Hancock Consolidated the work has been of an "opening," or developmental nature. Among the important features of the latter is the acquirement of the necessary right-of-way for the construction of a mine railroad to the Mineral Range line, and the completion of the branch to No. 2 shaft.

The Laurium Copper Company is a subsidiary of the Calumet & Hecla. Its lands originally consisted of 640 acres lying east of the Calumet & Hecla tract, but a triangular piece of about 65 acres carrying both surface and mineral rights was sold, many years ago, to the Calumet & Hecla Mining Company, and some 250 acres of surface rights have since been sold in the form of building lots in the village of Laurium. As mineral rights were reserved, this gives the company holdings of approximately 325 acres of surface rights and 575 of mineral rights. Active mining developments were commenced on the property in August, 1909.

MINE PRODUCERS AND DIVIDEND PAYERS

According to the commissioner of mineral statistics in his 1909 report, the copper mines of Houghton county are producers to the amount of 201,233,139 pounds of fine copper annually, divided in the comparative order of their output as follows:

MINE	PRODUCTION 1909
Calumet & Hecla	78,852,618 lbs.
Osceola	25,296,657 lbs.
Quincy	22,511,984 lbs.
Champion	18,005,071 lbs.
Baltic	17,817,836 lbs.
Tamarack	13,533,207 lbs.
Wolverine	9,971,482 lbs.
Isle Royale	5,719,056 lbs.
Trimountain	5,282,404 lbs.
Centennial	2,583,783 lbs.
Franklin	1,615,556 lbs.
Atlantic	43,483 lbs.
Total	201,233,139 lbs.

"Stevens' Handbook" gives the following as the dividend record of the mines, since their organization:

Name of Company	Present Status.*	Dates First.	Paid. Last.	Total Amount.
Atlantic	a	1879	1905	\$ 990,000
Baltic	b	1905	1909	5,550,000
Calumet	c	1870	1871	300,000
Calumet & Hecla	b	1871	1909	109,660,000
Centennial	c	1864	1905	2,130,000
Champion	b	1903	1909	5,700,000
Cliff	d	1849	1867	2,518,620
Copper Falls	a	1864	1871	100,000
Franklin	b	1863	1894	1,240,000
Hecla	c	1869	1871	650,000
Kearsage	e	1890	1897	160,000
National	a	1861	1872	320,000
Osceola	b	1878	1909	8,381,750
Pewabic	g	1862	1873	1,000,000
Phoenix	a	1877	1877	20,000
Quincy	b	1862	1909	18,890,000
Ridge	h	1873	1880	100,000
Tamarack	b	1888	1907	9,420,000
Trimountain	b	1903	1908	800,000
Wolverine	b	1898	1909	5,700,000
Totals				\$173,570,370
Copper Range Cons	i	1905	1909	9,219,186
Copper Range Co	i	1905	1909	2,050,000
St. Mary's M. L. Co.	i	1886	1909	3,640,000
Grand Totals				\$188,479,556

HOUGHTON COUNTY, POLITICALLY ..

The legislative act of March, 9, 1843, divided the Upper Peninsula into Mackinac, Chippewa, Marquette, Schoolcraft, Delta and Ontonagon counties. On March 19, 1845, this act was amended as follows: "All that portion of the state embraced between the north boundary of township 49, the line between ranges 37 and 38 west and Lake Superior, together with islands in said lake west of the county of Schoolcraft, shall be laid off as a separate county, to be known and designated as the county of Houghton."

This county was named in honor of Dr. Douglass Houghton, the distinguished scholar and scientist and state geologist of Michigan, whose report to the legislature in 1841 awakened so much interest in the mineral possibilities of the Upper Peninsula. In connection with the geo-

* KEY TO LETTERS—a, Idle; b, Active; c, Absorbed by Calumet & Hecla; d, Absorbed by Tamarack; e, Absorbed by Osceola; f, Absorbed by Michigan; g, Absorbed by Quincy; h, Absorbed by Mass; i, Not a direct copper producer.

logical survey, he entered into a contract with the United States government to execute the linear survey of the Northern Peninsula. This was conducted in 1844-5, and but added more tangible proofs of the existence of rich deposits of copper and iron. With his able corps of assistants, Dr. Houghton was conducting the combined survey with his usual energy and thoroughness, when a black gloom was thrown over the expedition by his unexpected death. On the thirteenth of October, 1845, a few months after the creation of the county, he was sailing in a small boat, with some of his men, off Keweenaw Point, when a sudden gale swept down from the north, and all were lost, with many valuable field notes made by the head of the survey.

As originally formed, Houghton county comprised the present Keweenaw and Baraga counties, and on May 18, 1846, was organized into three election precincts or townships—Eagle Harbor, Houghton and L'Anse. There was already quite a mining settlement at Eagle Harbor, near the scene of Dr. Houghton's untimely death, and the Methodist and Catholic missions had gathered considerable communities around them, made up largely of Indians, religionists, government employees and traders; but the great industrial centers and flourishing cities of the Houghton county of the present day were to await the permanent establishment of the copper mines. By the 1846 act elections were held at Eagle Harbor, Eagle River (then building on the lands of the Lake Superior mine), and L'Anse, and the governor appointed three commissioners to locate the county seat. Eagle River was selected for the honor, the following being named to the first county offices: John Bacon, county judge; Edward Burr, judge of probate; Charles A. Amerman, county clerk; Hiram Joy, register of deeds; Joseph Raymond, sheriff; David French, treasurer; Samuel G. Hill, surveyor; John Beedon and John Atwood, coroners.

Under the act of March 16, 1847, the county was divided into Copper Harbor, Eagle Harbor, Houghton, Portage, Algonquin and L'Anse townships, but the first election for supervisors did not occur until July 4, 1848, at which were also chosen district and probate judges, clerk, register of deeds, sheriff, treasurer, surveyor and coroners. The first meeting of the board of supervisors was held at the office of the Lake Superior Copper Company at Eagle River, January 20, 1849, and William A. Pratt was chosen chairman. As to the first official business transacted, the following adopted resolutions will signify:

“Resolved, That John Bacon, supervisor for Houghton township, be and is hereby fully authorized to select a building at or near the office of the Lake Superior Copper Company and employ at the expense of this county some suitable person or persons to put it in fit condition for the reception and safe keeping of prisoners; said expenses not to exceed \$100.”

“Resolved, That the office of the Lake Superior Copper Company be designated as the place of holding the courts for this judicial district, at a rent not exceeding \$1 per month.”

Portage township, as defined under the act of March 17, 1847, was formally organized in September, 1853; Hancock, by special act of the

legislature, March 16, 1861, from Portage township; Franklin was organized by the board of supervisors out of Hancock October 19, 1863; Schoolcraft, including Traverse island, taken from Portage July 28, 1866; Calumet, from Franklin, was set off by the county board of supervisors November 27, 1866, and organized at an election held in the office of the Calumet Mining Company, on December 17th of that year; Adams township, set off from Portage in March, 1867, was organized at a meeting of its electors held in the office of the South Pewabic Copper Company on the first Monday of the following April. When Keweenaw was set off from Houghton county, in 1861, it took away part of Houghton township and all of Eagle River and Copper Harbor townships; this also marked the location of the county seat at Houghton village (never incorporated as a city).

In 1875, with the erection of Baraga county, old L'Anse and Algonquin townships were eliminated from the Houghton county list. Townships of later organization than these mentioned are Chassell, Duncan, Elm River, Laird, Osceola, Quincy, Stanton and Torch Lake.

INCREASE IN POPULATION

The names of the original towns of Houghton county previous to the detachment of Baraga, with their population from 1850 to 1870, are as follows: Eagle Harbor, in 1850, contained 125 whites and 1 colored person; in 1860, 1,303 whites and 3 Indians. In 1850 the population of Houghton was 456 and of L'Anse, 126.

For 1860 these are the figures: Copper Harbor, 193 whites and 1 Indian; Eagle Harbor, 1,306; Hancock, 1,618; Houghton, 2,124 whites, 18 colored and 3 Indians; L'Anse, 327 whites, 253 Indians and 2 colored; Portage, 3,808 whites, 32 colored and 18 Indians.

1870: Franklin, 2,163; Adams, 670; Baraga, 160; Calumet, 3,182; Hancock, 2,700; Huron, 769; Webster (set back to Portage township in 1874), 876; L'Anse, 33; Portage, 1,540; Quincy, 1,117; Schoolcraft, 669.

Always keeping in mind the detachment of Keweenaw county in 1861 and of Baraga in 1875, the population of Houghton county at the end of the several decades are as follows: 1850, 708; 1860, 9,234; 1870, 13,879; 1880, 22,473; 1890, 35,389; 1900, 66,063; 1910, 88,098.

By townships, cities and villages the comparative exhibit, according to the figures of the United States census bureau is as follows:

DIVISIONS	1910	1900	1890
Adams township, including S. Range village	8,419	3,253	1,475
South Range Village	1,097		
Calumet township, including Laurium and Red Jacket villages	32,845	25,991	12,529
Laurium village	8,537	5,643	1,159
Red Jacket village	4,211	4,668	3,073

Chassell township	1,523	1,088	680
Duncan township	865	1,316	476
Elm River township	1,073	532	
Franklin township	5,679	5,418	2,687
Hancock City	8,981	4,050	1,772
Hancock township	351	1,945	963
Laird township	690	658	159
Oscola township	7,775	7,615	3,630
Portage township including Houghton village	8,599	5,019	3,531
Houghton village	5,113	3,359	2,062
Quincy township	1,507	1,667	1,258
Schoolcraft township, including Lake Linden village	4,122	4,197	3,325
Lake Linden village	2,325	2,507	1,862
Stanton township	2,351		
Torch Lake township, including Hub- bell village	3,318	3,314	2,904
Hubbell village	1,059		

PHYSICAL FEATURES

Houghton county, as now formed, lies east of Ontonagon and west of Baraga, constituting, also, the southern portion of the extreme north-western projection of the Upper Peninsula, of which Keweenaw county is the northern section. It extends some sixty-five miles from north to south, with a width varying from twelve to twenty-seven miles, its general shape reminding one of the ordinary definition of a French farm in the province of Quebec—"all long and no wide." Fully three-fourths of its population of nearly 90,000 people is included in the stretch from Portage lake to its northern boundary, or within about a quarter of its territorial area; within this are Houghton, Hancock, Laurium, Calumet, Hubbell, Lake Linden, and most of the richest mining plants and properties, connected with the copper industry, in the Upper Peninsula.

Like the adjoining counties of Ontonagon, Keweenaw and Baraga, the surface features of Houghton county are rough, broken, rocky and uninviting to the husbandman, but a paradise for the miner. It lies on the northern slope of the water-shed extending east and west along its southern boundary, and itself lies upon a north-and-south water-shed, which sends the water courses within its limits, northwest and northeast into Lake Superior and Portage lake; this shed, or ridge, is popularly known as the Copper Range. From the southern shores of Portage lake the ground rises quite abruptly, after it has furnished a somewhat limited and more gentle decline to accommodate the business portion of Houghton; the rise from its northern shores, which includes the site of

Hancock, is more gradual, and the elevated plateau which extends beyond to Keweenaw line is one of the richest copper fields in the world, having, in its northern section, the wonderful mining villages of Laurium and Calumet (incorporated village, Red Jacket), which form, apparently, a continuous and well-built city.

One of the simplest and clearest geological explanations of the nature of the Upper Peninsula Copper Range was written several years ago for the *Marquette Mining Journal* by Dr. M. E. Wadsworth, and is reproduced: "The Copper Range consists of a series of interbedded flows of volcanic lava, and sea beach conglomerates and sandstones, all standing now at an angle of roughly thirty to sixty degrees. This range is underlain or abutted against on the east and southeast by the Eastern Sandstone, and overlain on the west and northwest by the Western Sandstone.

"The upturning of the Copper Range rocks did not take place until the entire series of different flows and beds had been completed. Some time after this the rocks were all turned up on edge, and broken by fissures running lengthways and crossways of the beds. With this fracturing there was more or less relative displacement of a bed on one side of a fissure compared with the same bed on the other side of that fissure; much as after a layer cake has been cut and the pieces moved, the same layer will not generally be found to be at exactly the same level on both sides of any cut.

"After the upturning and fracturing of the rocks of the 'Copper Range' they were acted upon by hot and cold waters—the former always accompanying the dying out of volcanic activity. These waters passed along the fissures and permeated through the pores of the solid rocks themselves. By this water action the rocks were decayed and in part dissolved, while the fissures were often times much widened. This process was of long duration and during it the percolating or infiltrating waters, collected the finely disseminated copper such as is found in all basaltic lavas, like those of Lake Superior, and deposited it with other minerals in the fissures, cavities, or within the more or less decayed rock itself.

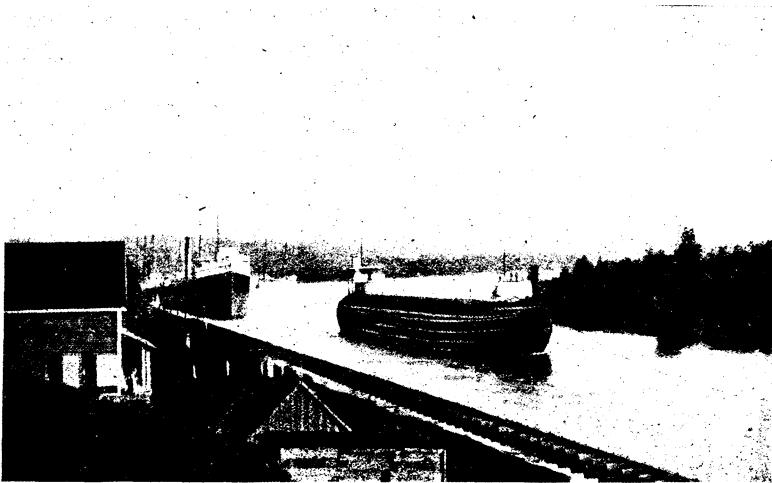
"The most famous deposit is that worked by the Calumet & Hecla, the Tamarack group and other mines. This lode is formed by an old tide washed sea beach conglomerate, made the same as any of our shingle beaches found on the shores of a lake or sea. This beach conglomerate had much of its cementing mud removed and copper deposited in its place by the infiltrating waters; while many of the more easily decomposable pebbles and cobble stones were dissolved out, partly or entirely, and replaced by copper.

"On the other hand the Quincy, Franklin, Osceola, Atlantic, Baltic, Portage and other mines have as their lodes, lava flows that have been greatly acted upon by the waters and the copper deposited in them in irregular masses of various sizes from minute forms up to those of many tons in weight. All the copper mining of Houghton county is

upon these two classes of deposits; bed deposits like the Calumet & Hecla and other conglomerates, and lava flows like those of the Quincy and Atlantic mines. There are no veins mined in the county, and the term 'vein' is improperly applied when used in reference to any of the Houghton county lodes. In Keweenaw county a true vein is worked in the Central mine, as were mined veins previously in the Cliff, Phoenix and many others.

"South of the immediate vicinity of Portage Lake there is a large extent of the 'Copper Range' that has been but little explored in recent days, and from which much is hoped—especially since the lusty young Baltic infant has been clamoring so loudly for recognition and milk that will enable it to reach a vigorous manhood.

"The mining of copper has led to the establishment of large ore dressing, smelting and wire works, and to the establishment of foundries



PORTAGE LAKE SHIP CANAL, FROM THE HANCOCK SIDE

and manufacturing establishments, although in the way of the latter but little has been done compared to the future possibility."

As also stated by Dr. Wadsworth, the chief building stone industries of the Upper Peninsula are in Houghton county. The "Eastern Sandstone" is quarried in large amounts at Jacobsville and the quantity awaiting future development in the county is very great. No limestone is quarried in the county but all the lime manufactured is made from limestone brought from the lower lakes.

Lumbering is a prominent industry over much of the area of the county, and the manufacture of lumber in various forms is important on Portage and Torch Lakes and elsewhere.

Properly conducted farming pays, owing to the excellence of the local markets—the principal crops being hay, oats, barley, rye, wheat,

potatoes, turnips, small fruits, etc., etc. The climate and soil are much like those of Maine, and agriculture is becoming yearly a more important and prominent industry. The county is an excellent field for people used to a northern climate like the inhabitants of northern Europe or Iceland.

The chief rivers coursing through Houghton county are the middle and east branches of the Ontonagon, which flows northwest and empties into Lake Superior at the village by that name in Ontonagon county; and the Sturgeon river, which rises in the southeast corner of Baraga county and, with its branches, courses into Houghton county and flows through the north end of other lakes into Portage lake, near the northern entry of Portage river.

Portage lake is a navigable body of water lying in the northeastern portion of the county and extending from Portage river five miles from Keweenaw bay, a distance of fourteen miles in a northwesterly direction across Keweenaw peninsula to within two miles of Lake Superior. This neck of land is cut by the Lake Superior and Portage Ship Canal, a deep and well-constructed water way, built by a company of that name, from 1868 to 1873, at a cost of \$2,500,000. The work was prosecuted from funds raised on land grants made by the general government and amounting, in the aggregate, to nearly half a million acres. Under the first management the enterprise was bankrupted and passed into the hands of a receiver, by whom the canal was completed. In 1874 the canal, with its subsidies, was sold to Detroit capitalists who organized the Lake Superior Ship Canal, Railway and Iron Company. By this route through the Keweenaw peninsula lake vessels making Houghton, Hancock and other inland points are saved a hundred miles distance in their course to the upper lakes region. Portage river, five miles in length, has been widened, deepened and generally improved, so that the entire waterway is thoroughly adapted to navigation.

Torch lake is a body of water seven miles long and lies a short distance northeast of Portage lake, the two being connected by Torch river. On its shores are located the great smelting works of the Calumet & Hecla mine and the stamp mills of the Osceola, Quincy, Tamarack and Ahmeek mines, as well as other industries.

HOUGHTON, THE COUNTY SEAT

This is a well-built village of five thousand people, located on the southern slopes of Portage lake, ten miles from Lake Superior on the west and fourteen miles from the mouth of Portage river. It is the northern terminus of the Duluth, South Shore & Atlantic Railroad, and lies on the Mineral Range and Copper Range railroads. The latter is owned chiefly by Houghton capitalists and has its general offices in that city. Houghton, in fact, shares with Hancock and Calumet, the honor of being the most important administrative and executive center of the copper interests in the Upper Peninsula. It is connected with its sister city across the lake not only by the railroad bridge of the Copper Range

line, but by a fine passenger bridge which was completed in 1876 by the Portage Lake Bridge Company. The Houghton County Electric line furnishes complete service to the village itself and connects it with Hancock, Laurium and Calumet, with branch lines to Lake Linden and other points.

Houghton has a number of magnificent buildings which would be creditable to a city of any size, including its court house on a most commanding site overlooking the business district; Masonic and Odd Fellows temples; one of the handsomest and best conducted hotels in the Peninsula; and also one of the most elegant club houses in Northern Michigan. It also has a handsome high school, built in 1899 which would now be valued at \$100,000 and which accommodates 250 of the 1,950 pupils which enjoy the privileges of its public system of education. Houghton has four ward schools, and employs altogether sixty-two teachers.

MICHIGAN COLLEGE OF MINES

Houghton is the seat of the Michigan College of Mines, one of the oldest and best institutions of the kind in the country. The handsome buildings and grounds of the institution are in the eastern part of the village. The college was established by legislative act of 1885, which vests the government of the institution in a board of control of six members appointed by the governor, and provides that "the course of instruction shall embrace geology, mineralogy, chemistry, mining and mining engineering, and such other branches of practical and theoretical knowledge as will, in the opinion of the board, conduce to the end of enabling the students of said institution to obtain a full knowledge of the science, art and practice of mining, and the application of machinery thereto." The school was opened for the reception of students September 15, 1886. Its establishment and the earlier appropriations for it are to a very large extent due to the great interest, the foresight and the energy displayed on its behalf by the late Jay A. Hubbell, of Houghton. He donated a portion of the site occupied by the college, and during his life spared no effort to further its aims and to help it toward prosperity.

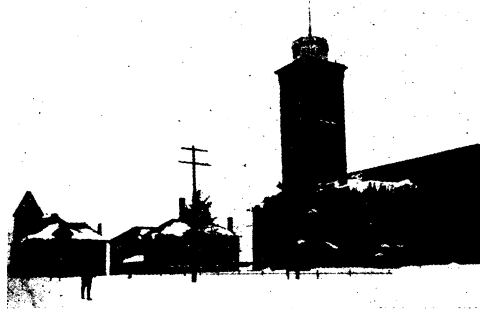
Most of the students of the college have been from Michigan, since it is a Michigan institution, but it has trained men from all parts of the United States, and from a number of foreign countries in both hemispheres. The concentration of effort on training men for the field of mining, the location of the College in a district where its students live in a mining atmosphere, together with its special methods of instruction, and manner of using the mining environment, have brought to the institution a large measure of success. The college was established for, and exists only for the purpose of training men to take an active part in the development of the mineral wealth of the state and nation.

The location of the Michigan College of Mines presents in a marked degree all these features. It is situated in the heart of the great copper mining region of Lake Superior. In the immediate vicinity are a num-



MICHIGAN COLLEGE OF MINES IN SUMMER

ber of active copper mines, among them several of the largest and most extensively equipped mines in the world. The deepest shafts in the world and the most powerful machinery employed in mining are here in constant operation. Beside the plants at the mines there are necessary docks, railroads, mills and smelters. To all the student has access, and he is required, under the direction and supervision of his instructors, to visit and inspect these plants and their operation at proper times during his study here. By being in such a district and being required to use its opportunities as he is, the student breathes from his arrival an atmosphere in entire harmony with his present and future work. He is continually inspired by observation of and contact with men who have achieved success in the line for which he is training. This location, together with the practical methods of training employed, account for the



MICHIGAN COLLEGE OF MINES IN WINTER

remarkable fact that of 522 men graduated up to this time, but twelve have left engineering for other pursuits.

The scheme of instruction includes the usual lecture, text-book and recitation methods, supplemented in every department by problems drawn as far as possible from actual practice. Because the successful engineer must be a man whose judgment of things is well developed, laboratory methods of instruction are given great prominence. These include the trips and the laboratory courses in which the student works with his own hands rather than watches the operations of some one else. The trips of inspection are to plants which exemplify often on a large scale the application of principles taught in the classroom to problems of commercial operation. The study of such application serves to vivify the teaching and to bring to the student a clearer comprehension and firmer grasp of the subject in hand. But it is obvious that in his own attempt to apply the principle to some definite problem of practice, the student will most speedily gain a true comprehension of its bearing and force. He should therefore have as far as possible his practice in the field or in properly directed laboratories. This the college endeavors to give. Necessarily the nearer the field or laboratory practice is made to conform to the requirements of actual operation, the more forcible its



JAY A. HUBBELL—FATHER OF MICHIGAN COLLEGE OF MINES, HOUGHTON

teachings. Moreover in such practice properly directed, lies one of the principle resources of the college in its effort to stimulate and influence the development of judgment on the part of the student.

The field of mining engineering is so broad, and the number of subjects bearing on it so great, that no student can profitably cover all of the ground in the time usually given to a college course. Moreover, the average student possesses greater aptitude in some part or parts of this broad field than in others. His interest and chances of success are greater the more deeply he goes into those portions for which he is best adapted. In order that he may do this the Michigan College of Mines has in operation a flexible system, allowing a considerable range in the courses or subjects comprising a given student's curriculum. Haphazard selection of subjects is not permitted. Each student is required to gain a broad view of the general field; he must preserve the natural sequence of subjects, and he must follow an orderly system which may become more specialized as he nears the end of his course. This college was the first, and until very recently the only institution to offer such privileges of choice to a student of engineering.

There are now 263 students in the college, averaging $22\frac{1}{2}$ years of age, of whom 149 come from Michigan, 16 from Minnesota, 12 from Illinois and 10 from Wisconsin. The total number received during the initial school year, 1886-87, was 23.

The president of the college is Dr. Fred W. McNair; secretary and librarian, Mrs. Frances H. Scott and the treasurer, Frederick W. Nichols. Besides Dr. McNair, the staff of instruction includes nearly forty members who have well-established reputations in their specialties.

The college plant embraces nine buildings, specified as follows: Hubbel hall is constructed of Portage Entry sandstone and has extreme dimensions of 109 by 53 feet, with a wing 37 by 25 feet, and is a two-story building. It contains the laboratories and lecture rooms of the departments of mineralogy and geology, and of mathematics and physics.

The Chemistry building is 115 by 45 feet, with wings 36 by 17 feet and 53 by 36 feet in size. It is a brick and stone structure of three stories in height. This building has a forced draft ventilation system.

The Mechanical Engineering building, of brick and stone, is of the extreme dimensions of 101 by 64 feet. It contains the rooms used by the department of mechanical and electrical engineering. The mechanical drawing room, on the second floor of this building, is an exceptionally well lighted room and well adapted to its purpose. In addition, the building contains the wood-working shop, the machine shop, electrical laboratory, testing laboratory, together with lecture and recitation rooms. A wing, 43 by 26 feet in size, has been constructed to accommodate a blacksmith shop. The ore dressing building is a wooden structure with main part 30 by 30 feet, two stories in height and an extension 51 by 30 feet. It occupies a slope on the eastern side of the college grounds which gives the requisite fall for gravity processes. There is also a reverberatory roasting furnace in a wooden building 28 by 28 feet. This furnace is operated in connection with the ore-dressing mill.

The Mining Engineering building is 134 by 53 feet, three stories in height, and is built of brick and stone. In the center of the building there is a tower which carries a large steel tank at the top, thus providing a water supply for the hydraulic laboratory, which is located in this building. There are eight floors in the tower which are used for experimental work in hydraulics. There are also in this building a mining engineering laboratory, a very large mapping and instrument room, a model room and mining lecture room.

The Metallurgy building is a three-story building of stone and brick, extreme dimensions 82 by 34½ feet. It is equipped with furnaces and apparatus for laboratory work in assaying, in metallurgy and in ore-dressing. There is also a collection of ores, metallurgical products, refractories and fuels used for demonstrating the lectures and for study. There is to be provided a separate furnace building, equipped with a blast-furnace for actual practice in smelting ores.

Generous friends of the College of Mines, including members of the Board of Control, have joined with the staff and students in providing the College with a handsome building to be used as a College Club House and Gymnasium. This building was completed in the winter of 1906. It is commodious and admirably adapted to serve its dual purpose.

The gymnasium is 45 by 90 feet in the clear and 24 feet from floor to ceiling. A running gallery is suspended 11 feet from the floor, 22 laps to the mile. The lighting both for day and night use is exceptionally good. There is also the necessary locker and bath.

The power plant, located close to the lake shore, is housed in a stone building 86 by 53 feet, which contains engine, boiler and coal storage rooms. From this building concrete service tunnels connect with all buildings and distribute light, heat and power.

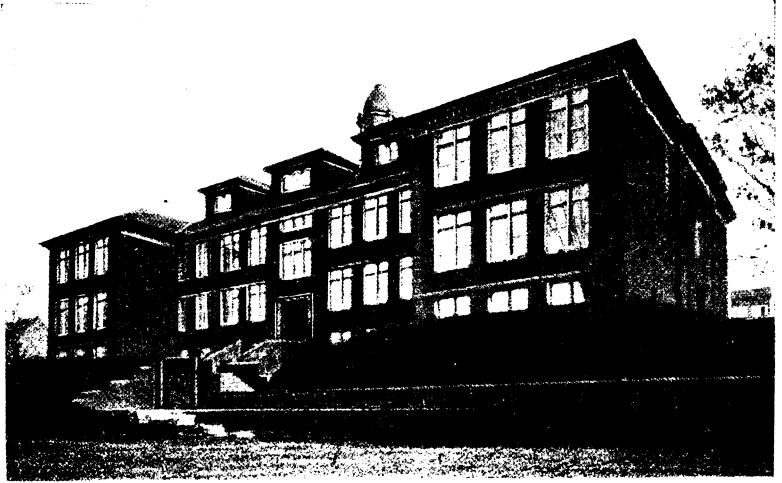
The Library and Museum building is a fire-proof building, granted by the legislature of 1907, which now houses the library and the geological and mineralogical museum collection. It contains also the business and executive offices of the college. It has a brick exterior, with tile and concrete interior construction. The main part is 130 by 49 feet and consists of basement and two stories. This contains, on the first floor, a beautiful and well lighted reading room, with convenient offices for librarian and assistant, and the business and executive offices. The entire second floor is occupied by the geological and mineralogical museum. A wing, 59 by 43 feet, contains the book stacks in three stories, the second of which communicates, through the delivery space, with the reading room. Modern equipment has been installed throughout the building.

OUTLINE HISTORY OF THE VILLAGE

The village of Houghton had its inception in the enterprise of Ransom Sheldon, who made his first visit to its site in 1845. During the winter of that year he came from L'Anse, but in the following spring went to Portage Entry, fourteen miles distant, where he erected a ware-

COLLEGE MINING STUDENTS ON A TRIP





HIGH SCHOOL, HOUGHTON



CLUB HOUSE, HOUGHTON

house and several dwellings and located his family in 1847. He did business there as a trader until the fall of 1851, when he removed to the location of the Quincy mine. Then in 1852, in company with C. C. Douglass, who purchased all the mining lands along Portage lake (including the present sites of Houghton and Hancock), he erected what was then deemed a model store building known as "Shelden's Store." This was the first structure erected on the ground now occupied by Houghton. Capt. Richard Edwards and Joseph Wallace soon followed Mr. Shelden, and in 1853 W. W. Henderson built a saw mill. In 1854 Mr. Douglass came over from Hancock, and in December of that year the settlement had so grown that Ernest F. Pletschke platted and surveyed a part of the northeast quarter of section 36 into town lots.

On November 4, 1861, with a population of 854, Houghton was incorporated as a village, its site then embracing the Pletschke plat and a strip of land to the south of it. At the first election, held at the office of John Atwood, December 2d of that year, the 185 voters of the village chose the following officers: President, William Rainey; clerk, John Atwood; treasurer, William Harris; assessors, Seth Reese and Alexander Pope; trustees, William Miller, Edward Roma, George Fuller, James D. Reed, Richard M. Hoar and Jay A. Hubbell; street commissioners, Thomas M. Hubbell, Edwin Berrer and Ransom Shelden.

In 1860-61 a volunteer fire department was organized by Richard M. Hoar, and the hand-engine then purchased in Detroit was the last of that pattern to be used in the Michigan metropolis. About 1872 the Houghton department bought a steam fire engine and 2,500 feet of hose, and from that time has improved its system of fire protection until it is now thoroughly adequate.

Houghton is a good church town. Among the first denominations to organize was the Catholic in 1859, and the St. Ignatius is still perhaps the strongest religious body in the village. In connection with the church work is a flourishing parochial school. The Methodists conducted a mission in this locality as early as 1854, but did not erect a church for some years later. The Episcopals scowed a church over the bay from Hancock and, after considerable tribulation in mid-water, or mid-ice, it was placed on safe ground in Houghton.

Both the Masons and Odd Fellows, who have erected such handsome temples at opposite ends of the village, organized their original local lodges in 1860. The pioneer lodge of the former was Houghton No. 218, which first met over the Pope & Harris store, while Mesnard Lodge No. 79, I. O. O. F., organized January 18, 1860, held its first meeting at the house of Joseph Wallace.

The *Houghton Mining Gazette*, long one of the most substantial and authoritative organs of the mining industries of the Upper Peninsula, is founded upon the *Portage Lake Mining Gazette*, established in June, 1859, by J. R. Devereaux.

The first pioneers of Houghton who had cast their lot upon the banks of Portage lake, where the village now stands, had no mail facilities

nearer than Portage Entry, fourteen miles away at the lower extremity of Keweenaw bay, and so called because it was at the point where Portage river enters Portage lake. On October 10, 1851, the first postoffice in this part of the county was established at Portage Entry, which was then only a small hamlet of half a dozen houses and perhaps twenty-five people, Indians included. Ransom Sheldon continued there as postmaster and store-keeper until the postoffice was discontinued in August, 1853. The present postoffice at Houghton was established May 22, 1852, with William W. Henderson as its first postmaster. It is now an office of the second class, with money order and international departments, and the large amount of business transacted through it is another evidence of Houghton's substantial standing.

CITY OF HANCOCK

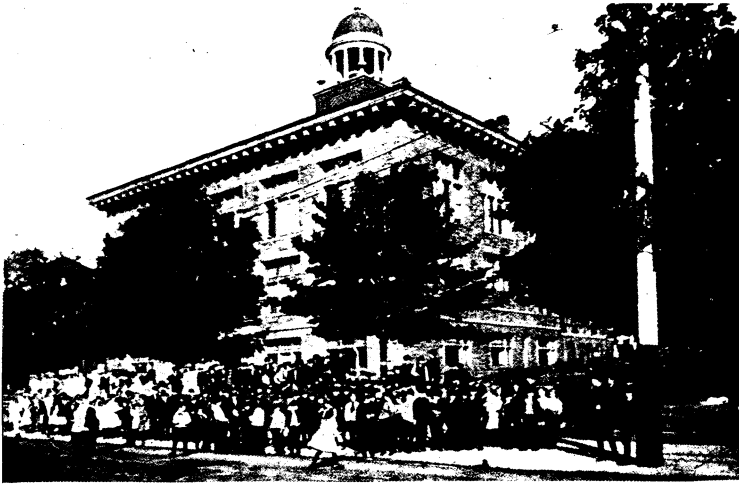
Although an incorporated city of nearly double the population of Houghton, Hancock is still affectionately called its "twin sister," the two being only naturally divided by Portage lake, which at this point is about half a mile in width. Artificially connected by the fine passenger bridge and that of the Copper Range railroad, they are virtually one community. As stated, Hancock lies on the northern declivities running down to the lake. It is the offspring of the Quincy Mining Company, the land upon which the city stands being originally owned by C. C. Douglass, who sold it to the mining company, of which he was a member and the first agent. In 1859, the village, then in Portage township (now in Hancock) was platted by Samuel W. Hill, then agent of the Quincy Mining Company, being laid out upon their land on sections 26 and 35, township 55, north of range 34 west.

The first building erected on the site of Hancock was a log cabin built in 1846, and stood about midway up the slope toward the Quincy mine. It was built at that point to hold what was known as the Ruggles mineral claim. In 1852, when Mr. Douglass came to temporarily reside on the land which he had purchased, besides this log cabin there were two other similar houses in the ravine just north of the old smelting works. In one of the latter lived James Ross, connected with the Quincy mine. Although Mr. Douglass continued to reside in his log house on the slope of the bluff only until 1854, then transferring his labors and influence to the development of Houghton, he was the first individual owner of land on the present site of Hancock. Another early comer was S. M. Boswell, who, in 1852, made a preemption claim on the land east of the city, where the old Pewabic stamp mill formerly stood. The first building erected in Hancock for mercantile purposes was put up by Leopold Brothers in 1858. They came from Eagle Harbor and Eagle River as soon as the village was platted and started its pioneer store.

The first election of village officers, under the charter granted by the board of supervisors, was held at the office of William Lapp, March 10, 1863, and the following were chosen: Henry C. Park, president; William Lapp, clerk; P. T. Tracy, treasurer; Dennis Dean, Samuel F.

Leopold, William R. Noble, P. G. Tracy, Thomas Wallace and James D. Reed, trustees; David Saar and M. W. Feeheimer, assessors; Patrick Felbey, marshal. There were 196 votes cast.

Hancock felt the impetus caused by the opening of the Red Jacket mine in 1867, but almost met its Waterloo in the terrible fire of April 11, 1869, which swept away about three fourths of the entire village, including its most substantial business houses. But the outlook of the mines was still all that could be desired, and its citizens therefore rebuilt the burned area within the year after the fire, and by 1871 the town had recovered its lost ground. The fire taught the lesson of a necessity for protection against future calamities of a like nature, and in March, 1871, a fire department was organized with a small hand-engine as its nucleus. Early in 1873 the village purchased a double-cylinder



HIGH SCHOOL, HANCOCK

steam fire engine. At the present time the city has modern apparatus, including four hose carts, and its water supply is drawn through half a hundred hydrants located at convenient points in municipal area. Both its water and electric light systems are up-to-date and meet all popular demands.

In 1861 that portion of Portage township in which the village of Hancock was located was organized into Hancock township. Hancock was first incorporated as a village by legislative act, in 1875, and during the succeeding twenty years repeatedly amended. That period was a season of great progress, during which, especially, its educational system was thoroughly organized. Its union school was first conducted (1869-75) in a frame building which stood on the slope on Franklin street, but in 1875 an elegant structure, costing \$30,000, was erected on that thoroughfare, at the west end of the village and then outside the

corporate limits. It was veneered with brick over frame, with a solid stone foundation, and at the time was one of the finest school houses in the county. The city is now provided with a handsome High School and three other good ward buildings, besides five parochial schools.

Of course, the churches and benevolent societies of the place had taken root long before Hancock received its corporate body from the legislature in 1875. The Methodists had organized in 1860, and the Catholics and Lutherans in 1861 and 1866—the latter two denominations being represented by St. Ann's Catholic church and St. Peter and St. Paul's German Lutheran. Steps had also been taken to found the First Congregational church in December, 1861, and the society was formally organized in the following spring. The Masons organized their first lodge at Hancock (Quincy No. 135) in January, 1862, and the Odd Fellows entered the local field as Mystic Lodge, in August, 1867. The Sons of Hermann established themselves in 1865. The Ancient Order of Hibernians is one of the oldest divisions in the state, having been instituted several years before the legislative incorporation of the state society in 1879. These two organizations are still well representative of the strong German and Irish element so characteristic of Houghton. In this connection should be mentioned the prominence which the Finnish nationality has attained among the miners who reside at and near Hancock. They not only have their churches, their lodges and their musical organizations, but have organized (1902) a flourishing life insurance association.

The city, as a whole, is both a community of churches and of lodges; and is also an amusement-loving place, as is evident by its first-class opera house, seating some 1,400 people, which stands on a prominent approach to the city and is known as Kerredge Theater.

The newspaper press of Hancock dates back to November 12, 1870, when Archy J. Scott and Alex Hamilton started the *Hancock Times*. On May 1, 1872 (the *Times* had suspended in February), the *Northwestern Mining Journal* made its appearance in Hancock, being the forerunner of the *Evening Journal* now published.

By act of the Michigan legislature, March 9, 1903, Hancock was incorporated as a city, the rapid growth of the place for the past twenty years being fairly indicated by the figures of the national census enumerators, who gave her a population of 1,772 in 1890, 4,050 in 1900 and 8,981 in 1910. By wards the figures read: Ward 1, 1,697; Ward 2, 2,139; Ward 3, 2,107; Ward 4, 3,038.

Important as the industries of the great Quincy Mining Company still are to the prosperity of Hancock, the city has long since outgrown the stage where its very life depends upon any one enterprise. It is both the immediate gateway and the outlet for the most productive section of the great copper range, north of Portage lake, being on the Copper Range, Mineral Range and Keweenaw Central roads, all of which connect with the Duluth, South Shore & Atlantic line, as already explained. Naturally, the Keweenaw Central, which has become one of

the great feeders of the copper country, has its headquarters in Hancock. The Houghton County Street Railway Company, which was incorporated in 1900 with a capital of \$750,000, closely connects the city with Houghton and with the entire northern copper towns to Calumet, the Quincy & Torch Lake road branching from its main line.

The city is the seat of several foundry and machine shops, the center of quite a sandstone industry, and its main street is lined with handsome stores. In other words, it is a modern, progressive community, resting mainly upon the pronounced stability and great growth of the copper industries.

CALUMET AND RED JACKET

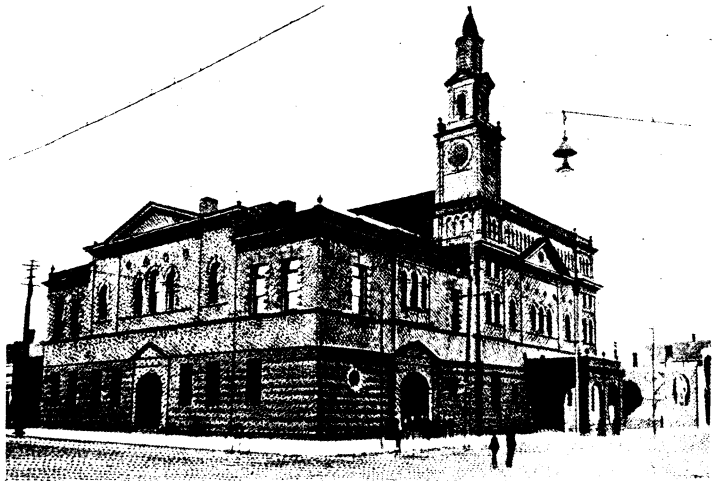
In the minds of the general public, Calumet is pictured as a well-defined industrial corporation; whereas, it is only a postoffice. The handsome community north of the village of Laurium, which is the headquarters of the grand operations of the Calumet & Hecla Mining Company, is Red Jacket, which is duly recognized as the village by Uncle Sam's census takers and by every authority of law. In 1889 what is now known as Laurium was incorporated as the village of Calumet, but the present name was assumed in 1895. On the other hand as Red Jacket and Calumet postoffices have been consolidated for many years under the latter name, all standard maps make the record of Calumet instead of Red Jacket; so the former has become, by far, the best known name.

The village of Red Jacket was given this name because of the old copper mine opened, in 1867, near its present site, and which is now designated as the Red Jacket vertical shaft of the Calumet & Hecla mine. Its bottom now rests about 5,000 feet below the surface, the first one hundred feet of which was sunk by E. J. Hurlbut, then the owner of the land, in the year named. The original company was the Portland, or Red Jacket, the latter being the name of the noted Indian chief. After a few months of prospecting Mr. Hurlbut disposed of his interests in his mineral land, reserving the surface rights which afterward were embraced in the village site. This father of the place came to the locality in 1856, when he built a log boarding-house, which was for many years occupied as a village residence. Others came—Northrup & Butler to open the first general store and D. T. Macdonald, the first drug store, in 1869.

Red Jacket village was organized under a special act of the state legislature passed in the winter of 1874-75, under which its first election was held April 10th of the latter year and resulted as follows: President, Peter Ruppe, Jr.; recorder, James H. Kerwin; treasurer, James Mailin, Jr.; assessors, Richard Bastian and James Sullivan; attorney, John Powers; marshal, J. C. Pearce; trustees, George Wertin, Henry Northy, D. D. Murphy, Martin Foley, Michael Borgo and Joseph Hermann. Soon after the election a fire department was organized, to guard against a repetition of the sweeping conflagration of 1870 which



MANUAL TRAINING SCHOOL, CALUMET



CITY HALL AND OPERA HOUSE, CALUMET

destroyed two-thirds of the village. The village paid department is now not only well organized, with two steam engines, but, as previously stated, enjoys the added security of protection from the complete fire department maintained by the Calumet & Hecla Mining Company, which promptly responds to calls from Red Jacket, Laurium and other towns and locations, which comprise what has been designated the "40,000-man mining camp of Calumet."

In the sketch of the Calumet & Hecla mine, mention has also been made of the splendid public library founded and maintained by the company and the numerous churches and school houses established on its splendid "location," chiefly through its initiative. The water supply of Red Jacket or Calumet, is also obtained through one of the three systems maintained by the mine owners, the village pumping station being at the shore end of the water works road, five miles west of the corporation. The Calumet & Hecla hospital, founded by the mining company for the care of its employees in 1870, is also an institution of which the town is proud. Perhaps the handsomest building in the village is that occupied as a City Hall and Opera House, and the most striking, for unique architecture, the Calumet & Hecla library. It also has a \$60,000 opera house, handsome outside and within.

The racial conglomeration represented in the industrial populace which mainly depends on the Calumet & Hecla interests for its support is well illustrated in the local press. The *Calumet News*, organ of the English-speaking element, occupies a thoroughly equipped office and plant. It was founded in 1881. The large Finnish quota is voiced in *Paivalehti*, published by a company incorporated in 1900; the Swedes have their *Posten*, the Slavonians their *Glasnik*, and the Italians their *Minatore Italiano*.

To provide against every contingency of strikes and riots which cannot be handled by the mine management, or civil authorities, the village represents a somewhat important military center. It is the headquarters of the Third Regiment, Michigan National Guard, and that command is represented locally by Company E, which has a good armory in the village. The schools of Red Jacket village and the Calumet & Hecla location are embraced in District No. 1, and are about sixteen in number, including a fine High and Manual Training School. The mining company erected the first building for educational purposes in 1867, and in 1869 was introduced the graded system. In 1875 a large building was erected by the Calumet & Hecla people, and since then the great corporation has never rested in its efforts to provide school and other educational advantages to the children of its employees, heartily cooperating toward that end with the village, township and county authorities. The building of the fine school in 1875 was the real beginning of the present well organized system of public instruction which has so benefitted the community. E. T. Curtis, afterward in charge of the school, has this to say of its importance: "School District No. 1 was organized September 2, 1867, under the general school laws of the state,

and reorganized as a graded district September 6, 1869, at which time seven teachers were employed. The rapid growth of the place led, in 1875, to the construction of the present school building, one of the largest in the country, fitted with every modern convenience. This building, centrally situated is 196 feet in length by 100 in width, three stories high. It has a public hall, an office and library, museum, laboratory, music room and eighteen school rooms. The museum is devoted to exhibits of native minerals, birds, etc., classified for study, and contains a collection of corals, shells, etc., scientifically arranged and presented by Prof. Alex. Agassiz, as well as many East Indian curiosities, products and utensils from Capt. Valentine Joy, of New Bedford, Massachusetts, and others. The whole building is heated by steam and due attention is paid to ventilation and proper lighting. It accommodates 1,200 students. This ample and well built structure, which makes so conspicuous a part of the town, was designed, constructed and furnished by the Calumet & Hecla Mining Company and rented by them to the district, and stands as a witness of the liberality and good will of the officers and stockholders of that corporation toward their employees."

The growth of Red Jacket village for the past twenty years is thus exhibited, on the authority of the United States census: Population in 1890, 3,073; 1900, 4,668; 1910, 4,211.

VILLAGE OF LAURIUM

Laurium, adjoining the Calumet & Hecla location and Red Jacket village on the south, has a population of over 8,000 people and has the distinction of being the largest incorporated village in the United States. It is an extension of the Calumet mining camp, although its wide, clean streets, neat houses and well-built stores give little evidence that most of its dwellers are mine workers. It is on the direct line of the Copper and Mineral Range railroads, as well as of the Houghton County Electric Street Railway, about a mile from Calumet postoffice and four miles northwest of Lake Linden, the location of the Calumet & Hecla stamp mills. Laurium has its own two banks; its newspaper (*Italian Miner*, established in 1896); fire department, including a good steam engine; six churches; four public schools, a commercial college and the Sacred Heart parochial school, and two water systems—one for domestic use, in which the supply is drawn from Lake Superior, and another from a dam, used for fire and sanitary purposes. Its public hall—Palestra—seems quite classic and is an index of a large Italian element.

As stated in the sketches of the mines, the village originated in the Laurium Mining Company, which is still existent, and was first incorporated as Calumet. It has been known as Laurium since 1895.

LAKE LINDEN AND HUBBELL

The village of Lake Linden, in Schoolcraft township, was organized in 1868, the year following the erection of the first Calumet &

Hecla stamp mill, and incorporated in 1885. It is now a prosperous community of 2,325 people. Lake Linden stands on the western shore of Torch lake, an arm of Portage lake, and is five miles southeast of Calumet, and ten miles northwest of Houghton. It has five churches, a good opera house, a newspaper (*Native Copper Times*), and is closely connected with the Copper and Mineral Range railroads, as well as with the county electric system, by means of the Hecla & Torch Lake railroad. Lake Linden is, in fact, an up-to-date community.

Hubbell, formerly known as South Lake Linden, is now a separate incorporated village of over a thousand people, and is the special site of the Hecla smelting works and the stamp mills of the Quincy, Osceola, Tamarack and Amecik mines. A planing mill and also other minor industries are also located there.

Among the early pioneers of the Lake Linden region were Peter Robesco and Joseph Robesco, (Frenchmen), Joseph Gregory, E. Brule, J. B. Tonpont and the Beasley brothers. The earliest settlement was in 1851, and two years later Alfred and James Beasley came to the locality, and built houses for themselves as well as the first hostelry, called the Half-Way House, at the north end of the lake. The place, however, did not obtain its start until the Calumet & Hecla interests commenced to plant themselves on the western shores of Torch lake in 1868. The first school building was erected in 1867; the St. Joseph's Catholic church was the pioneer religious society and organized in 1871. On July 23, 1868, the Lake Linden postoffice was established, that government department having reached the third class.

Other than the points in Houghton county, already noted, may be mentioned Dollar Bay, a hamlet of a few hundred people on the Mineral and Copper Range railroads, four miles northeast of Houghton.

KEWEENAW COUNTY

Keweenaw county was set off from Houghton county by act of the legislature approved March 11, 1861, and was described as follows: "All that portion of Houghton county lying north of township 55 north, range 31 west, including Manitou islands of Lake Superior and Isle Royale. The seat of justice was established at Eagle River and the first election for county officers was held in the fall of 1861.

As stated, the county comprises the northern portion of what is generally called Keweenaw point, a peninsula—the point proper being the northeastern extremity of this bold projection of land into Lake Superior. It is needless to here repeat the early ventures of the Pittsburg & Boston Mining Company, and the opening of the old Cliff and Phoenix mines, at Eagle River in 1843, with the operations of the Eagle Harbor Mining Company in 1845, and the general advent of mining adventurers to Copper Harbor in 1846. The story of the rise and decline of these interesting communities has been repeatedly told, and it is the present purpose to briefly describe conditions in Keweenaw county as they are today. This, also, has been partially accomplished in the foregoing account of its mines which are either productive or being developed.

Eagle River, the county seat, is a little settlement of two or three hundred people lying on the north shore of the peninsula, in the southwest portion of the county, on Lake Superior at the mouth of the stream whose name it bears. It is in Houghton township, two miles northwest of Phoenix, the nearest railroad station (located on the Keweenaw Central line), with which it has daily stage communication. Its nearest banking facilities are at Calumet, sixteen miles to the south.

The most flourishing town in the county is now Mohawk, the location of the mine by that name, eight miles south of Eagle River on the Mineral Range and Keweenaw Central railroads. (See Mohawk Mining Company). The town comprises probably two-thirds of the population of Allouez township, in which it is located; includes a well-organized bank, a number of thoroughly-stocked stores, several churches and a weekly newspaper (*Keweenaw Miner*). In the same township are the small towns at the location of Allouez and Ahmeek mines—the latter an incorporated village of nearly 800 people. Mandan, on the Central line, seventeen miles east of the county seat is somewhat of a mining location, being the site of the Medora mine. It is in Grant township. Phoenix is about two miles south of Eagle River, while Eagle Harbor and Copper Harbor on the far north shores of Lake Superior, away from the Keweenaw Central line, are but historic memories of the pioneer days of copper mining in the Upper Peninsula.

DESCRIPTIVE

Keweenaw county is a rare mixture of scenery and history, as the following items chiefly collated from an attractive booklet issued by the Keweenaw Central Railroad will prove. The points are mentioned substantially as they are reached along the route of the road, running northeast from Calumet to Mandan, with spurs to Crestview and Lac La Belle.

Out from Calumet are first passed, within viewing distance, the great locations of the Calumet & Hecla, Tamarack, Centennial, Wolverine, Kearsarge, Allouez, Ahmeek and Mohawk—the last three being just over the Keweenaw county line.

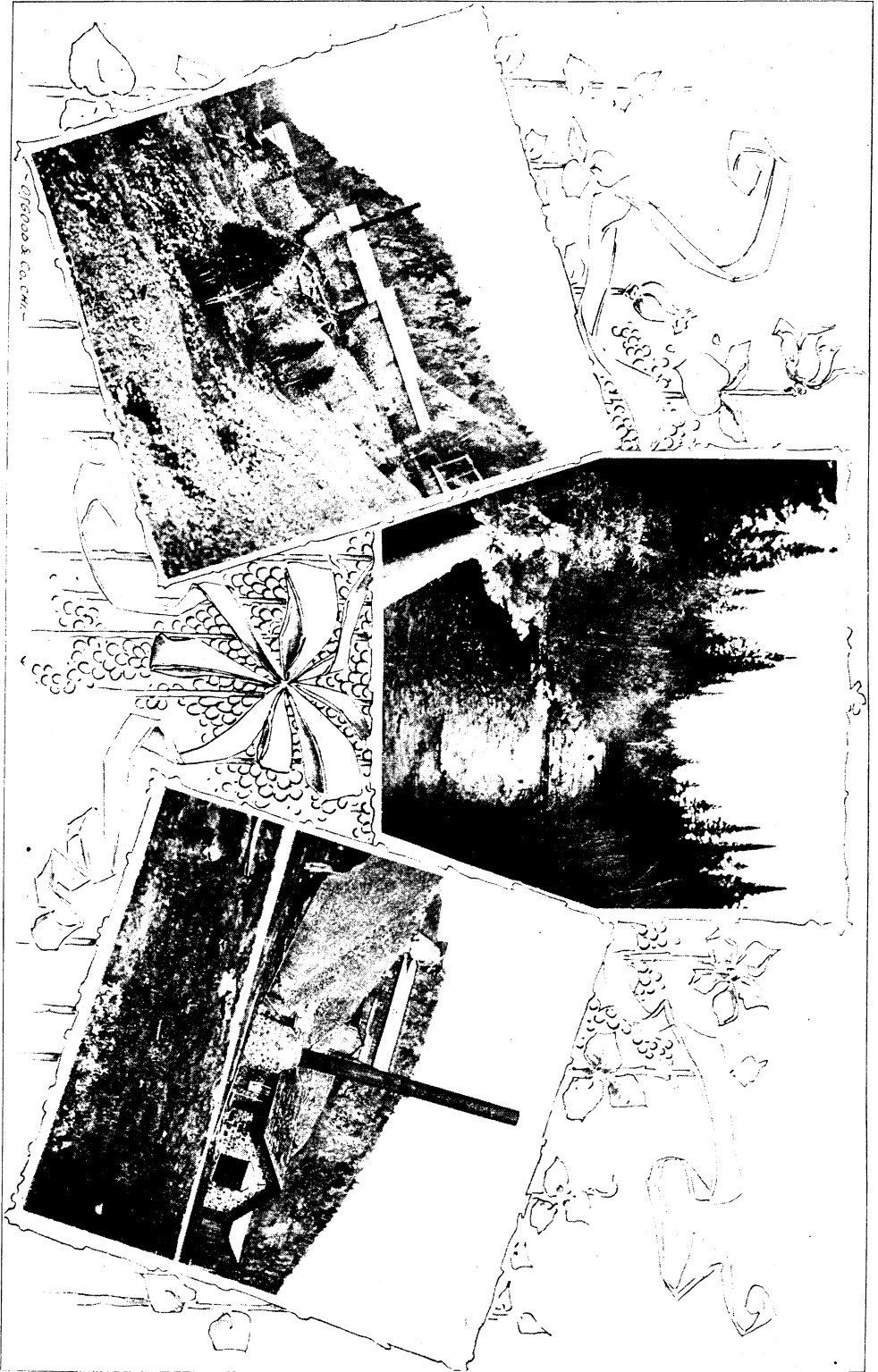
Mohawk, as has been noted, is the metropolis of the county, being the home of the Mohawk mine, one of the most reliable dividend payers in the copper country.

The Gratiot River has long been famed for its brook trout fishing and during recent years, in addition to the numerous mature fish in its waters, over a million young trout have been planted in this stream and its tributaries. Here is located the Ojibway mine, which is destined to be one of the great copper producers.

From Ojibway to Phoenix the track is bordered on one side by the "Cliffs," one of the greatest natural wonders of the northwest. Towering almost beyond the line of vision, the vari-colored rock peers forth here and there from its covering of verdant green.

The rugged grandeur of the scenery, as the Keweenaw Central train passes under the precipitous walls of the giant Greenstone Cliffs, is very

SCENES IN KEWEEHAW COUNTY



impressive; on the opposite side of the track are undulating hills, covered with verdant green. Here is found the romantic, deserted village of Cliff—churches, school buildings, town halls and the little log cabins which once housed a happy and industrious community, now given over for the most part to haunting wraiths of long ago.

Here we find the home of the man whom copper made a money king. The first mine in the great copper belt is located here, and all along the track are signs of vanished greatness, mingling with the newer creations and more modern habitations of the later generations which are now beginning to teem with life as new mining efforts are undertaken under Calumet and Hecla interests, the present owners of the New Cliff.

Actual mining at the Phoenix was begun October 22, 1844, and from it was taken the largest piece of native silver ever found. It is now in possession of the mint at Philadelphia and weighs $8\frac{2}{3}$ pounds.

Crestview, which is reached by a short branch from the main line, at Phoenix, is a creditably improved recreation resort owned by the Keweenaw Central. It is fifteen miles from Calumet and a short distance southeast of Eagle River, the county seat. The resort is on the crest of a ridge overlooking Lake Superior, and numbers among its artificial attractions a handsome casino and dance hall and facilities both for athletic and juvenile recreations. The good road to Eagle River is bordered with charming scenes.

As the train passes out of Phoenix and away from the rugged hills, which tower above the tracks, a short glimpse of Lake Superior is offered. When it reaches the next station, Central, at an elevation of 600 feet above the lake a pretty village is disclosed, having as its most striking artificial feature a handsome school house on the hill.

The Central location, beyond the Phoenix, on the main line, was opened in 1854 and for nearly forty years was a steady dividend payer. The mine closed down in 1898, after producing copper to the value of nearly \$10,000,000. The company's extensive lands are now controlled by Calumet & Hecla interests.

From this point are reached Gratiot lake, Copper Falls and Arnold. The first named is the only lake of importance in the Keweenaw peninsula where bass abound. Deer are also plentiful around it; so that the locality is becoming a most popular resort for anglers, hunters and pleasure seekers of whatever inclination.

Succeeding Central, on the main railroad line, is Delaware, standing in the center of an attractive plateau, affording an excellent view of the natural panorama dotted with the green hills, sparkling streams and glistening lakes. The Montreal river, famous for its speckled trout fishing, here parallels the Keweenaw Central track for miles. The Delaware mine is now known as the Manitou, and is controlled by the Calumet & Hecla Mining Company. A regular stage is operated between Delaware and Eagle Harbor.

At the latter old copper town is the historic school house. In 1860, at the age of twenty-one, Justus H. Rathbone came to Lake Superior,

where he engaged in teaching school at Eagle River and Eagle Harbor. Here in the little school house he wrote the ritual of the Knights of Pythias, which order has since expanded throughout the length and breadth of the land. The old school is being thoroughly repaired by the Grand Lodge and will be maintained as a standing memorial of the birthplace of the order.

From Lac La Belle Junction, the Keweenaw Central has pushed its main line to Mandan and a southern branch to Lac La Belle. The branch takes them to the shores of Lake Superior and into a delightful resort country, embracing the invigorating charms of Lac La Belle, Deer lake and Bete Grise bay.

Mandan is located in the heart of a virgin maple grove, so situated as to enjoy the freedom of Lake Superior's bracing breezes. It is one of the most thriving locations in Keweenaw county and affords many natural attractions for the seeker after health and pleasure. This is the location, as stated, of the Medora mine, one of the properties of the Keweenaw Copper Company.

A few miles northeast of Lake Medora and the mine location, on the shores of Lake Superior, is the once famous Copper Harbor. At this point, on the banks of Lake Fanny Hooe are the decaying and falling ruins of old Fort Wilkins—relics of the days when the Indians threatened to overrun the northwest and massacre its inhabitants. The post was established in 1844 and garrisoned by two companies of United States infantry under Captain Cleary. The lake itself is surrounded by picturesque hills and affords fine bathing and excellent fishing. There is a unique hotel at Copper Harbor—Hotel Nordland—and the place is thoroughly enjoyed by resorters who are looking for recreation without a stifling crowd.

KEWEENAW COUNTY MINES

Although copper mining had its origin in the old Cliffs of Keweenaw county, this section of the Upper Peninsula has only one dividend payer—the Mohawk mine, whose location is at Gay, about four miles northeast of Calumet. Its lands comprise 800 acres, forming an irregular tract, with the Ahmeek and Seneca mines on the north and a portion of the Ahmeek tract on the west. The Mohawk, formerly known as the Fulton, was supposed to lie too far east to carry the outcrop of the Kearsarge bed, until the outcrop was accidentally discovered in 1896 while a wood-road was being cut through that section. The Kearsarge lode, on which the mine is opened, outcrops for about a mile on the Mohawk tract, and, it is estimated, that the deepest shaft can be sunk for nearly a mile and a half before reaching the boundary. Five shafts are now in active operation. The mine has a complete telephone system, surface and underground, and its buildings include a machine shop, smithy, carpenter shop and warehouse, a well-equipped hospital, and numerous minor buildings and dwellings for employees. A considerable village, with business houses, a bank, newspaper, etc., has grown

up around the mine. Near the mouth of the Tobacco river, on Traverse bay, Lake Superior, is the Mohawk stamping mill, opposite the Wolverine plant at Kearsarge, Houghton county. The mineral is taken from the bin-house, in self-dumping steel cars, to the Michigan smelter at Houghton, where it is reduced to fine copper. As stated, water for both the Mohawk and Wolverine mines is furnished from a joint pump house which stands near the Tobacco river. The wharves, with coal hoists and storage sheds, are a short distance from the stamping mill. The town site at the Mohawk and Wolverine mines is named in deserved honor of Joseph E. Gay, long identified with substantial copper mining, and is well laid out and built.

The Mohawk Mining Company was organized in 1898 with a capitalization of \$2,500,000. It has been paying dividends since 1906, the total received by stockholders until 1910 having been \$1,950,000; dividends for 1909, \$300,000. About 1,000 men are employed and for the year ending December 31, 1909, 11,248,474 pounds of refined copper were produced.

As stated, the location of the Ahmeek Mining Company is west and south of the Mohawk tract, near the Houghton county line and northeast of Calumet. It consists of 920 acres set off, in 1880, by the Seneca Mining Company to work the Kearsarge, or Houghton conglomerate, and its mine office is at Allouez. Its first shafts were sunk by Captain John Daniell, founder of the great Tamarack mine. Production was not at all regular until the Kearsarge lode was located in the spring of 1903, and is considered by experts a very promising property. Its entire output has amounted to over 10,000,000 pounds.

As noted, the original Seneca location of 3,240 acres was reduced to 1,880 acres by setting off the Ahmeek tract in 1880. The original Seneca Mining Company was organized in 1866, and the present property is still a development proposition.

The old Allouez mine is of still earlier origin, having been opened in 1859. Active mining commenced in 1869 and suspended in 1877, when the property was leased by Watson & Walls, by whom it was worked intermittently until 1892. The old mine has been idle for some years, except for experimental work, and the stamp mill on Hills Creek is only valuable as a relic of by-gone mining days. Control of the old Allouez Mining Company, organized in 1859, was obtained by the Calumet & Hecla Mining Company, in 1907. Embraced in the present Allouez location are about 3,400 acres, including the main tract of 640 acres in which the new mine is opened, its plant being reached by a spur of the Mineral Range Railroad. Its production of refined copper in 1909 amounted to 4,031,532 pounds.

The Keweenaw Copper Company, organized in 1906, with the capital of \$10,000,000, controls the Keweenaw Central Railroad Company, Phoenix Consolidated Copper Company and the Washington Copper Mining Company. Its holdings comprise about 20,000 acres of mineral lands which carry considerable timber. The tracts are in three main

groups which are the keys to the great Keweenaw mineral belt for a stretch of fourteen miles, and include the tracts formerly owned by the Aetna, Copper Harbor, Empire, Girard, Hanover, Keweenaw, Mandan, Medora, Pennsylvania & Boston, Resolute and Vulcan companies. The Keweenaw Copper Company also controls extensive water-frontages on available harbors and undeveloped water powers of great prospective value.

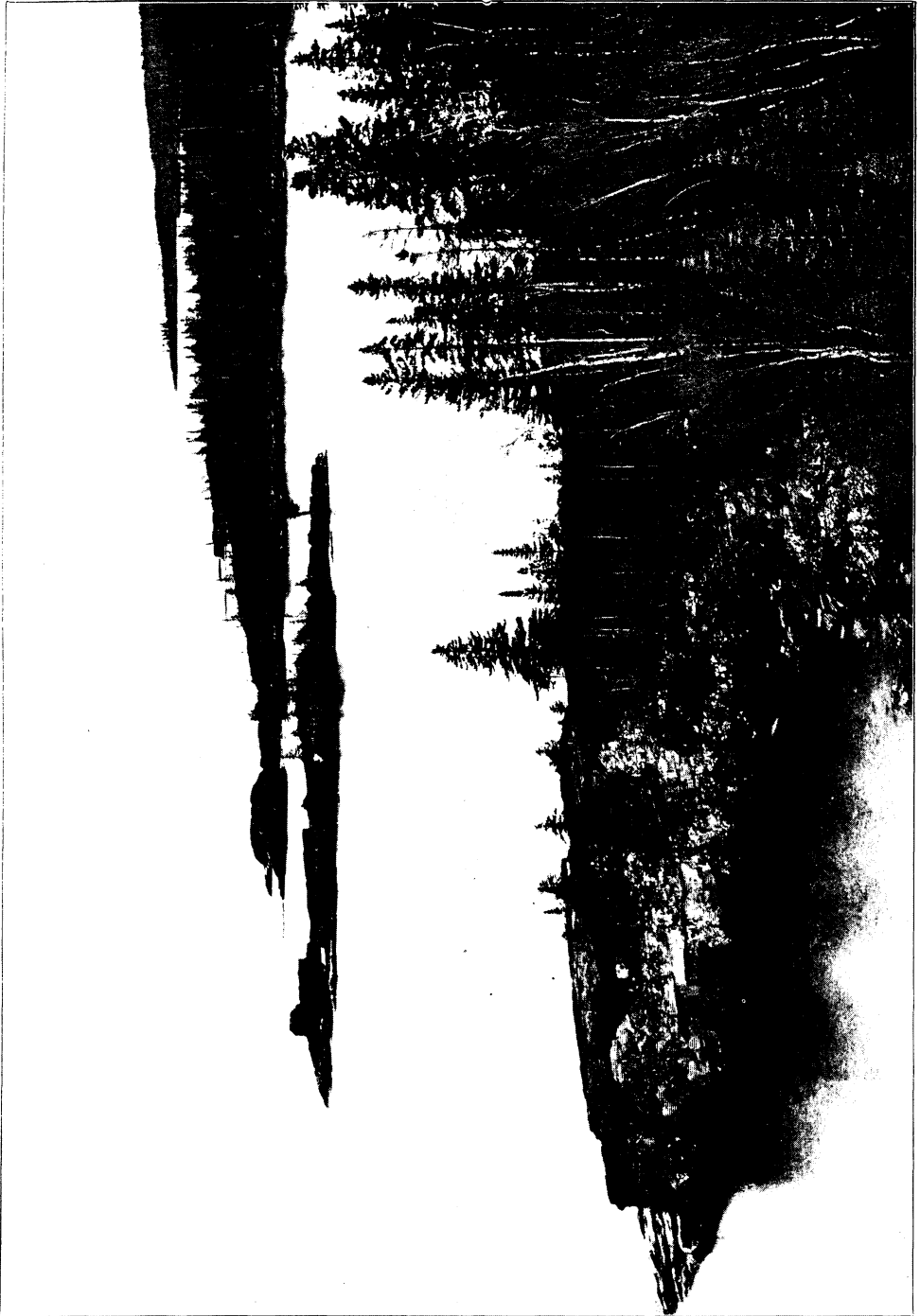
The company's lands include nearly two miles of water frontage on either side of the Montreal river, including Fish Cove, one mile east of the river's mouth, which, with other holdings, give the company the entire water-front of Lake Medora (formerly Musquito lake). This corporation also owns the Lac La Belle, or Medora ship canal, connecting the former little body of water with Lake Superior.

The Keweenaw Copper Company secured control of the old Lac La Belle & Calumet Railroad, which was reorganized as the Keweenaw Central Railroad Company; the latter's entire issue of stock, \$350,000, is owned by the copper company, which rebuilt the old Lac La Belle line of eight miles and extended it southwest to Calumet. The line has now about thirty-three miles of spurs and branches, cost \$800,000, and terminates just south of Centennial, a suburb of Calumet, where it connects with the Copper Range Railroad.

Most of the old mining properties secured by the Keweenaw Copper Company were prospects only, although the Aetna had a small recorded production and the Resolute mine had been developed in a small way. Late developmental work has been restricted to the Medora-Mandan-Resolute tract of 2,440 acres. The Medora mine, opened about 1860, has several old shafts, its bed, traversing the lands for about four miles and outcropping several hundred feet north of the Montreal river lode. Buildings at this location include small shops, an office and about twenty dwellings. Prospects at this point seem the most favorable.

The Ojibway mine, which is in its development state (having been opened in 1907) is located in a 1,600-acre tract between Seneca mine on the south and the historic Cliff mine on the north. The latter, as has been noted, is a property of the Tamarack Mining Company. It includes the Cliff proper and the South Cliff, which were connected underground in June, 1908. The Cliff is the oldest mine in the Lake Superior region, having been opened in 1846. It was closed in 1870, reopened in 1872 and abandoned in 1878, having paid dividends amounting to \$2,518,620, from 1849 to 1879 inclusive. The mine was opened on a fissure vein, which was pretty thoroughly worked out before the property was abandoned and produced perhaps the most silver of any Michigan mine.

The entire copper industry in Keweenaw county gives employment to a little more than 2,000 men.



TODD'S HARBOR. ISLE ROYALE

POPULATION

According to the various enumerations made by county, state and national authorities the population of Keweenaw county has varied as follows: 1864, 5,180; 1870, 4,205; 1874, 5,415; 1880, 4,270; 1884, 4,667; 1890, 2,894; 1900, 3,217; 1910, 7,156. The figures given by the last three censuses of the national bureau are as follows:

TOWNSHIPS	1910	1900	1890
Allouez township including Ahmeek vil- lage	5,672	1,610	1,103
Eagle Harbor township	193	1,346	576
Houghton township	448		189
Grant township	258	157	100
Sherman township	585	104	868

OLD ISLE ROYALE COUNTY

It is said that it was Franklin's foresight which included Isle Royale among the group of picturesque islands which falls on the American side of the international boundary line. It has been attached to Keweenaw county for many years, although it lies much nearer Minnesota than Michigan territory.

Isle Royale and the adjacent islands of Lake Superior were established as a township of Houghton county, March 16, 1847, under the name of Isle Royale township, and the first town meeting in that year was held at the house of Joseph Petit. In 1861 the territory was included in the newly-organized Keweenaw county, from which it was detached in 1875, only to be returned to its mother about a decade later. From the standpoint of a contributing element to the growth of the county, Isle Royale was never important. As given in the census returns of 1880, Minong, its only organized township, had a population of only fifty-five in that year.

Isle Royale is about fifty miles north of west from Keweenaw Point, its extreme eastern point being nearly opposite Eagle River. It is fifty-one miles in length and averages about five in width, heavily timbered with evergreen some distance from the shore. Inland and in the valleys are also found large growths of white pine and cedar. Hills rising from three to four hundred feet above the lake are found in many localities, and in some places on the west are bold cliffs of greenstone rising from the water's edge, while on the eastern shore there abounds coarse sandstone. On the point, at the entrance to Siskawit bay, superior sandstone for paving purposes is deposited. From the times of the early French discoveries, Isle Royale was known to have all the geological indications of a copper country, and great expectations were formed as to its future; but when it was found in the first half of the nineteenth century that the same formations extended into the mainland forming a great mineral ridge one hundred and fifty miles

long, mining operations were centered in a country which was bound, in a short time, to provide full transportation facilities by water and land. It will therefore be many years, in all probability, before Isle Royale is developed as a mining country.

The island is remarkable for the completeness of its natural harborage. It is probable that there is no equal area in the Lake Superior region which provides more numerous and better harbors. On the north shore is Amygdaloid Island harbor and Todd's harbor, and among the Fingers—as the slim northeastern extensions of the island are called—are several good harbors. On the south Rock harbor is extensive and secure; Siskawit bay is a fair refuge, except in a direct northeast gale, and Washington harbor, on the west, with three distinct entrances, has seventy-five feet of water for more than five miles.

ONTONAGON COUNTY

Ontonagon is one of the six countries into which the act of March 9, 1843, divided the Upper Peninsula of Michigan. The region had been explored by Samuel W. Hill, in 1841, before the Burt surveyors came into the country, and he was afterward a member of the Houghton surveying party, and in the following year James K. Paul arrived in search of the "copper Manitou;" but the first white settler, this same "Jim Paul," preempted and took possession of his claim at the mouth of the Ontonagon river, on the 2nd of May following the creation of the county by the state legislature. In 1844 the United States government erected the Mineral Agency building on the east side of the river, and in the summer of 1845 the first practical mining in the county was commenced at the old Minnesota location. Then Daniel S. Cash, William W. Spaulding and Edmond Lockwood set themselves up as merchants and river freighters, and the settlement of Ontonagon at the mouth of the river may be said to have become a fact. It was the Minnesota mine which in May, 1849, drew the first craft up the river (propeller "Napoleon"), and on the 15th of June she took away a load of copper ore as the first shipment which ever passed through Ontonagon harbor, or out of the Lake Superior country. In more ways than this, as will have been realized by the reader of the general chapter on mining, Ontonagon county was the mother of the industry, though she has long since been overtaken in production by her more fortunate and vigorous offspring.

As stated, Ontonagon county was legalized as a body politic in 1843, and although several acts were passed for her actual organization they were found defective; so that an election for county officers was not held until September, 1852. This resulted in the choice of Ira D. Bush for district judge; J. H. Edwards, judge of probate; W. W. Spaulding, circuit court commissioner; H. H. Close, clerk and register; T. B. Hanna, treasurer; Peter Dean, sheriff, and Charles Merryweather, surveyor. The first board of supervisors consisted of Augustus Coburn, for Ontonagon township, and James Van Alstine, for Pewabic.

Under the organic act of 1846, Ontonagon village, at the mouth of

the river by that name, had been declared the county seat, and there it has remained. The land upon which it stands was the tract preempted, in 1843, by James K. Paul, who recorded the village plat January 13, 1854. Its first postmaster was D. S. Cash, the merchant, who was appointed in 1846.

In 1851 a commencement was made in the village system of education by James Scoville, who taught the first local school; although it may be said more truly to have originated in December, 1853, with the organization of the first school district. In 1856 the first school board was organized, and in the winter of 1857-8 the school population of the town depended on one public and two private institutions. The Catholics, Presbyterians and Episcopalians all founded churches in the early fifties, the Methodists and Swedish Lutherans establishing societies at a later date.

In 1856 the harbor of Ontonagon commenced to be improved in a small and half-hearted way, but its facilities as a port of entry and shipment were not materially increased until the general government, through Major Roberts, assumed the work in 1867. The harbor is now a worthy natural and artificial outlet, as well as distributing point, for a country one hundred and fifty miles to the northeast and southeast, furnishing considerable products of the mines, forest soil and fisheries. Ontonagon is the lake terminus of the Chicago, Milwaukee & St. Paul Railroad, the Ontonagon Railroad, being in direct connection with this system.

Ontonagon's fire department was organized in 1858, when No. 1 company was formed and its engine house built. The village has now a good department, and also owns and operates its own water and electric light plant. It is in the vicinity of lands thickly wooded with hemlock, pine, ash, basswood, birch, maple, elm and cedar, as well as in the midst of valuable deposits of clays and shales and agricultural tracts of pronounced fertility. The town is already the center of a progressive district of vegetable, grain and fruit farms, and for the sale of lands; has a good bank and two hotels; a well organized school and weekly newspaper (*Ontonagon Herald*); saw mills, stave, veneer and heading factories; cedar, yards, and two fish companies. With its natural surroundings and advantages, it is quite likely to be the site of tanneries, pulp and paper mills, wooden ware and chemical plants, and yards for the manufacture of both paving and fine brick. Ontonagon's only smelting works were started in 1862 and shut down in 1867. In the estimation of many, an even more important item in her local history was the visit of Prince Napoleon and suite of France to her shores. He came on the steamer "North Star," in August, 1861, and although his errand was but to gather some specimens of native copper for his mineral collection—still royalty has trodden the soil of Ontonagon, and that is enough.

Rockland township was one of the first to be organized in Ontonagon county, the organizing meeting having been held July 4, 1853, at the home of Daniel Cavina. The population of the township was 2,858 in 1860; 1,479 in 1870 and 877 in 1880. The decrease in population was caused by the decline in mining operations.

Greenland township, in the southeastern part of the county, was first organized February 3, 1853, at the office of the Forest Mining Company.

About 1850 Carp Lake township, in the western part of the county, was formed mainly out of the original Pewabic township.

The original Pewabic township covered Carp Lake and retained its organization until 1865, when it was disorganized and part of its territory absorbed by Rockland.

About the time Carp township was permanently organized in 1853, the township of Algonquin was formed and continued until 1874, when its territory was absorbed by Greenland.

The population of the county from 1890 to 1910, inclusive, according to the figures of the United States census bureau has been as follows:

ONTONAGON COUNTY	1910	1900	1890
Bohemia township	207	268	92
Carp Lake township	139	69	18
Greenland township	1,836	1,390	272
Haight township	210	289	
Interior township	479	274	559
McMillan township	458	868	597
Matchwood township	554	156	
Ontonagon township including Ontonagon village	2,437	1,618	1,564
Rockland township	1,842	1,265	654
Stannard township	498		
Totals	8,660	6,197	3,756

ONTONAGON COUNTY MINES

There are five copper mines in Ontonagon county—three good producers and three in the stages of development or uncertainty. The Michigan, Mass and Victoria mines are the active producers and are considered among the best copper properties in the Upper Peninsula.

The Michigan Copper Mining Company was organized January 5, 1899, with a capital of \$2,500,000. Its location comprises 6,686 acres and includes 4,870 acres of mineral territory, 1,466 of timber and miscellaneous lands, and a 150-acre mill site. The main tract is three miles east and west, by four and a half north and south, active operations being conducted at Rockland, northeast of the center of the county. Included in the Michigan location are these three old mines, the Minnesota, Rockland and Superior.

It was in the Minnesota tract that the prehistoric pits were discovered, noted in the general chapter on copper mining, and which led to the opening of the modern mine in 1847. In one of the pits was a "6-ton mass of copper raised on skids, on top of which grew a hemlock tree having nearly 400 rings of annual growth. Immense masses of virgin

copper were taken from the Minnesota, the largest (found in 1856), measuring 12 feet 6 inches by 18 feet 6 inches by 46 inches, weighing 527 short tons and requiring the work of 20 men for 15 months in cutting it into pieces small enough for hoisting (See Copper Manitou). From 1847 to its closing in 1870 the Minnesota produced 34,704,668 pounds of fine copper and paid \$1,820,000 dividends. The Rockland, lying east of Minnesota, was operated in 1853-70, with an output of 6,210,309 pounds, and the Superior, about a mile east of the present workings, made 567,331 pounds during the periods of its activity, 1856-69 and 1876-9.

The present Michigan mine is a combination of two new mines and a reopened old location, its shafts being sunk on a bed which outcrops a few feet north of the North Minnesota fissure. A few miles to the north-east are the Mass and Adventure mines. The Michigan mine has ten miles of underground workings; employs about 450 men; is opened by three shafts and produces from 1,900,000 to 2,900,000 pounds of copper annually. Its new stamp mill is about a mile north of the Mass plant at Keweenaw Bay, water being secured through a 1,200-foot tunnel. A distinctive feature of the copper which is produced by the Michigan mine is its high electrical conductivity, in which quality it surpasses all other Lake Superior varieties.

The mining town of Rockland has a population of about 1,500; is a station on the Chicago, Milwaukee & St. Paul road, twelve miles south-east of Ontonagon; has an opera house, weekly newspaper (*Reporter*) and a bank; three churches—Catholic, Methodist and Episcopalian, and is quite a place. It was first settled in 1859.

Mass Consolidated Mining Company was also organized in 1899 and capitalized at \$2,500,000. Its location of 2,400 acres embraces the old Ridge, Mass and Ogima mines, and the old prospects known as the Merimac and Hazard, the joint production of which, under previous managements, was 11,131,023 pounds of fine copper. The Ridge mine, operated from 1850-74, made 5,134,449 pounds of copper and paid \$100,000 in dividends; the Mass mine, opened in 1856 and worked intermittently until 1886, had a total output of 5,014,266 pounds, and the Ogima, from 1860 to 1868, produced 982,308 pounds. The Mass has openings on all of its copper-bearing beds. As a whole it is rich in mass copper and carries considerable silver. In addition to the usual mine buildings, there are about sixty good dwellings on the location; also a town site, Mass City, which is the terminus of the Mineral Range Railroad and a station on the Chicago, Milwaukee & St. Paul line. It has a bank, shipping facilities and several churches. The Mass stamp mill is at Keweenaw Bay, on the west shore of that body of water in Baraga county, at the junction of the Mineral Range and Duluth, South Shore & Atlantic railways, thirty-four miles northeast of the mine. Here are also wharves, a warehouse, shops and quite a collection of dwellings. In 1909 the Mass mine produced 1,723,436 pounds of refined copper.

The Victoria Copper Mining Company was organized in 1899, with

a capital of \$2,500,000, and its location of 2,395 acres is just west of the Ontonagon river, four miles from Rockland, which is its banking and shipping point, and sixteen miles south of the county seat. Its tract is nearly three miles in length, north and south, and two miles at its widest part. The first attempt at Lake Superior copper mining in historic times was made on what is now Victoria property in the winter of 1770-71 (see general history of copper mining). In 1849 the property was opened, under the name of Cushin, on a line of prehistoric pits containing masses of native copper, one weighing upwards of a ton. In the following year the name was changed to Forest, and reorganized, in 1858, as Victoria Mining Company. Under these names the mine produced about 1,279 pounds of fine copper at a loss of \$180,000. The first stamp mill was burned by a forest fire and the second was swept away by a flood. In 1849-55 the property was operated on a small scale, and thereafter spasmodically. The mine was unwatered in 1881, but remained idle until work was begun by the present company March 1, 1899. The present productive openings are on what is known as the Forest lode. Besides small shops, a boarding house, general store, school house, and about sixty dwellings the company owns a sawmill and a \$200,000 water-power developed from Glenn falls, on the west branch of the Ontonagon river about a mile from the mine. This has been pronounced the best natural water power of the copper region, the stream dropping one hundred fifty feet over a series of small falls within one and a half miles. Power is developed by means of a dam which is 320 feet between abutments; a canal nearly 6,000 feet long and three vertical inlet shafts through which the air supply of the mine in the shape of air bubbles is forced into it by the pressure of the falling water from above. At the bottom of the shafts is a long tunnel, through which the air bubbles are drawn into the air compressor. The hydraulic-pneumatic power plant was completed in May, 1906, and is said to be the most powerful single-unit air compressor in existence. The mine and stamp mill—the latter near the hydraulic works—are connected by a tramway of 4,800 feet, and, although the buildings are not of the largest, they are modernly equipped. Its great advantage over many large mines is its cheap power. The mine's product of refined copper, in 1909, was 1,062,218 pounds.

The Adventure mine location is at Greenland, in the township by that name and comprises nearly 1,700 acres, including the old Adventure and Hilton tracts in one body to the eastward and the Knowlton tract, one mile southwest. The Adventure mine was first opened in 1850—along a line of ancient pits, its largest annual production (in 1857) being 1,941 pounds. In 1863 the Hilton, or Ohio mine, was opened but never actively worked. The Knowlton commenced operations in 1853. Altogether the three old mines produced only 1,173 pounds of refined copper previous to their merging as the Adventure Consolidated November 1, 1898. The property is served by a spur of the Copper Range Railroad; the stamp mill at Edgemere, Lake Superior, went into commission September 22, 1902. As a whole the operations of the Adventure have been disappointing, and its future is uncertain.

Prospects for the Lake mine, at Belt, are quite encouraging. The 720 acres of land owned by the Lake Copper Company, which was organized in 1905, are located in direct line of the principal copper-bearing lodes of the Ontonagon district and its bed is thought to be a continuation of the great Baltic lodes, twenty miles to the northeast. This property includes a part of the old Belt mine opened in 1848, which was taken over, in 1882, by the Belt Mines Company, limited, which sunk much money to little purpose. The first work by the present company was done on the Knowlton and Butler beds, but developments were not encouraging until late in 1906 when the new bed was opened, which is hoped to be a continuance of the rich Baltic lode, with all that name implies.

Developmental work is also progressing on the location of the North Lake mine, at Greenland. The company which runs a 1,120-acre tract at this point was organized in 1908, and its property is traversed by both the Mineral Range and Copper Range railways and is crossed by the Fire Steel river.

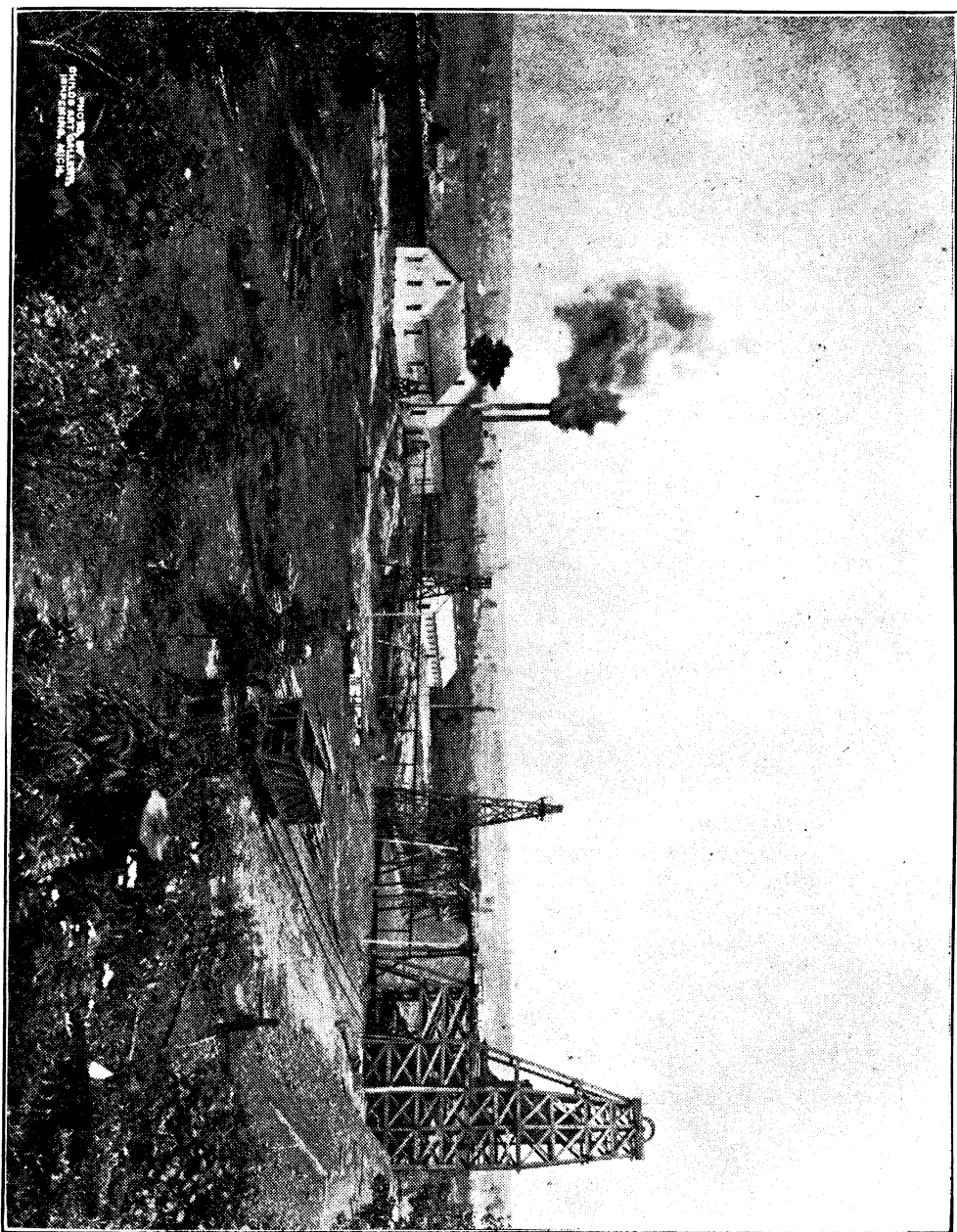
Altogether, the mines of Ontonagon county employ between eight and nine hundred men.

CHAPTER XXIII

THE NEWER IRON COUNTIES

GOGEBIC IRON RANGE—ASHLAND, NORRIE AND AURORA MINES—NEWPORT MINE—BESSEMER—GOGEBIC COUNTY CREATED—SHIPMENTS FROM THE GOGEBIC RANGE—THOMAS F. COLE—IRONWOOD CITY—INCREASE IN POPULATION—IRON COUNTY—IRON RIVER DISTRICT—CITY OF IRON RIVER—MINES AT STAMBAUGH AND IRON RIVER—STAMBAUGH VILLAGE—CRYSTAL FALLS—OTHER TOWNS—AGRICULTURE AND GOOD ROADS—COUNTY STATISTICS—DICKINSON COUNTY—OLD QUINNESEC—FIRST SHIPMENTS OF ORE—FOUNDING OF IRON MOUNTAIN—PIONEER ITEMS—CHAPIN AND PEWABIC MINES—NORWAY AND THE ARAGON MINE—OTHER TOWNS—AGRICULTURE—GOOD ROADS—POPULATION.

The counties of Gogebic, Iron and Dickinson, in the southwestern portion of the Upper Peninsula, have, as their physical and industrial backbone, the iron ranges of Gogebic and Menominee; the former extends through Gogebic county and the latter binds Iron and Dickinson. Chronologically, the order of the opening of the three ranges which have chiefly provided the raw material upon which is based the great iron industry of northern Michigan, is Marquette, Menominee and Gogebic. Politically speaking, Ontonagon, Marquette and Menominee, are the mothers of the three younger iron counties—Gogebic, Iron and Dickinson—but, although the Gogebic range was the last to be opened, of late years the amount of its output has, as a whole, nearly approached that of the Menominee and Marquette ranges. In 1908 its shipments of long tons led the other two ranges, the figures for 1909 being as follows: Menominee, 4,875,385; Marquette, 4,256,172; Gogebic, 4,088,057. According to the last accessible figures, the Gogebic iron mines employed 4,584 men; those of Marquette, 6,546 and those of the Menominee range (Iron and Dickinson counties), 5,510. In what may be called the new, or lower iron country (as distinguished from that of the Marquette range), the Gogebic range has developed the metropolis of that section of the peninsula in the municipality of Ironwood City. It has also given birth to one of the deepest and most productive iron miners in the world (the Newport).



THE
STATE OF
MICHIGAN
MICHIGAN
MICHIGAN

STORAGE PLANT OF A PRESENT-DAY IRON MINE

GOGEBIC IRON RANGE

The following general description of the range, published in the annual proceedings of the Lake Superior Mining Institute for 1910, is instructive and to the point:

“The iron bearing formation of the Gogebic Iron Range extends almost unbroken from Lake Gogebic, in Michigan, on the east to Mineral Lake in Wisconsin on the west. The iron formation is found both east and west of these limits, having a total length of about eighty miles, but is not traced continuously for the entire distance. The productive portion of the formation extends from the Castile mine, located one and one half miles east of the village of Wakefield in Michigan, to the Atlantic mine in Wisconsin a distance of about twenty miles. The general trend of the formation is north of east with a dip universally to the north varying from fifty-five to seventy-five degrees. The formation varies in the width from three hundred feet to three miles in the widest portion.

“The formations are for the most part regular. They rest on the granite to the south and are overlaid by trap of the Keweenaw series on the north. The iron bearing series is divided into four members. The lowest, a cherty limestone, thin and not generally present except on the western end. Second, quartz-slate, slaty in the lower portions but becoming hard and massive in the upper portions. Third, the ore-bearing member consisting of ferruginous cherts, schists and ore bodies. The fourth is composed of ferruginous slates, grey wackes and schists. The ore is deposited in general up on the quartzite foot wall the largest deposits being in troughs formed between the quartzite foot wall and diorite dikes that cut across the ore formation at right angles to the foot wall.

“The diorite dikes which are numerous in the Ironwood district are to a great extent missing east of the Black river, in Michigan, and west of the Montreal river in Wisconsin. East of the Black river, and in the vicinity of Wakefield the formation is more broken, the mines are north of the regular foot wall and the ore is found in the extreme north limit of the iron formation.”

ASHLAND, NORRIE AND AURORA MINES

The first thorough mining explorations in what is now Gogebic county were made by J. Lanscar Norrie, who came to the site of Ironwood from New York state in 1881. He sunk a shaft forty feet deep in what is now known as the Ashland mine (Cleveland-Cliffs property), but this he soon abandoned. On the Norrie location (now Oliver Mining Company) he also sunk a shaft sixteen feet in depth and found ore in great quantities, striking a large vein at what is now known as the old Norrie mine. Shortly after this Hayes Brothers of Ashland, Wisconsin, sunk the abandoned shaft at the Ashland location a few feet deeper which afterwards became the Ashland mine. John E. Burton, of Lake Geneva,

Wisconsin (who was famous here in the early days), discovered the Aurora mine soon after, working it at first as an open pit and taking out 50,000 tons. The deposit, however, was soon worked out but a shaft was afterward sunk deeper and the location worked as an underground mine.

The Ashland is now the most westerly productive iron mine in Michigan, and was opened by the Ashland Mining Company which shipped 6,471 tons of ore in 1885. It was operated under various managements until May, 1901, when it was leased by the Hayes Mining Company to the Cleveland-Cliffs Iron Company, which sunk a new shaft and rebuilt the entire surface plant and equipment. The location of the mine is within the corporate limits of Ironwood. It is a substantial producer, its



NORRIE MINE, IRONWOOD

output in 1909 having been 256,674 and its total shipments 5,386,884 tons.

The Norrie, East Norrie and Aurora mines constitute a group of the Oliver Mining Company's properties, lying east of the Ashland location. They are among the best known iron producers in the state, and, as they employ over 1,200 men, form a large contribution to the population and prosperity of the city of Ironwood. The mines are operated through eight shafts and produce more than a million tons of ore annually. Both the underground and surface equipments are modern in every detail; workshops are conveniently located, supplied with the best of tools and fittings, so that every device required in a modern mine can be made on the ground. Tramming is done by electricity. The trams dump directly into skips, which are hoisted to the surface and, in turn, dumped into the ore cars and the load transferred to the stockpile. Taken as a whole, the Norrie mine is the most widely known on the Gogebic range. It was opened by the Metropolitan Land & Iron Company in May, 1885.

Hon. S. S. Curry, who has been so prominently identified with the city of Ironwood since that time, was president of the company. Among the men sent on to open up the field was D. E. Sutherland, who, axe in hand, led the force who cut a pathway to the present site of the Norrie mine. Soon afterward a carload of machinery arrived and work was so pushed that by the close of the season in 1885 the mine had shipped out 15,419 tons of ore. The Norrie was the first iron mine in the Upper Peninsula to ship 1,000,000 tons per year, and Mr. Sutherland has stood by the growing proposition all these years, being now its general superintendent.

The Norrie continued under the management of the Metropolitan Land & Iron Company until 1897, when it was taken over by the Oliver Iron Mining Company.

The Aurora mine was opened in 1886 by the Penokee & Gogebic Development Company and continued under their management until 1899, when it was taken over by the Oliver Iron Mining Company. It is operated by three shafts.

The Pabst mine, east of the Aurora, and also owned by the Oliver Company, was discovered, about the time the Aurora was opened, by Captain Fred Pabst, the Milwaukee brewer, while the Newport mine, formerly known as the Iron King was discovered soon after by John E. Burton, also from the Cream City.

NEWPORT MINE

East of the Pabst mine and about one mile from Ironwood is the great Newport location of 320 acres. Both producing shafts on the property are bottomed at the same elevation, about 2,300 feet, being connected by a drift in the foot-wall half a mile in length. As stated, the Newport is the deepest mine on the range and, through the persistent efforts of its former manager, J. R. Thompson, has proven the existence of rich deposits of ore at a depth, previous to this demonstration, not deemed possible. Electricity for underground and surface haulage, shop and other motors, miscellaneous lighting, etc., is furnished from an electric plant located in the main power house. Over 1,000,000 lineal feet of round timber and 5,000 cords of logging are consumed annually in mine work. A complete telephone system is in operation which connects the general office with all mine buildings, shafts and underground stations; this, in turn, is connected with the general city service.

The Newport mine was opened in 1886 under the name of the Iron King, and is operated by the Newport Mining Company. Its output averages between 900,000 and 1,000,000 tons, and employs 1,100. Last season (1910-11) over 1,200,000 tons were taken from the mine—all out of one shaft and at a depth of more than 1,800 feet.

The discovery of the large bodies of iron ore at and near the site of Ironwood was the primary cause of the extension of the railroads to this point. In October, 1884, the Milwaukee, Lake Shore & Western Railway entered the southeastern corner of the county. About that time the

Chicago & Northwestern Railway Company purchased that line, and at the close of the year trains were running into Ironwood, then a little mining town in the wilderness, with a few shacks for dwellings. A few years later the Wisconsin Central built a branch from Mellen to the Ashland mine, and some time after came the Duluth, South Shore & Atlantic.

BESSEMER

In the meantime, Bessemer, further to the east, had been born; so that the county (it was still Ontonagon) had two live mining towns in its southwestern section. The first discovery of ore in the Gogebic range is claimed to have been made by Capt. N. D. Moore, at the south limits of Bessemer, in 1880; although there are those who say that the captain stole the information which led him to the location of the present Colby mine from an honest woodsman named Richard Langsford. At all events the original ore body commenced to be mined about the time of the discovery of the Ashland and Norrie mines, at Ironwood, and the present property of Corrigan, McKinney & Company has been producing, with more or less constancy ever since. Its shipments amounted to 166,000 tons in 1909, and number of employees 305.

The company named also operates the Ironton mine, west of the Colby, which is a larger producer (shipments in 1909, 277,594 tons), while the Tilden, joining the Colby on the east, is conducted by the Oliver Mining Company and has an annual output of some 150,000 tons. The Yale, which directly adjoins the Colby on the west, is the property of the Ashland Iron & Steel Company, ships about 70,000 tons of ore annually and employs 150 men.

There are also various small producers between the Colby and Castile, the latter being the most easterly mine in actual operation in the county. The Mikado (output about 99,000 tons), Brotherton (103,000 tons) and Sunday Lake (93,000 tons) are all operated by Pickards, Mather & Company.

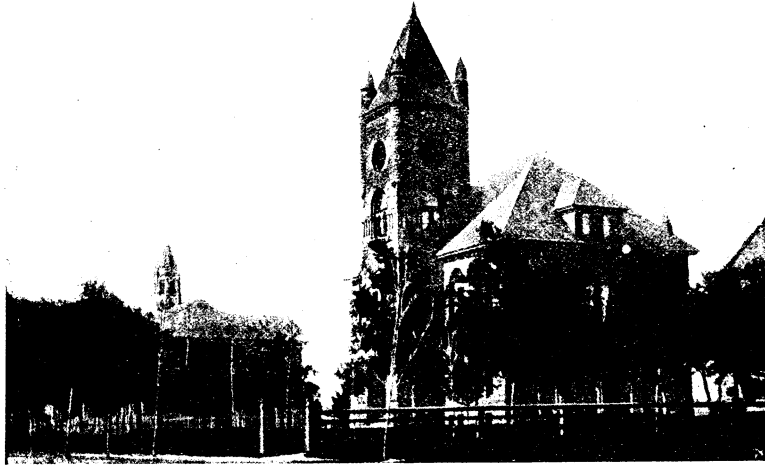
The opening of what is now the Colby mine gave Bessemer its first real start, and the second event which materially contributed to its well-being was the construction of the Chicago & Northwestern railroad through its site to Ironwood in 1884. This brought quite a number of settlers from Ontonagon, Rockland and other places.

Among the first frame buildings erected was that of the railroad boarding house on Mary street. The first store (a log building) was built in 1883, on Lead street, the pioneer merchant being M. H. Martin, who did a large business for many years. Following Mr. Martin, other merchants soon located in the place, including F. L. Nielsen and a Mr. Jeffrey, both of whom had stores on the south side of the Chicago & Northwestern Railroad. The first hotel was the Dolan House built by P. H. Dolan in 1883 on the south side of the railroad, while the Colby and Puritan hotels were erected later, the latter in 1885. The first church was the Catholic, which was built in 1886, while the Presbyterian

was built in 1888, services having previously been conducted in Robinson hall on Seller street. The Methodist, Swedish Evangelical and German churches were built later. Following the discovery of the Bessemer, Norrie and Ashland mines several others were opened up a few years later. The discovery of the rich beds of iron ore in the vicinity proved quite an impetus to the growth of the place and in 1887 Bessemer was incorporated as a village.

GOGEBIC COUNTY CREATED

This naturally leads up to the fact of the creation of Gogebic county from the territory of Ontonagon. With the rapid influx of people, it was found impossible to get along with the county seat so distant as the



GOGEBIC COUNTY COURT HOUSE, BESSEMER

mouth of the Ontonagon river, which was particularly inaccessible during the winter months. The consequence was that the vote for a division on June 4, 1886, was opposed by but one citizen. A bill was accordingly drafted, which passed both houses of the legislature February 2, 1887. The new county was named by cutting off the first letter of the old Indian word Agogebic. Both Ironwood and Bessemer were eager contestants for the seat of justice; but Bessemer won, and a fine court house, built of Lake Superior brown stone, at a cost of \$75,000, was in due time erected. The rapid increase in population which took place subsequent to the choice of Bessemer as the county seat stimulated its citizens to apply for a city charter which was granted by the legislature in 1889.

The total area covered by the city corporation comprises about 3,000 acres, being nearly three miles in extent from east to west, and over one

and one-half miles from the northern to southerly limits. The principal industry is iron mining and the various iron mines in the vicinity give employment to over 1,000 men.

As a place of residence, Bessemer will compare favorably with any town in the iron and copper country. There are already quite a number of fine residences on the prominent streets, while new buildings are being erected every year and the cool bracing atmosphere from the surrounding country and Lake Superior, combines to make this one of the healthiest towns on the Gogebic range. The facilities for travel and communication with outside points afforded by the three railways are equal to any, including a dozen passenger trains daily, while the telegraph, long-distance telephones, and all other accessories of a modern city made Bessemer a good place either for business or residence.

The city is located on the Duluth, South Shore & Atlantic, Wisconsin Central and Chicago & Northwestern railroad lines. It is lighted by electricity and has well equipped water works, using direct pressure from tank located on the Oliver Iron Mining Company's property at an elevation of one hundred and seventy-five feet affording an abundant supply of the purest water for domestic and fire purposes, for lawns and watering streets. The fire department is also well equipped for the purpose, including fire hall, hose wagon, team, etc.

On the principal streets are many substantial business houses, all enjoying a prosperous trade, and Bessemer contains a chartered bank and one weekly newspaper (*Bessemer Herald*); also a public library; an opera house, seating 500, a city hall; hospital and five churches, including those of the Catholic, German Evangelical, Methodist, Presbyterian and Swedish Evangelical denominations. The education facilities comprise four ward schools and a high school employing over thirty teachers and having a large attendance.

The year following its incorporation as a city Bessemer had 2,566 people; 3,911 in 1900 and 4,583 in 1910. Its population by wards in the year last named was as follows: Ward 1, 970; Ward 2, 790; Ward 3, 1,055; Ward 4, 468; Ward 5, 1,300.

SHIPMENTS FROM THE GOGEBIC RANGE

According to the last figures of the Lake Superior Mining Institute, the shipments of the mines of the Gogebic range have never approached that record, as witness:

MINE	TONS ORE
Anvil	22,927
Ashland	259,612
Atlantic	124,845
Aurora	144,631
Brotherton	103,090
Carey	224,251
Castile	26,982

Colby	170,095
East Norrie	470,119
Eureka	115,662
Germania	152
Iron Belt	44,560
Ironton	277,594
Mikado	99,195
Montreal	191,611
Newport	1,008,354
Norrie	182,317
Ottawa	100,223
Pabst	179,987
Pike	22,174
Sunday Lake	93,712
Tilden	154,506
Yale (West Colby)	71,458

Total 4,088,057

The non-producing mines in the county in 1909 were the Chicago, Davis, Geneva, Hennepin, Jack Pot, Meteor, Palms, Puritan and Shores.

THOMAS F. COLE

Probably no one man connected with the iron industries of the Upper Peninsula has achieved a wider fame for the successes both of practical mining and of vast executive and promotional abilities than Thomas F. Cole, for some years a resident of Duluth and heavily interested in the great copper mines of Montana and Arizona. Aside from his remarkable achievements, the most striking feature of Mr. Cole's career is that he has been a great figure in both the worlds of iron and copper. The story of his life—and he is still a man of vigorous middle age—has been told by Horace J. Stevens in the *Houghton Mining Gazette*, and it includes so much of interest pertaining to the specific history of mining in this region that it is substantially reproduced. Moreover, Mr. Cole first came into wide prominence as head of the great Chapin and Norrie mines; consequently, his interesting and remarkable record is here given:

Born forty-four years ago, in Keweenaw County, Michigan, of English parents, at a time when copper mining was more active in that district than is now the case, young Cole was left fatherless at the tender age of six years by an accident in the Phoenix mine which cost his father's life. Though but a small child in years, there already existed in his breast the courage and persistence so often shown in later years. He was the eldest of an orphan family of small children, and as such it became necessary for him to take up life's battle in deadly earnest, at an age when children of the present generation are just leaving the kindergarten. He did not shrink, and at eight years of age was working on the rock-piles and about the mills of the Phoenix and Cliff mines—hard labor for a small boy, but necessary to be done, to help keep the wolf from the door of the little cottage where his mother and the younger children kept a home—a real home, despite the harsh fate that had deprived the household of its head and natural protector.

From wash-boy in the Cliff mill, at eight years of age, young Cole advanced

gradually to positions of greater responsibility and better pay. Forced to leave school at an age when he had but mastered the alphabet, the boy never faltered in the determination to gain an education, and never neglected an opportunity to learn from books as well as from contact with the world into which he was thrown so young. Odd hours were improved with zeal, and with a persistence that never flagged. As a consequence, young Cole entered manhood with what was fully the equivalent of a common-school education, and, what was of far greater importance, he had, in securing this education, by his own efforts, without the aid of teachers, laid the foundation of studious habits, and learned, early in life, that all obstacles can be surmounted by those who strive, with undivided effort, for any goal that is within reason.

While securing an education, in the sense that the word is commonly used, by his own unaided efforts, at odd hours, after days of exhausting labor, young Cole was gaining a wider and deeper education by actual contact with the world. Nothing so conduces to early maturity of mind as placing a man's burdens upon a boy's shoulders, provided the shoulders do not break beneath the load. While still in his teens the lad attracted the favorable attention of his superiors by two qualities which have been retained undiminished to the present day. The two things that marked him out as separate from the common run of boys about the mine and mill were his unflagging zeal as a worker, at whatever tasks were set him, and his determination to learn all that there was to be learned about his work and everything connected with it. At fifteen the boy left the mill, attracted by higher wages, always needed in a household where there were so many small mouths to fill, and became a brakeman on the Hecla & Torch Lake Railroad—a big contract for a mere boy, but one that he filled satisfactorily. On the railroad, which was owned by the Calumet & Hecla Mining Company, the boy's zeal as a worker, and his insatiable thirst for knowledge, attracted the attention of those above him, just as had been the case before, at the Phoenix and Cliff mines, and it was decided that he was fitted for better things. Given a place as office boy, within two years he was a valued clerk, forging to the front because he never tired of work and courted rather than shunned the hardest tasks to be found. The Chapin, then as now, was the largest iron mine of the Menominee range, and when a good man was needed for chief clerk and cashier, at a property employing upwards of a thousand men, young Cole was selected for the place, on the strength of his work at the Calumet & Hecla, despite the fact that he was not yet legally of age.

At the Chapin his experience was much the same as before. Each position secured was better than the one before, but each was made the stepping-stone for something higher. As an office boy at the Calumet & Hecla, none of his duties were neglected, but he was also preparing himself as an expert accountant. At the Chapin, as chief accountant, his work was always perfectly done, but, with the inborn strength of a strong man, he reached out for other worlds to conquer, and somewhat to the surprise of those about him who were not quick of wit, it was but a few months before every detail of the business was at his fingers' ends. Ferdinand Schlesinger, of Milwaukee, known fifteen years ago as the iron ore king, had gathered under his control, several small iron mines on the Menominee range. He wanted a man to manage them, and despite the protests of his friends that "Tom Cole" was merely a boy, made him superintendent. How well this confidence was justified was shown by the surprising manner in which the Schlesinger iron ore interests grew. The most was made of the old mines, new mines were added, small mines became big mines, and within a few years Ferdinand Schlesinger, with Thomas F. Cole as his manager despite his less than thirty years, became the largest miner of iron ore in the United States, and the older mining men ceased to speak of Cole as a boy.

In 1893 the panic was felt with blighting severity on the Lake Superior iron ore ranges. Cole was then at Negaunee, with general charge of the Schlesinger interests on the various ranges. His end of the work had been well done, but Schlesinger, though a shrewd man and of prophetic vision, took a chance at the wrong time. He had expanded beyond his capital, and when the panic came was in no condition to withstand the storm. It was then that the whole burden devolved upon Cole. Money for men and material was lacking, railway freight bills were unpaid, suspicion was rife and when the railroad companies attached the stock piles of the Queen mines, at Negaunee, for unpaid freight bills of large amount, it was believed that the end had come. It was then that Cole showed two other attributes—courage and loyalty of the highest order. His efforts to save the situation were incessant. Twenty hours daily work were his usual hours for some

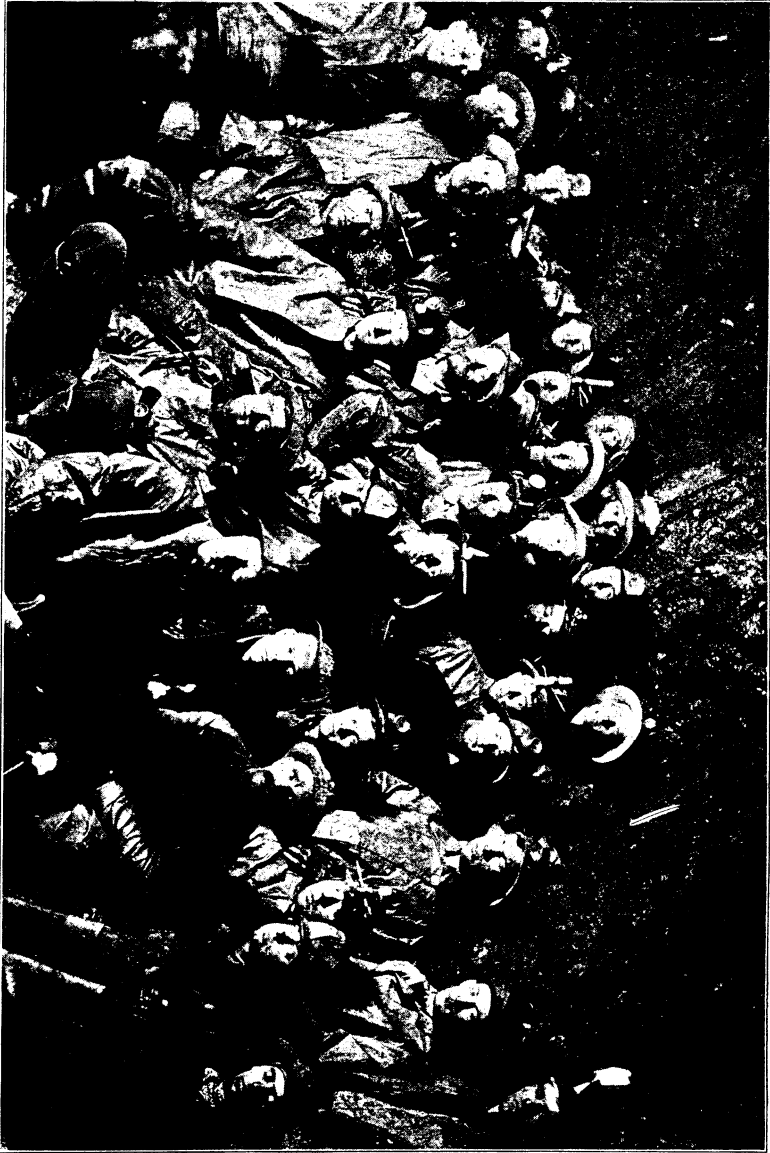
weeks. Every effort was made by him to keep the ship afloat. Personal appeals to the men at the mines were met with a ready response, for the men who worked with him and under him knew the man, and believed in him. No general, fighting a rear guard action to permit the drawing off of a defeated army ever displayed more courage or tactical ability than did Cole in fighting a brave but hopeless battle for his employer. For six weeks he kept the Queen mines going, though bankrupt. His own small savings were thrown into the fight, without hesitation. Urgent demands for cash were met with his personal checks, until his own funds were exhausted—and then the inevitable happened—the mines closed down, and Cole began work instantly to see that the workmen, who had trusted him and followed him, were paid in full, and promptly, which was done.

The modern employe who combines great ability with the loyalty that stops at no personal sacrifice is not so common that he is likely to be overlooked, and since the panic of 1893, Thomas F. Cole has been a marked man, as there are instances where a defeat is more glorious than a victory. Schlesinger fled from his defeat to Mexico, where he succeeded in partially recouping his fortunes within a few years, and Cole was left without a job—but not for long. Such men do not go begging for work, and congenial employment as a mine superintendent was offered him quickly, on the neighboring Gogebic range, where the same qualities that he had displayed before speedily brought recognition. Within a few years he was at the head of the great Norrie and other mines, and mining more ore than he had ever secured for Schlesinger. The Steel Trust was organized, and the position of vice-president of the Oliver Iron Mining Company, which is the iron ore end of the trust, was offered to Thomas F. Cole, and accepted. Within another year he was made president of the company, which is the greatest metal mining corporation in the world, and which employed nearly twenty thousand men and shipped twenty million gross tons of iron ore during the year 1905—enough iron ore to load a fleet of one-thousand-ton steamers reaching, if connected by the ordinary 600 foot tow line, from New York to Liverpool, or to load a solid railroad train reaching from New York to San Francisco with enough ore left over to load another railroad train reaching from Lake Superior to the gulf of Mexico.

Most men, not yet turned forty years of age, arrived at the head of the greatest metal mining corporation of the world, would have been satisfied to rest upon their laurels, but not so with Cole. Endowed with a wonderful physique and a superabundant and never-failing supply of energy, there always stretched before him new things to do. The task set him as president of the Oliver Company would have occupied an ordinary man to the exclusion of all other matters. The Oliver was, when Cole took charge, merely a collection of mines and companies without coherence, method or solidarity. Suspicion was more common than enthusiasm, and from superintendent down to miners the feeling was one of fear, rather than of confidence. How thoroughly all this has been changed in five years is known to those conversant with the iron industry. The good men have been kept—and every man has been given a fair chance, and possibly a little more, to prove himself a good man. Of the nearly twenty thousand employes of the Oliver Company, every man knows he will be given a square deal, all the way through. There are few employes of the corporation unacquainted with the president by face and voice, and a memory like wax to receive and like iron to hold has helped Mr. Cole to remember not only the faces but also the names of thousands of his employes. System has been installed where chaos reigned. Order has been evolved in every department, and the change has been brought about with such a lack of friction that the company has the loyal and enthusiastic support of its employes. To those who are disposed to criticise all trusts, on general principles, as robbers and oppressors, it may be stated that the Oliver Company pays higher average wages, to more men, and furnishes steadier work, than ever was the case in the iron fields before its organization. If it be objected that this is an ex parte statement, and that the men themselves might tell a different story, it may be further stated that the Oliver Company has had no strikes. There is no need of any. Any employe with a grievance, whether real or imaginary, will be given a respectful hearing by any superintendent, and, if he wishes, can take it to the president himself, and be sure of receiving justice.

In March, 1899, a company of Calumet, Michigan men, formed a little exploring company to attempt developing a copper mine in Bisbee, Arizona. As a former resident of Calumet, T. F. Cole was of the number, and although officially but a director, he has been the strong man of the combination from the first.

GROUP OF GEORGIC COLONY MINERS



IRONWOOD CITY

The founding of Ironwood on the substantial prospects of the Norrie and Ashland mines has already been noted, as well as the prompt building of the Chicago & Northwestern line to the promising mining camp. Bingham & Perrin, who had a contract with the railroad company to furnish supplies for the construction camps, erected the first store, on Ayer street, in 1885, and continued to conduct a prosperous business for years. The next business firm was the Ironwood Store Company, who erected a store building at the corner of Ayer and Norfolk streets, which at that time was known as the "Company's Store." Other business men soon followed, the village growing rapidly, and in 1887 was incorporated as the village of Ironwood when the population was over 1,000.

The first church in Ironwood was the Presbyterian on Marquette street which was built in 1886,—the first pastor being Rev. D. S. Banks, of Winnebago Presbytery, who came to the Range in 1885, holding religious services at Bessemer and Hurley in November of the same year. In February, 1886, the Union Presbyterian church of Hurley and Ironwood was organized, being composed of thirteen members. The Ironwood Presbyterian church, however, was separately organized the following year with eighteen members who built a frame church on the present site, while the fine building now standing was erected in 1905 and completed early in 1906 at a cost of \$17,000. The next church organizations were the Catholic and Methodist. The Methodist church was established in Ironwood in 1887, the pioneer pastor being Rev. Samuel R. Williams, who organized a branch of that denomination and built a frame church the same year while the present fine edifice at the corner of Mansfield street and McLeod avenue was built in 1892 at a cost of about \$17,000 and dedicated in December of that year. There are now two Methodist churches in the city, the other being the Jessievile Methodist at the east end which was built in 1892.

The first school (known as the district school) was started soon after the village plat was formed in 1887, the pioneer school teacher being Miss Gertie Fitzsimmons. The next teacher was Professor Carus, who was succeeded by Professor L. L. Wright, who organized the high school system and was superintendent of the Ironwood schools for eighteen years; served for five successive terms as county superintendent of schools; was, several terms, president of the state board of education and has been state superintendent of public instruction since November, 1906.

After the incorporation of Ironwood as a village business of all kinds grew rapidly, people coming in from all parts and new business houses and residences were erected in all parts of the village. The great fire of September 17, 1887, however, which consumed a large part of the business section changed the center of business, Suffolk street becoming the principal business street. In 1889 Ironwood was incorporated as a city when the population had reached 5,000, and thereafter, with the won-

derful development of the mining properties within its limits, and adjacent to it, the municipality advanced by leaps and bounds. By 1890 the national census recorded its population as 7,745; 1900, 16,738, and 1910, 12,821. The city is divided into eight wards, whose population is as follows: Ward 1, 1,935; Ward 2, 1,016; Ward 3, 1,065; Ward 4, 1,289; Ward 5, 1,222; Ward 6, 2,284; Ward 7, 1,065; Ward 8, 2,945.

Ironwood has a fine location for both business and residential purposes, being situated on the Chicago & North-Western and Wisconsin Central railroads and on a branch of the Montreal river, six miles southwest of the county seat. It is also connected with Bessemer by a well-equipped electric road, which operates to Hurley, Wisconsin. Besides being the most important mining center on either of the ranges, Ironwood is the headquarters of a number of lumber mills. Its principal streets are well paved and provided with cement or stone sidewalks, and both its stores and residences are slight evidences of prosperity and progress. A number of industries are about to add to this growth, among which are enterprises about to be launched by the Republic Iron & Steel Company and the Wickwire Steel Company.

The city is lighted by electricity and gas, a large plant for the manufacture of the latter having been completed in the spring of 1911 at a cost of about \$100,000. These gas works supply both Hurley and Ironwood. The Michigan city has also a well equipped water works and fire department; an opera house with a seating capacity of six hundred; three banks, two hospitals, several good hotels, two weekly newspapers (*Ironwood News-Record* and *The Ironwood Times*), also quite a large number of business houses on the principal streets, all enjoying a prosperous trade.

Among the principal buildings may be mentioned the City Hall and Public Library. The latter contains over five thousand volumes, being the gift of Mr. Carnegie and was built at a cost of \$15,000; the city hall costing \$40,000 was erected in 1890, and the fine High and Manual Training School, erected in 1908, cost about \$35,000. There are nine other schools, all of which employ a staff of teachers and have a large attendance. The educational facilities are equal to any in the state and graduates from the High school are prepared to enter the university.

Ironwood provides churches for all its various nationalities. The Methodist, Presbyterian and Episcopal societies embrace the bulk of the English-speaking congregations; of the two Catholic churches, one is Polish and the other is supported by the Irish-American, French and German population; then there are the Swedish Lutheran, Methodist and Baptist churches, and one German Lutheran organization.

Wakefield is a mining town of between seven and eight hundred people, located on the Chicago & North-Western line, six miles east of Bessemer. It is the headquarters of the Sunday Lake, Mikado and Castile mines. This is an early-settled locality, and Wakefield has been an incorporated village since 1877.

Ramsay, almost midway between Bessemer and Wakefield, is the lo-

eration of the Eureka mine, operated by the same concern (Castile Mining Company) which owns the Castile and Asteroid properties.

INCREASE IN POPULATION

Gogebic county has steadily increased in population since its territory was set off from Ontonagon in 1887. In 1890 it had 13,166 people; 16,738 in 1900 and 23,333 in 1910, its comparative increase for these years, by cities and townships, being as follows:

Bessemer City	4,583	3,911	2,566
Bessemer township	1,166	817	680
Erwin township	699		
Ironwood City	12,821	9,705	7,745
Ironwood township	632	459	562
Mareniseo township	493	111	225
Wakefield township, including Wakefield village...	2,474	1,438	782
Watersmeet township	465	297	606

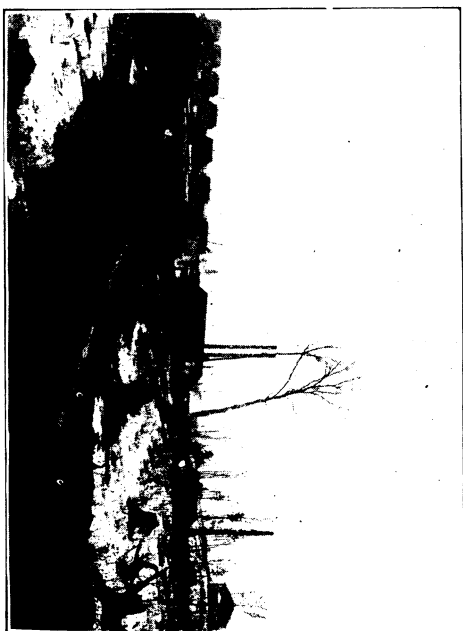
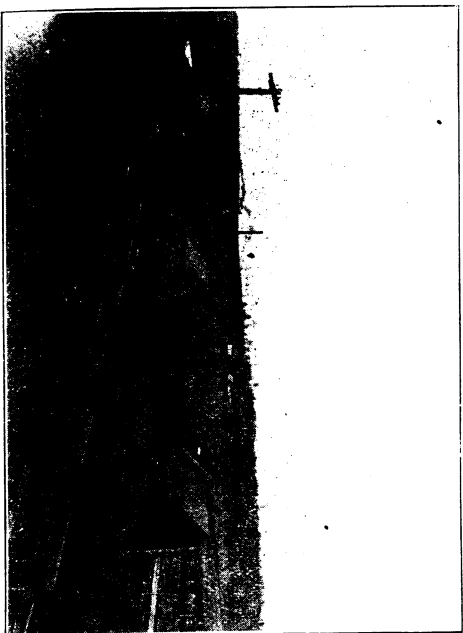
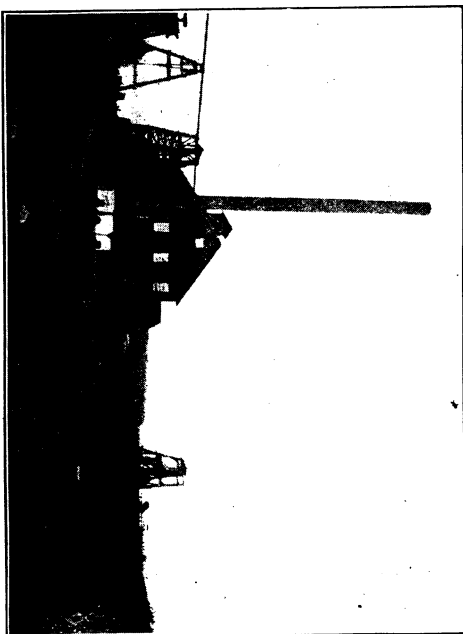
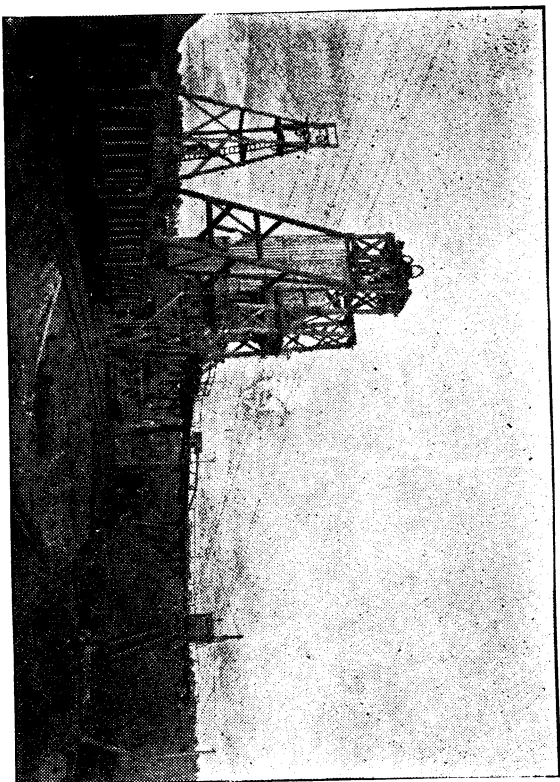
IRON COUNTY

Organized as a cut-off from Marquette and Menominee counties in 1885, Iron county is most significantly named, as it shares with Dickinson the vast output of the Menominee range. More than 2,600 men are employed in its mines, representing probably one-half of its total population. The three large centers of the iron industries are Iron River and Stambaugh, which are practically one town, and Crystal Falls; these are located, respectively, southwest and southeast of the center of the county. The Iron River district represents the heaviest producers.

THE IRON RIVER DISTRICT

The first discovery of iron ore in the Iron River district is accredited to Harvey Mellen, a United States land surveyor, whose field notes under date of August 8, 1851, describe the occurrence of an "outcrop of iron ore five feet high" on the west face of Stambaugh hill, 52 chains north of the southwest corner of section 36, township 43 north, range 35 west. "While the occurrence of ore was thus early made known," says R. C. Allen in his 1910 report to the State Geological Survey, "mining did not begin until thirty-one years later, when Mr. Mellen's discovery became the site of the Iron River mine. The opening of the district dates from the fall of 1882, when the Chicago & North-Western Railroad reached Iron River with a spur from Iron River Junction (now Stager) and shipments began almost simultaneously from the Iron River and Nanaimo mines.

"The history of the mining industry in this district is divided naturally into three periods—the first embraces the years 1882 to 1893, the second 1894 to 1898, and the third 1899 to date. During the first period the only important shipments were the Iron River and Nanaimo mines. The Beta was opened in 1886, the Sheridan in 1889 and the Hiawatha in 1893. The total shipment from these mines, including 2,092 tons from



IRON COUNTY MINES—CASPIAN, DOHER AND BALTIMO

a prospect known as the Shelden, was only 1,136,444 tons, of which the Sheridan is credited with 56,813 tons and the Nanaimo 12,566 tons. The largest output for a single year was 180,340 tons in 1889." Mr. Allen chiefly accounts for this slow expansion of mining in the Iron River field because of the non-Bessemer character of its ores. Mining capital was largely attracted to the newly-opened deposits of Bessemer ores in the Vermilion and Penokee-Gogebic ranges. Other physical conditions stood in the way of quick development. The rocks in which the ore occurs are buried beneath thick deposits of glacial drift; exposures are few and scattered, and ore-bearing rocks can be reached in most cases only by drilling or deep pitting. Yet had the early discoveries been of more promising character there is no doubt that active development would have followed, despite the natural difficulties involved in exploring a heavily wooded and deeply drift-covered region.

Another drawback is to be mentioned. Titles to a large acreage of lands were for many years in litigation. This was an outgrowth of conflicts between homesteaders who had squatted on lands which previously had been claimed under various railroad and canal grants. A fourth, and perhaps the least factor which operated to retard the development of the Iron River field, is found in a certain notion held by many of the earlier prospectors regarding the origin of the iron ores. Since the earlier deposits were found in the narrow valley of Iron river, the idea became prevalent that the occurrence of ore was in some way related to the valley, and was not to be sought elsewhere in the district. Even to the present day, a valley, or "draw," presents alluring prospects to many explorers, as is shown by the location of several recent operations. During the period ending 1893, with the exception of the prospect in section 26 (now known as the Chicagon mine) operations were confined to the valley of the Iron river in the vicinity of the villages of Iron River and Stambaugh, where the Iron River and Nanaimo mines, with a few struggling prospects, kept the industry alive up to the financial depression of 1893. One of the noteworthy but unsuccessful enterprises of that period was the attempt made by the Iron River Furnace Company, in 1884, to establish smelting works on the opposite side of the river and north of the Nanaimo mine.

The period from 1893 to 1899 was one of gloom for the mining industries and for Iron River and Stambaugh, although they were kept afloat by agricultural and lumbering operations. But since the latter year, the steady increase in the consumption of pig iron and the great drafts on deposits of Bessemer ores have brought into permanent demand the softer phosphoric ores produced by the Iron River district. The last period has been one of continuous expansion and has resulted in nearly doubling the population of both Iron River and Stambaugh. The annual shipments of ore, with the exception of those for 1902, have each year shown an increase over the preceding, and have grown from 5,009 tons in 1898 to 1,151,871 tons in 1909.

Active development really began in 1896, when the Mastodon Iron

Company of Crystal Falls began exploring the property known as the Dober mine. Later this came into the hands of the Oliver Mining Company by whom it has been developed into one of the largest producers of the district. The Baltie was explored by the Verona Mining Company in 1900 and shipments began in the following year. In 1900 the Hiawatha was added to the list of shippers and the Caspian in 1902. The following year operations were resumed at the old Iron River mine, which had been idle since 1892, and a year later Young's mine was added to the number of producers. The James and Brule mines made first shipments in 1907; the Berkshire and Zimmerman in 1908; and the Fogarty, Chatham and Baker in 1909.

CITY OF IRON RIVER

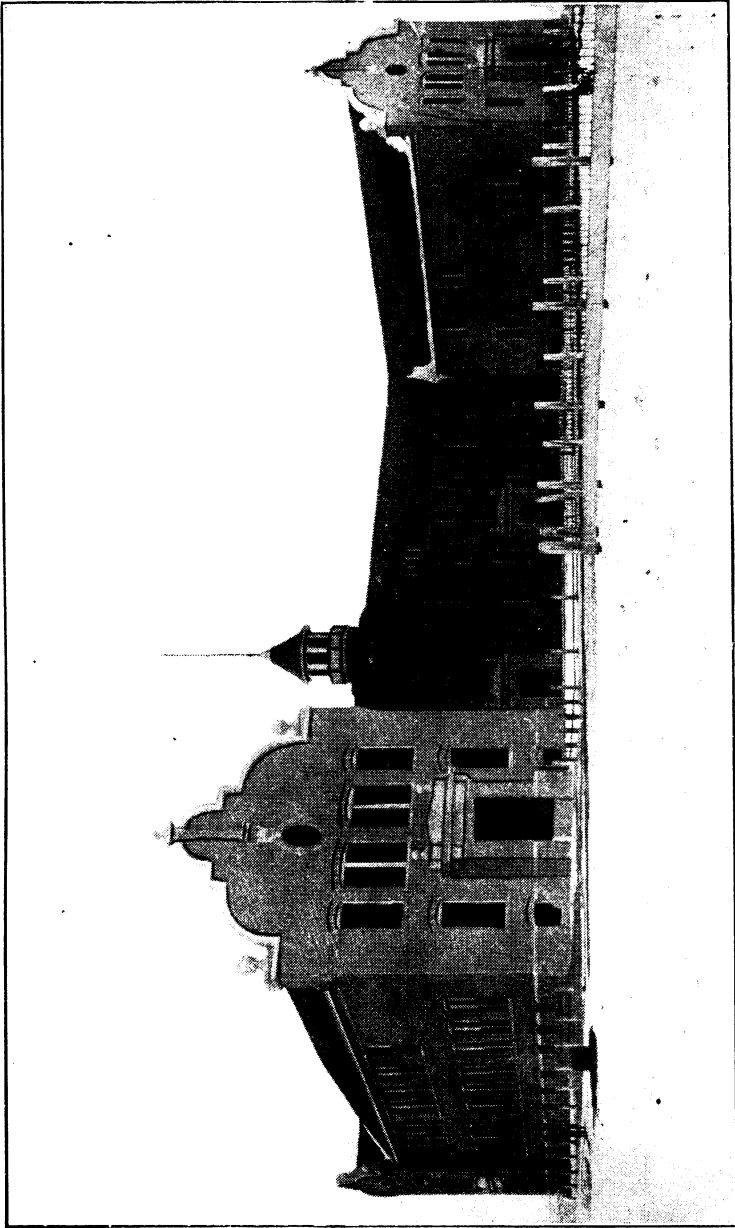
In this general statement of the progress of mining in the Iron River district, glimpses have been given of the effect of the industry upon its corporate centers, Iron River and Stambaugh. The former was platted by Alexander and Donald MacKinnon and A. J. Hewitt in November, 1881, shortly before the first shipments were made by the Iron River and Nanaimo mines over the new spur of the Chicago & North-Western railroad from Stager. In anticipation of the coming of the railroad, settlers and prospectors were so flocking to the locality that James Innis, a thrifty Scotchman, put up a log house, on what is now the southeast corner of Genessee and Second streets, for the accommodation of travelers. This inn was the first permanent structure to be erected on the site of Iron City. In December, 1881, Mr. Innis employed Charles Otto as his cook and in the following January engaged Mrs. Otto as housekeeper. The latter was the first female resident of the place, and continued to be the sole representative of her sex for several weeks. Not long afterwards John McDonald opened the first grocery in Iron City, and Alexander Morrison the pioneer meat market. The Scotchmen evidently had it all their own way at the outset. Dr. Bond opened the first drug store, and in 1883 his former clerk, Emil Ammermann, bought an interest in it and still continues in that line.

The first birth to occur in the place was that of Joseph Ditzmeyer, in September, 1882, and he is still a resident of the county.

The first school at Iron City was taught by Thomas Flannigan in the winter of 1883-4. He held forth in a log building belonging to Mr. McDonald, the groceryman, which is now a part of the Methodist parsonage.

In 1883 Andrew J. Boyington built the first regular hotel at Iron River, and made a great success of it until its destruction by fire June 27, 1885. The present Boyington House, conducted by his son, stands on the old site, corner of Genessee and Second streets. In 1884 the first local paper—*Mining Reporter*—was established.

In the meantime, the Presbyterians had organized a church (in August, 1882), and the Methodists had held services, although they had not yet effected a regular organization. The Catholics also held early services at a hall on Genessee street and, in St. Agnes church, have the



HANDSOME CENTRAL SCHOOL, IRON RIVER

finest building and the strongest society in the city. In 1891 were held the first meetings of St. John's Mission (Protestant Episcopal), and the strong and moral Swedish element is also represented by Baptist and Lutheran societies.

Iron River began its corporate existence as a village with the session of the legislature in 1885, the incorporating bill becoming a law on the 20th of March. It then had a population of about a thousand people, which had increased to 1,117 in 1890; 1,482 in 1900, and 2,450 in 1910. The increase of a thousand in the past decade is demonstrative of the striking development of the Iron River mining district during that period.

The revival of the mining industries was reflected on the life of Iron River in no more important way than in the organization of the Iron River Business Men's Association, in the summer of 1897. Primarily, it was formed with a view of getting the Buckeye Stave Company to locate a stave and heading mill in the town; incidentally, it induced Messrs. Youngs and Fetzer to lease Minckler's saw-mill property, which led to those gentlemen becoming interested in the Hiawatha mine, with its subsequent fine development. Mr. Youngs subsequently discovered and opened up the mine on section 12, which is now known as the Youngs mine. He and his associates have in addition been interested in opening up other mineral territory within the vicinity of Iron River and on the Menominee Range, so that from the day the traveling man gave the address of G. W. Youngs to I. W. Byers, secretary of the Business Men's Association, through that source considerable over a million dollars have been expended in this district by Mr. Youngs and his associates. The *Iron River-Stambaugh Reporter* continues the story of the association in this brisk and vigorous strain: "The Buckeye Stave Company commenced business in September, 1897, and operated a stave and heading mill for the next ten years. Their pay-roll and what they paid for timber in the district averaged \$100,000 a year, so that during their time over \$1,000,000.00 was put into this community. All of this can be attributed solely to the work of the Iron River Business Men's Association. This cost the association some \$70,000.00, and they have property left that is worth probably \$25,000.00.

"It is doubtful if there has been a more successful or wealthier Business Men's Association to-day for the population of the community. The association, however, in its earlier day was so much abused by the people, who were really at that time benefited by it, that it has lost very much of its interest and zeal for the community. This ought not to be so, but we cannot expect men to be other than human beings, and if they find nothing but ingratitude where they should find gratitude it is but reasonable and natural that some of the interest should be lost."

The public schools of Iron River were incorporated by a special act of the State legislature in 1893. By a subsequent act passed in 1905, the act of 1893 was repealed. The schools today are operating under the act of 1905, and are thoroughly graded and systematized. They are conducted in a fine central building and five district structures.

The Central School in Iron River is an imposing and modern structure of two stories and basement. It contains ten class rooms besides a large school room with a laboratory and recitation room. It is lighted with electricity and heated with steam and hot air, the air being forced into the rooms by means of a large fan. It also includes among its improvements an electric vacuum cleaning plant in the basement, which is probably the only one in operation in an Upper Peninsula school building.

Iron River enjoys all the advantages of good water, electric light and adequate fire protection; has a well organized bank (First National) and a good weekly paper, the *Iron River-Stambaugh Reporter*. Near the city are the fair grounds of the County Agricultural Society, comprising about forty acres. The society was organized about the time of its Business Men's Association and has now a membership of some four hundred; this is an indication that Iron county is alive to its agricultural possibilities, and, substantial as are its mining interests, has taken a wise forecast and is providing for all future contingencies.

MINES AT STAMBAUGH AND IRON RIVER

As stated, the real development of the iron industry began with the Mastodon Iron Mining Company taking hold of the Dober property, in the summer of 1896. Later on the Oliver Iron Mining Company took up both the Riverton and Dober properties, and operated them continuously for a number of years. Several years ago operations were discontinued at the Riverton but work was revived and in 1909 the mine produced nearly 170,000 tons of ore. The Riverton mine now comprises the properties formerly known as the Dober and Isabella. Work at the latter has consisted chiefly of exploratory work. The Riverton location is at Stambaugh. During the operation of the Riverton and Dober mines nearly 2,000,000 tons of ore have been mined and shipped away.

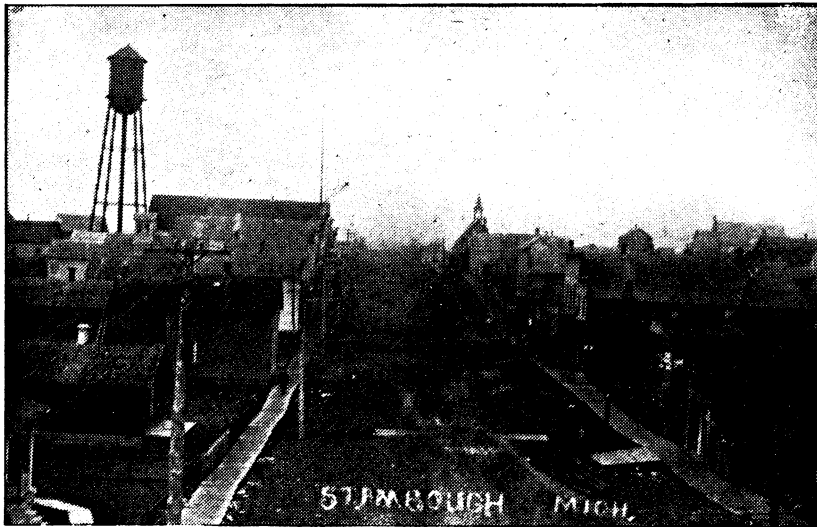
The Hiawatha mine, operated at Stambaugh by the Munro Iron Company, has been developed into one of the largest producers in the district, and now produces over 136,000 tons of ore per year. Its general offices are at Iron River, having been removed thither, in 1907, from Hibbing, Minnesota.

The Mineral Mining Company was organized in 1903, by several Milwaukee men, for operating the Nanaimo and Beta Mines at Iron River, and in 1904 and 1905 acquired various other properties, including the James and Konwinski in that district; also the Breen Mine at Waucedah. All these properties are among the oldest of the district. The total production of the Nanaimo mines has been 377,976 tons and, while they are now idle, they still have a considerable body of ore which will be merchantable in ordinarily good times. The James and Konwinski properties are in the development stage. The James having commenced shipments in 1907 has a total production to January 1, 1910, of 152,971 tons. It now has a productive capacity of about 300,000 tons per annum. There are two shafts equipped with modern plants of

machinery. The Konwinski will ship during 1911 and will have a capacity of about 100,000 tons in that year.

The Spring Valley Iron Company is also exploring the Zimmerman mine near Iron River and has made small shipments.

Most of the present large producers in the Iron River district are operated from Stambaugh. With that point as headquarters, the Brule Mining Company ships an average of 100,000 tons from its Brule location, 65,000 tons from the Chatham mine, and 34,000 tons from the Berkshire tract and has favorable exploration properties at the so-called Claibourne and Lennon locations. Probably 300 men are employed by the company in its active work. The Baker mine, with a production of



STAMBAUGH, MINING SUBURB OF IRON RIVER

63,000 tons, is also operated at Stambaugh by the Crystal Falls Iron Mining Company.

STAMBAUGH VILLAGE

Stambaugh, located on the Iron river a mile east of the village by that name, is one of the most flourishing mining centers of the Upper Peninsula, its population having increased from 695, in 1900, to 1,322 in 1910. As stated, it is headquarters for the Hiawatha and Dober mines, as well as those controlled by the Verona Mining Company, whose superintendent and the general manager of the Oliver Mining Company are residents of the place. The village was platted in the spring of 1882 by W. H. and R. Z. Selden, with Louis D. Cyr and Louis Stegmiller as proprietors. It suffered with the general depression of the iron industry for a number of years prior to 1899 and has enjoyed, in full measure, the effects of the revival. It is now a well built and

progressive village, the intelligence of its people being reflected in the condition of its public schools. They were organized under the special legislative act of 1905 and comprise one Central High School, and two department and six district schools. In the former is a good library and all the buildings are well heated, lighted and equipped. Between twenty and twenty-five teachers are employed, most of whom are Normal graduates, and about 700 pupils are enrolled. The churches of Stambaugh include Presbyterian, Swedish Mission and German Lutheran, and the Finnish people, although they have no special house of worship hold frequent services. The village is really a resident and mining

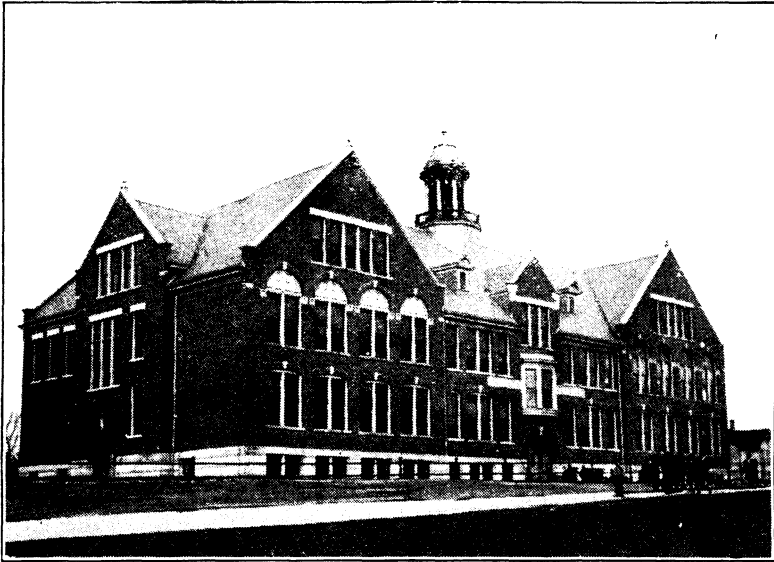
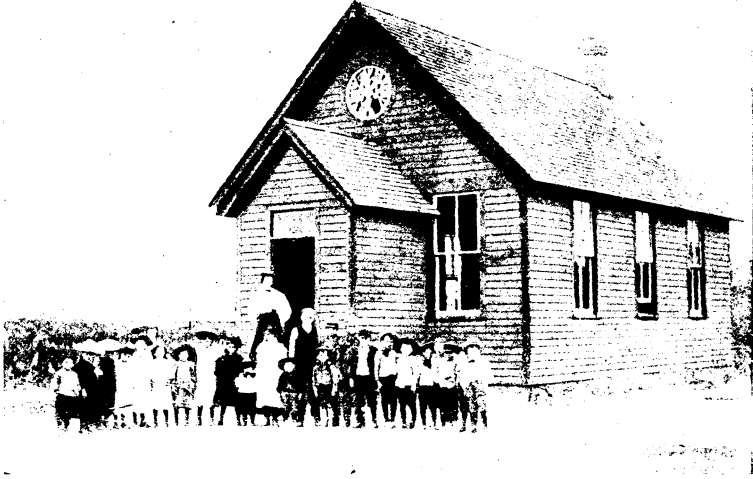


STAMBAUGH SCHOOLS

suburb of Iron City, and, although it has a number of well sustained business houses, its banking transactions are conducted through the First National Bank of the former.

CRYSTAL FALLS

Crystal Falls, which has remained the seat of justice of Iron county since its organization in 1885, is a neat municipality of 3,775 people. It is compactly built on ground which rises rather abruptly from the valley of the Paint river, its striking site being capped by a handsome court house and Union High and Manual Training School. The court house is a \$60,000 structure and the High School building, erected in 1905, cost \$65,000. Crystal Falls has complete banking facilities, mod-



CRYSTAL FALLS SCHOOLS: PRIMITIVE AND PRESENT CENTRAL SCHOOL.

ern system of water distribution and electric lighting, and, being not only the county seat, but the administrative center of a score of iron mines, enjoys a steady and growing general trade. Its interests and advantages are judiciously spread abroad through its weekly paper, the *Diamond Drill*.

The creation of Crystal Falls as a town-site, is due to the implicit confidence in its future, entertained by S. D. Hollister, Sr., and George Runkel, who had bought the option on the property from the original holders and reached the place September 18, 1880. Here their premeditated jaunt into the Agogebie country was forgotten in the astounding discoveries as related to them by Henry Maltby. Realizing that the region was inconceivably rich in iron ore, they organized the Crystal Falls Iron Company, and together with Jas. H. Howe, purchased the land upon which a portion of the village now stands, from Guido Pfister, who had bought originally direct from the government, and in 1881 commenced to lay out the property in town lots. Close upon their heels came J. E. Bower, druggist, in June, 1881, who erected the first building in this backwoods camp. This was a cottage for Mr. Runkel, and stood at the head of Superior street. All of the personal effects brought by Dr. Bower at that time had to be "packed," carried on the shoulders, tied with a "tump line,"—a broad leather strap which rested on the forehead—from the nearest bridge over the Brule river, nine miles distant. In 1881 came a man of push, experience and prominence, in the person of Jerome B. Schwartz and another pioneer was added to the stanch people of Crystal Falls—Jerome B. Schwartz, former captain of the Breen mine at Waucedah. He erected a store and embarked in a general business, for, although subsequent to railway connections and but forty persons resided on the town plat proper, some six hundred men were employed in the mines, and at the saw-mill, whilst back in the woods, hundreds of men were occupied in getting out the saw-logs. During the period that followed Mr. Schwartz realizing the future of Crystal Falls, invested extensively in real estate, acquiring the "addition" which is known by his name, and continuously prospered.

In 1881 arrived D. C. Lockwood, D. Bannerman and Dr. H. C. Kimball and Mrs. Kimball, the first resident lady in the place; then Al. Austrian, O. O. Welch, R. Dawson, L. M. Tyler, Frank Scadden, Dr. J. L. Kimball, Martin Ragan, J. H. Elmore, Charles Henry, K. S. Buck; and W. Doucet, afterward proprietor of the Crystal Falls Opera House, once the best of its kind on the range. Following these, came Nicholas Lachapelle, restaurateur, and Dr. A. A. Metcalfe, a successful practitioner whose reputation preceded him. Chas. Gallagher, J. P. and ex-Deputy Sheriff Walsh fell into line, and joined the procession up the slope, in the footsteps of Andrew Vandandaigue, who built the second dwelling house in the village, in August, 1881. J. Brown, the "wet goods" merchant, arrived in 1882, and on his tracks came Carl Pardee, Wm. Russell, R. Flood, Geo. Freman and Captains W. H. Morrison and Frank Proker.

As stated, Crystal Falls was platted in the fall of 1881 by George Runkel and Col. James H. Howe, proprietors, who were also contractors on the Chicago & North-Western Railroad, which reached the site of their town in May of that year. Mr. Runkel is credited with the real parentage of the place, as he resided at Crystal Falls for several years after it was laid out. He now lives in Idaho. Mr. Runkel was an enterprising, popular man, and his daughter, Julia, was the first head of the local postoffice. She was succeeded by Dr. H. C. Kimball. Messrs. Runkel, Kimball and J. E. Bower erected the first permanent buildings, in the fall of 1881, in one of which the doctor opened the first drug store of Crystal Falls. In December of that year David C. Lockwood commenced to build the pioneer public house, and threw it open in the following April as the Lockwood Hotel. At that time it was not entirely completed, but travelers were demanding a place in which to eat and sleep, and so Landlord Lockwood opened his hotel to them, albeit the partitions between the rooms were of building paper. The Lockwood Hotel has been since rebuilt into a comfortable, modern place of entertainment.

The first Sabbath school in Crystal Falls was opened, in the spring of 1882, at the house of George Runkel, with Findlay Breese as superintendent of ten scholars. At first it was connected with the Presbyterian society, but was afterwards absorbed by the Methodist church.

William J. Lowrey, a theological student from Princeton Seminary, held the first services in the place during the month of June, 1882. He organized a Presbyterian society, which first met in a two-story building over a saloon and which flourished for some years thereafter. Mr. Lowrey is now a missionary in China.

Martha Parmenter taught the first secular school, in the summer of 1883, gathering her little class in a building which stood on the south side of Superior avenue, between Third and Fourth streets.

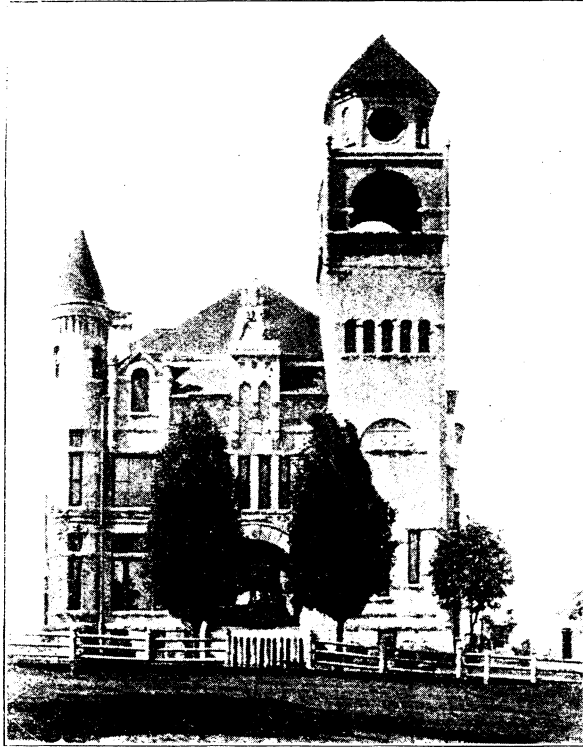
Within a decade from the year Crystal Falls was platted her population had exceeded three thousand people; it was 3,231 in 1890. This goodly growth spurred its citizens toward the goal of village incorporation, which was granted by the county board of supervisors January 24, 1889. It was reincorporated by the state legislature in 1891, and its present population is distributed by wards as follows: Ward 1, 703; Ward 2, 1,824; Ward 3, 1,248. Total, 3,775.

In conclusion, this sketch which relates especially to the corporation of Crystal Falls, should speak more fully of the admirable Central school at this point. The building is a three story brick, with stone trimmings, and is outwardly imposing and pleasing, especially as it is so well framed by generous grass plats, which, at the rear, stretch toward a beautiful maple grove and two plats of ground (300 by 400 feet), designed for playgrounds and athletic fields. The ground floor of the building is devoted to the gymnasium, toilet rooms, and manual training and domestic science quarters, which are complete and sanitary in every detail. A part of this floor, as well as the entire second, are given over to the



BIRDSEYE VIEW OF CRYSTAL FALLS

class rooms of the High School department (average attendance, 120 pupils) and those of the grammar grades (320 scholars). The well-equipped laboratories and recitation rooms occupy the third floor. Here is also a remarkably complete township library of 4,500 volumes. Its generously laden shelves open off from the main recitation room, which is tastefully adorned with pictures, statues and other works of art. In fact, the corridors and the entire interior bear such marks of good taste and mental stimulus; the active brain of today is not obliged to



IRON COUNTY COURT HOUSE, CRYSTAL FALLS

be frozen with the bare walls of yesterday's schools. The entire money value of the school and grounds is placed at \$90,000.

Under the prevailing system all the city and township schools are under one superintendent, who is the principal of the Crystal Falls central school. Outside of this are three ward schools, in the city, attended by 780 scholars in the elementary grades. Altogether there are twelve schools, in the township, whose school population, according to the census of 1911, is 1,595, and whose teachers number 45. It should be added that the Crystal Falls High School is a member of the North Central Association of Colleges and Secondary Schools and that its grad-

uates are entitled to admission to any of the institutions within that organization, which include the leading colleges and universities in this section of the country.

When speaking of Crystal Falls as a mining center, first mention is due the firm of Corrigan, McKinney & Company, one of the leading independent iron-ore producers in the Lake Superior district. In Iron county the company controls and operates the Tobin, Armenian, Dunn, Lamont, Fairbanks, Kimball, Crystal Falls, Great Northern and Baker mines; the last named, at Stambaugh, is the only location outside the Crystal Falls district. The heaviest and most constant producers of late years have been the Tobin, Dunn and Great Northern. According to late figures the Tobin ships over 425,000 tons of ore annually and employs 170 men; the Dunn mine has shipments amounting to nearly 190,000, with a payroll of 150 and the Great Northern takes out some 112,000 tons and employs 200. The Armenian, Lamont, Fairbanks, Kimball and Crystal Falls mines have been rather uncertain propositions, all but the Armenian (unwatered in 1909-10) having been idle for some time.

Just north of Crystal Falls the Bristol mine is operated by the Bristol Mining Company, with an annual output of over 400,000 tons of ore and a force of about 240 men; which figures place it well up in the list of producers in the Menominee range. A less important proposition is the Hollister mine, also with headquarters at the county seat; it ships about 26,000 tons yearly and employs about 75 men.

OTHER TOWNS

Palatka, platted in the summer of 1901, is a mining town of some consequence, the headquarters of the Verona Mining Company, which operates the Baltic, Caspian and Fogarty mines at that point. Following are the latest recorded productions with number of men employed: Baltic, 185,107 tons, and 250 men; Caspian, 205,703, with 275 employees; Fogarty, 86,155 tons and 75 men.

Mansfield is a village a few miles east of Crystal Falls, well known as the location of the productive mine by that name. It has been operated for a dozen years, produces over 114,000 tons of ore annually and employs 110 men.

Amasa, northwest of the county seat, is a station and good mining town on the Chicago & North-Western Railway, and depends upon the Hemlock mine operated by the Hemlock River Mining Company. This concern employs about 150 men and ships out over 112,000 tons of ore annually. It platted the town in October, 1890.

AGRICULTURE AND GOOD ROADS

The resident of the Upper Peninsula who is looking forward to the time not far in the future when agriculture will assume its rightful importance as a source of permanent prosperity—this thoughtful citizen fully recognizes the practical relation between the development of agri-



OLD MANSFIELD, SEVEN MILES EAST OF CRYSTAL FALLS

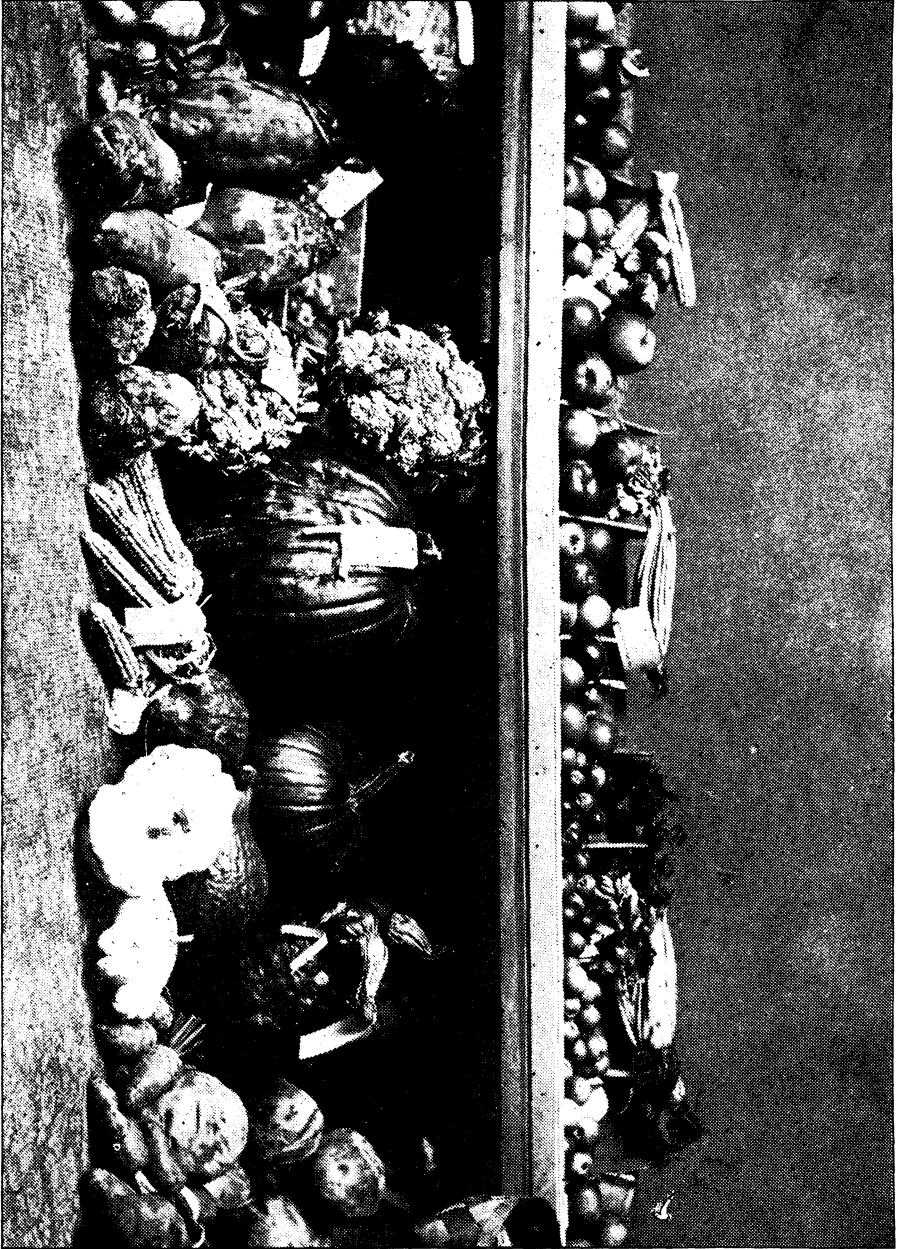
cultural interests and the building of good roads. Iron county, as a political body, has also acted broadly and promptly upon this theory and fact, and its \$150,000 bond issue of May, 1911, for the building, rebuilding, repairing and extension of the County Road System is a wisely-incurred indebtedness. The system was adopted by the county only about eight years ago, and now includes some seventy miles of graveled and macadamized thoroughfares. The so-called trunk-line extends through the county from east to west, taking in Iron River, Stambaugh, Crystal Falls and Mansfield. Thus, within this short period, a fair start has been made toward providing good roads to the centers of population and the best local markets.

Now, what are the facts regarding the natural advantages of the county for the prosecution of husbandry. First, as to its soil. This is largely till, whose basis is the scourings from hard rocks caused by glacial action. In Iron county, as well as in the entire Upper Peninsula, this till supports heavy growths of hardwood. Maple is the most abundant tree; birch, elm and basswood are plentiful, while hemlock, spruce and pine formerly occurred to some extent. Even patches of the latter varieties, however, have disappeared before the lumberman's axe. But the mining companies are now buying extensive hardwood tracts in order to be assured of a future supply of mine timber, although a considerable part of these forested till areas is held for speculative purposes; as the value of the hardwood, and also the land on which it grows, is steadily appreciating.

Although specifically referring to the Iron River district, R. C. Allen, director of the state geological survey, draws the following inferences in his 1910 report which will apply to the county as a whole: "Sooner or later, with increase in population and the consequent greater demand for land, the till areas will be cleared of their forests and in their place will be cultivated fields. Experience has already proven that the till areas respond bountifully to cultivation. Good drainage is assured by the high and rolling character of the till and soils of this variety maintain, as a rule, excellent tilth under cultivation. Sticky clay or gumbo soils are exceptional, owing to the sandy character of the till and the natural humus content of the soil layer. The summer season is short, but hay, small grains and vegetables adapted to the climate yield excellent crops. The chief drawback to agriculture here is not the climate or poor soil, but the extreme bouldery character of much of the till. This, however, is an obstacle which can be overcome here as it has been in other areas. The writer has been strongly impressed with the agricultural possibilities of this area and believes that, in time, the main industry here will be based on agriculture."

Add to these words of the scientist, the following from the pen of a well-posted and practical journalist, and the story is fairly complete and full of promise: "That the hardwood timber lands do make first-class farms is no longer a matter of speculation or conjecture. Scientists have analyzed the soil and declared it good. They have investigated

EXHIBIT OF IRON COUNTY AGRICULTURAL SOCIETY



the climatic conditions, the rainfall, and the water supply, and have declaimed learnedly on the results that ought to come from these conditions; but better than all this is the fact that practical farmers are here to tell of the results that have actually come to them. In Iron River township may be found Paul Minckler, Andy Boyington, Jens Peterson, Josh Coffin, Peter Andreasen, Peter Christensen and a score or more in the Beechwood district; in Bates, Olaf Helgemo, Andrew Erickson, Olaf Anderson, W. P. Winton, John Soderquist and many others; in Stambaugh, Ole Oleson, Peter Brown, Edward Franke, Sam Sacrison, and Charley Erickson; in Atkinson, Zebina McColman, James Ross, Louis King; in fact, there are hundreds who can prove that the soil here is of the best.

“The Upper Peninsula is destined to be a great stock raising section, as the soil is well adapted to the raising of all kinds of grasses—in fact there is none better. Other crops do equally as well, such as wheat, oats, rye, barley, cabbages, sugar beets, potatoes, and peas. This latter crop will prove a fine substitute for corn, through the ease with which it is grown, and the large yields of forage and grain returned. To dairy cows a limited quantity of meal made from this product may be fed with advantage, while for sheep and hogs, it is excellent food.”

COUNTY STATISTICS

Among the taxpayers of Iron county are twenty-two of the largest iron and steel corporations, twenty large land and lumber companies and five hundred farmers, constituting the three principal interests of the county.

Assessed valuation, 1910, \$6,032,554.

Estimated true valuation, \$12,000,000.

Total bonded debt (including the issue of county road bonds for May, 1911) \$162,000.

In 1890 the population of the county was 4,432; in 1900, 8,990, and in 1910, 15,164. By townships, cities and villages the comparative exhibit is as follows:

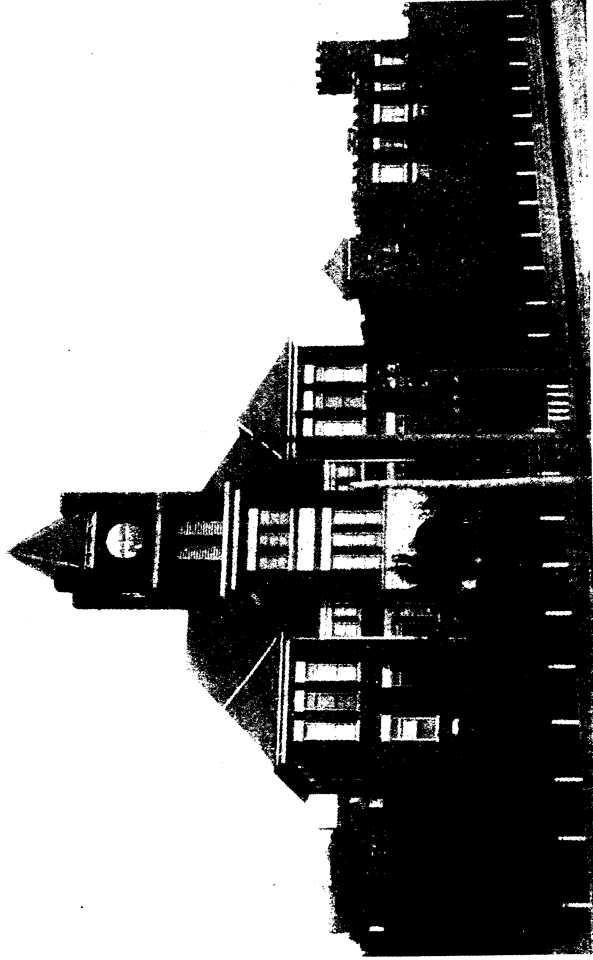
DIVISION	1910	1900	1890
Bates township	573	402	594
Crystal Falls City	3,775	3,231	
Crystal Falls township	1,638	797	1,178
Hematite township	1,115	694	
Iron River township, including Iron River village. .	3,085	1,777	1,426
Iron River village	2,450	1,482	1,117
Mansfield township	355	350	
Mastodon township	385	172	111
Stambaugh township, including Stambaugh village. .	4,238	1,201	711
Stambaugh village	1,322	695	

DICKINSON COUNTY

The county of Dickinson, the youngest in the Upper Peninsula, was chiefly taken from the northern part of Menominee county, with small donations from Marquette and Iron counties. The prime cause for its creation is thus well put: "From the first discovery of iron in the valley of the Menominee river that region was known to the world as the Menominee Iron Range. It comprised three counties—Menominee and Iron, in Michigan, and Florence in Wisconsin. Being a wild and unsettled region these counties were made very large and a few years of prosperity and growth made it evident that a division of the largest county, Menominee, was necessary. The northern part being a region of metaliferous mountains and the southern part entirely devoted to lumber industries made a very natural division; so on October 2, 1891, although the victory was celebrated as early as May 21st, a new county was formed principally from the northern part of Menominee county, in honor of Hon. Don M. Dickinson. Although the principal industry was mining, the country contained rich timber lands, but, being on the Menominee river, the timber was floated to Menominee and Marinette to be manufactured. Thus the business interest in Dickinson county was given to mining, the older mines being worked to full capacity, while new explorations have been constantly developing into producing mines.

OLD QUINNESEC

Quinnesec is the oldest town on the Menominee Range and was laid out by Hon. John L. Buell, an educated man of Lansing who had represented the united counties of Mackinaw, Schoolcraft, Delta and Menominee in the Michigan legislature, but who, in his younger days, was a pioneer of the western plains and a born explorer of new lands. On the 20th of May, 1873, Mr. Buell commenced his first practical explorations on the range, on the southeast quarter of section 34, township 40, range 30, the present site of the original Quinnesec mine. On the 2d day of August, same year, ore was struck by a line of test pits, on a formation running from south to north. In the winter and spring of 1873-4, the first consignment of ore mined on the range was taken by Mr. Buell by sleigh and wagon to Menominee, about seventy miles in all, forty miles of which was over the state road. Fifty-three tons was thus transported. This product was smelted by the Menominee Furnace Company. Mr. Buell had an interest in the property, by right of agricultural scrip entry in 1864, which was now leased to the Milwaukee Iron Company. By the failure of this company, however, and by the death of Capt. Ward further operations were delayed for the next two years. Meanwhile, Dr. Hulst, the veteran explorer who in 1872 had cached his outfit and returned to Milwaukee, was in 1873 working like a beaver in the footsteps of Major Brooks, state geologist, on section 6, township 39, range 29 between the Quinnesec and the Vulcan, and in 1874 was exploring in the neighborhood of the Republic mine in the



DICKINSON COUNTY COURT HOUSE, IRON MOUNTAIN

Marquette range. During the fall of 1872, the Chicago & Northwestern Railway Co., wisely apprehending that the outlook for an immense ore production was more than promising, deflected the road they were building from Marinette to Escanaba to accommodate the new iron fields. Six miles of right-of-way was cut from Powers westward toward the Breen mine with a view to the immediate construction of a branch road. In the fall of 1873, as the iron interests in common with the commerce of the country were suffering with the then universal depression, explorations and railway operations were alike discontinued.

In 1876 Mr. Buell platted the village of Quinnesec, the plat being recorded March 21st of the following year. In 1877 Jason K. and Anson F. Wright opened the first store in the place, and continued there in general merchandise until 1885. R. G. Brown was the first postmaster, the office being in Wright Brothers store. The first portable saw-mill in these parts was set up by Mr. Buell, in 1876, and in the following year he built the pioneer school house and donated land for the Catholic and Methodist churches.

FIRST SHIPMENTS OF ORE

In 1877 the Menominee Mining Company, which had purchased the leases of the Milwaukee Iron Company, and of which new company Dr. Hulst was a member, renewed operations at the Vulcan, which had been interrupted by the causes previously written of. The doctor was again in harness, and in evidence of his realism, may be recorded here, the discovery of the celebrated Chapin mine at Iron Mountain, where in 1878 the first shaft was sunk—a continuation of a test pit—when at a depth of between 60 and 70 feet ore was first disclosed. In 1880 the first shipments of ore from this bonanza amounted to 34,556 tons. In 1890 these shipments had increased to 742,843 tons, when it was, by far, the leading producer of the range, as it is today.

In March, 1877, the Menominee Mining Company engaged Lewis Whitehead, who had been chief of the Hulst exploring party, to take charge of its various enterprises. The Menominee River Railway was again under construction into the new mining country and on July 10, 1877, killed its first man. Open and surface work continued in the mines and on the 2d of September a shipment of twenty-five carloads was made from the Breen mine, of which Jerome Schwartz who, afterward, as mentioned, became a leading citizen of Crystal Falls—was captain. The old Breitung, now the Vulcan, became headquarters of these operations and about this time 4,021 tons of ore were shipped from West Vulcan. On the 12th of September the first carload of freight, consisting of hay, bar iron, etc., backed into Vulcan. This same day Dr. Hulst entered upon his duties as agent in residence of all the interests of the Menominee Mining Company, Lew Whitehead, captain at Vulcan, A. C. Brown, purchasing agent, Henry Fisk, bookkeeper, and Dr. Belknap, physician.

The first school meeting on the range was held in a logging camp,

between the Vulcan and the mouth of the Sturgeon. Miss Reath was appointed teacher and "school was kept" within the camp, the dark forest being the playground, and the stately fir trees the bounds.

In 1878 the Breen mine was closed down and vacated. In May of the same year Mr. Curnow, of Milwaukee, took charge of the Quinnesec mine, and the place commenced to boom as a mining town, and as the terminus of railroad construction.

In August of the same year, the Norway mine, section 5, township 39, range 29, was opened up by the Menominee Mining Company, the explorations having been carried on by John N. Armstrong. The Cyclops was also opened up in 1878, as was the old "Saginaw, section 4 mine," later known as the Perkins—township 39, range 29—rechristened in 1879, in honor of Captain John Perkins, the new superintendent. The first giant powder used on the range was utilized in blasting the bed of the Sturgeon river in 1878. In the fall of this year, Mr. Whitehead formally threw open the Vulcan Hotel, while in February and April of the following year the women of the locality obtained due recognition—Mrs. Patrick McCarty by presenting her husband with the first girl of the range and Mrs. Whitehead doing likewise with the pioneer baby boy.

In April, 1876, exploration was commenced on section 34, township 401, range 18, for Tuttle & Harvey of Cleveland, Ohio; on May 16th ore was discovered and declared by experts to be one of the most promising finds on the Upper Peninsula. This mine developed into the Commonwealth. Later explorations, by Otto C. Davidson, disclosed a large body of ore on the southeast quarter of section 34, the Badger mine, which proved an important discovery. Mr. Davidson is now general superintendent of the several mines of the Oliver Mining Company in both the Menominee and Gogebic ranges, including the great Chapin mine, and is among the most widely known and honored of those who have been the founders of the iron industry in the Upper Peninsula. He is not only an authority on all matters pertaining to iron mining, but a whole-souled man who, with all the extensive interests resting on his shoulders, is never too busy to extend a kindly greeting to all comers. He is exactly fitted for the important position to which he has attained by virtue of his own merit.

For the first two or three years after the opening of the pioneer mines in the Menominee range Quinnesec was the objective point of most of the operations, but, with the opening of the Chapin mine and the coming of the North-Western Railway to Iron Mountain, in 1879, its importance waned and finally disappeared.

FOUNDING OF IRON MOUNTAIN

In July, 1880, the first locomotive steamed its way around the curve and halted near the center of Iron Mountain. Previous to this the city was in the wilderness. It was known as "Section 30" in the early days, and at the time of Quinnesec's decease became the asylum for its most prominent men of business, Messrs. A. F. Wright and Hugh McLaugh-

lin moving in at that time. In 1878 there were but four places occupied for the purposes of trade.

With the development of the wonderful Chapin and Lumbermen's mines, men poured in, the camp of fifty souls soon swelled its multitudes, the story of its treasures were circulated and fresh additions were tacked on to the village. The first of these were the Stephenson and Flesheim, then the Jenkins and Spies, then the St. Clair, the Hamilton, Merryman, and the Rosenheim, until the rough little mining town of 150 people,



IN A DICKINSON COUNTY MINING DISTRICT

in 1880, grew to the dimensions of a city of 8,000 people, and was incorporated as a municipality April 2, 1887.

Joseph Hambly kept the first boarding house in 1878, co-temporary with the sinking of the first Chapin shaft, and among other citizens identified with the early history of the town, were A. F. Wright, H. McLaughlin, W. W. Felch, Jno. Friedrichs, Dr. Cameron, Geo. F. Seibert, Ed. J. Ingram, Sol. Noble, R. L. Hammond, H. DeVere, Vivian Chellew, W. Hocking, Oliver Evans, ex-Mayor Trudell, K. S. Buck, S. Mortensen, Arthur Flatt, J. E. Robbins, E. Croll, M. Gleason, Alderman Hancock, Dr. Crowell, Carl Schuldes, City Clerk Saving, J. D. Cudlip, A. J. Leveque, B. H. Scott, J. B. Weimer, George Alexander, John Rule,

Jos. Lemieux, the Merritt brothers, and F. W. McKinney, who was active in his efforts to advertise the advantages of the place—besides many others whose indifference, however, to written requests for information, must rest for the reason of omission of reference in these pages. John R. Wood, afterward of the First National Bank, who prospected for mineral as early as March, 1879, and became manager of the Cornell mine, and was later identified with the Felch Mountain and Vulcan industries and passed two years in the Gogebic Range, and subsequently in Ishpeming, did not make Iron Mountain his permanent home until 1887. In 1880 the Chapin shipped 34,556 and the Lumberman's, or Ludington, 8,816 tons of ore. The Millie, or old Hewitt mine, made its first shipment of 4,352 tons in 1881, and the future of Iron Mountain was, even then, considered assured. At that time, the population of the place was chiefly composed of Americans and Cornishmen from the copper country or from the older mines of the Marquette range, with a few Italians. Meanwhile the prospectors were hard at work and the Indiana mine in 1882 shipped 4,280 tons, and the Calumet under the superintendency of John R. Wood, 5,847, and in 1886 the Cornell, discovered by the same expert, made its first shipment of 4,566 tons, whilst many other explorations, such as the Garfield, the Heela and the Hancock held out inducements more or less encouraging.

For a time the gospel was preached by a Cornish miner, in the dining room of the Chapin boarding house. This volunteer evangelist was shortly afterwards killed—the first fatality in the Chapin. In 1884 the first Episcopal service was held in the Brown street school house, by the Rev. E. J. Eichbaum, missionary from Escanaba. From 1882 to 1884 the Rev. John Brown, pastor of Quinnesec, supplied the spiritual needs of the Catholic population, who was in turn succeeded by Rev. Fr. Faust, who secured by his exertion the property upon which the church and school house now stand and which former was opened for worship during the year named. Father Faust is credited with the firm establishment of his faith at Iron Mountain.

Originally and for many years within the boundaries of Menominee county, its singular qualifications which it shared in common with Norway were largely lost sight of, in its geographical relation to the county town, seventy miles to the southward. In October, 1891, agitation had its reward, and Iron Mountain has since been the seat of justice of Dickinson county. Its population was then nearly 9,000, and it had attained the rank of second among the towns of old Menominee county. In 1900 it had a population of 9,242 and in 1910 of 9,216, distributed by wards as follows: Ward 1, 2,431; Ward 2, 1,658; Ward 3, 1,345; Ward 4, 1,867; Ward 5, 1,915.

PIONEER ITEMS

The following interesting items, furnished by an old settler, are given at this point, which closes the pioneer chapter of Iron Mountain's history: "The real commencement of Iron Mountain occurred July

5, 1879, when Captain John Wicks arrived at what is now known as the Chapin location, accompanied by seven men, all in the employ of the Menominee Iron Company and come hither from Quinnesec to make new explorations. They brought with them a four-mule team, with tents, tools and provisions and a few boards with which to build a kitchen and roof over a rough table placed in an opening of the forest. The tents were pitched on section 30. On the 15th of the following September came Joseph Sandercock, a blacksmith, and put up the first anvil on the site of Iron Mountain; his forge was a big stump and he hung his bellows between two trees. On October 22, 1879, the *Menominee Range*, then published at Quinnesec, said that the Chapin mine was down sixty feet and that what was thought to be good ore had been found.

“Soon after the erection of the mining company’s shacks, David Majo completed a house, and, as cold weather had set in, it was soon overflowing with boarders. About two weeks later Jerome Rayome had finished a boarding house, as well as the Menominee Mining Company. All of these pioneer buildings were situated about on a line with the present Vulcan street. Others were added, in the same vicinity, but were removed in 1885 with the caving-in of the ground on account of mining.

“When Captain Wicks first arrived a roving band of Indians was encamped near by, and a deserted log shack, formerly occupied by lumbermen, stood near the present site of the St. Paul depot. The nearest inhabited building was about half way to Quinnesec. And that was only thirty-two years ago!

“The first birth at the Chapin location (or Section 30, as it was called) was that of Lillian Rayome, daughter of Jerome and Desanges (Germain) Rayome, on January 8, 1880, and the first birth in the city proper was that of William P. Hayes, son of Thomas and Ellen (Garity) Hayes, on the 27th of July, 1880.

“Iron Mountain was platted in the fall of 1879 by Samuel W. and Isaac Stephenson and Joseph Flesheim, proprietors. The plat embraced fifteen blocks and six streets—Flesheim, Brown, Ludington, Hughitt, Stephenson and Merritt, and was recorded December 15, 1879. Frank Ayers, a Maine bachelor who had been exploring in these regions, was first to have a building ready for occupancy. It stood on the southeast corner of Ludington street and Stephenson avenue. He had procured some lumber from Marinette and cut cedars in the swamp near by for studding, and when the little building was ready stocked it with jackets, mittens, overalls, stockings, shoes and boots, tobacco, liquor—anything which would probably be craved or needed by either lumbermen or miners. Later Ayers started a restaurant, a grocery and a meat market; was quite a hustler while he remained at Iron Mountain, but his business finally went into the hands of others and he left for parts unknown.

Charles Parent, however, was the first general merchant, as he came to Iron Mountain in November, 1879, and displayed his stock in a tent, soon completing a building for his business. This was on Stephenson avenue between Ludington and Brown streets. Mr. Parent, who was

the second postmaster, continued in business for many years and was an honored citizen until his death.

“R. C. Philbrook, the first postmaster of Iron Mountain, also dealt in general merchandise, as well as liquors. In January, 1880, Andrew Boyington and family arrived, his wife being the first woman to reside here. Mrs. William Parent did not come until April, 1880, a short time after the arrival of Thomas Hayes and wife, while Mrs. Charles Parent did not become a resident until July of that year. Mr. Boyington was engaged in business at Iron Mountain for about two years, when he removed to Iron River, in connection with whose development he has been already noted. L. A. Laughlin was the first station agent of the Northwestern Railroad, which, as stated, reached Iron Mountain in July, 1880.

“In 1880 work was commenced on a school building, located on Brown street between Stephenson and Iron Mountain avenues, but was not ready for occupancy until January 1, 1881, when it opened with William N. Shepard as teacher. While the building was in process of erection the school population had so increased that the pupils were obliged to sit three in a seat made only for two. This first Iron Mountain school was in session eight months, closing September 1, 1881. Before another term commenced other rooms had been finished and three teachers were employed, Mr. Shepard not being a member of the force as he had accepted a ‘better job’ in connection with the Chapin mine.”

CHAPIN AND PEWABIC MINES

By far the largest single industry located at Iron Mountain is the Chapin mine on section 30, comprising the Chapin, Ludington and Hamilton shafts, which distinguish the old mines which have been consolidated under the management of the Oliver Mining Company. The general superintendent of the great interests centering at this point is Otto C. Davidson. H. A. Chapin, of Niles, Michigan, was the owner of the original mine, from whom it was leased by the Menominee Mining Company, Mr. Chapin receiving a royalty of fifty cents per ton on all the ore shipped. Explorations were commenced under Mr. Chapin's ownership in July, 1879, and a short time after the company secured its proprietary interests. In June, 1880, the mine made its first shipments, which amounted during the year to 34,556 tons. The original discovery was made on the line between sections 30 and 31, at a point about four hundred feet west of the east line of the company's tract. At this point an exploration pit was commenced on the foot-wall, the top of which was on section 31, and was carried down through fifty feet of surface and thirty-two feet of ore, the vein being apparently only about four feet in width. The proprietary interest originally held by the Menominee Mining Company passed into the hands of the Schlesinger Syndicate and was styled the Chapin Mining Company.

The Ludington mine was discovered in 1880 by George E. Stockbridge, and originally consisted of 120 acres in section 25. It was leased from the fee owners, the Lake Superior Ship Canal Company, whose

toll on shipments was forty cents a ton. The Hamilton mine was discovered by John T. Jones in 1883, in the same section as the original Chapin, and was owned by the Hamilton Ore Company. Shipments commenced in 1880. Both mines were good producers but were flooded in 1893, and remained idle until they became the property of the Oliver Mining Company. As stated, with the original mine, they have since been operated as shafts, the entire location being popularly known as the Chapin Mine. Chapin is still known as one of the "wettest" mines on the whole Menominee range, gathering steadily from 2,800 to 3,000 gallons of water per minute. The bulk of this has been handled through the Hamilton shaft. Everything is systematic and modern about the Chapin mine, both underground and above-ground. The ore bodies upon which it draws consist of a series of lenses extending easterly and west-



CITY HALL, IRON MOUNTAIN

erly for 6,100 feet. In 1909 the management employed 662 men, operated about fifty machine drills and produced 522,141 tons of ore.

After the Chapin mine, what is known as the Pewabic is the largest producer in the Iron Mountain district. This was organized in 1887 by John H. Van Dyke, Nelson P. Hulst and associates of Milwaukee, Wisconsin, to take over the holdings of the Menominee Mining Company in this district, other than the Chapin Mine which was placed under a separate corporation. The holdings of the Pewabic Company, as thus organized, included the north half of section 32, town 40, range 30, upon which was afterward developed the Pewabic mine. Exploration on this property was commenced in May, 1887, and a large working shaft was sunk to a depth of 350 feet from which exploratory work developed the bodies of merchantable ore from which the production of the mine commenced late in 1889, since which time the mine has been a continuous producer of the high grade ore which has made it famous. In 1892 the property adjoining to the west, in section 31 and the southeast quarter of the southeast quarter, section 30, known as the Walpole mine, was acquired and consolidated with the Pewabic. In 1893 the

south half of section 32, formerly known as the Keel Ridge mine, was also acquired and consolidated with the Pewabic mine, since which time these joint properties have been known as the Pewabic Mine, which has produced up to January 1, 1910, 6,936,789 tons. For the year ending December 31, 1909, its gross output was 452,500 tons, and it had 464 men on its payroll.

Millie mine, one of the old properties which has been a fair producer on the Menominee range, is also operated at Iron Mountain. It is owned by the Dessau Mining Company.

The present city of Iron Mountain is a substantially-built town of over nine thousand people, being the northern terminus of the Wisconsin & Michigan railroad and on the lines of the Chicago & North-Western and the Chicago, Milwaukee & St. Paul Railroad companies. It is lighted by electricity; has twelve churches; nine schools (three costing over \$15,000 and one—the High School—\$100,000; a Carnegie public library of 20,000 volumes; an \$85,000 court house; two good banks and several newspapers—the oldest and most prominent of the latter being the *Iron Mountain Press*—and a fine City Hall.

NORWAY AND THE ARAGON MINE

The second community in Dickinson county, in point of population and business, is Norway, eight miles southeast of Iron Mountain, on the Chicago & North-Western and the Wisconsin & Michigan railroads. In 1911 its population was 4,974 (a little over half that of Iron Mountain), and each of its three wards had the following: Ward 1, 1,547; Ward 2, 2,055; Ward 3, 1,372.

The settlement at Norway was born with the sinking of the first test pit at the old Norway mine by Anton Odell in 1877, and the platting of the original town (mostly in a swamp) by Anton Odell September 9, 1879. Until 1881 Norway was a part of the township of Breitung; it came into Norway township when the latter was organized in 1881, and was incorporated as a city April 27, 1891. Norway is noted as having within its limits the renowned Aragon mine. The young city was ambitious and took nine square miles of land within its corporate limits, numbering among her original additions Frederickton, Ingallsdorf, South Norway and Brier Hill.

The origin of the name is a matter of some dispute, whether it was called in honor of the nationality of the founder, or out of respect for the monarchs of the forest from out the shades of which it was hewed, remains undetermined. Its platting, however, did not precede its shipping of ore, for in the fall of 1877, in October, the Vulcan and Cyclops shipped 4,593 tons, at about the same time that the Breen shipped its 5,812 tons from Waucedah.

The original Norway was the property of the Menominee Mining Company, which had leased the location from the Portage Lake & Lake Superior Ship Canal Company. Its first practical work was done in August, 1878, and five years later nearly 150,000 tons of ore annually were being shipped from it.

In the same year the first saw-mill on the Menominee range was erected at Norway by James and George O'Callaghan. Subsequently another brother entered the firm, and for a number of years afterward it looked as though Norway might become quite a lumber center, and the center of a produce district in connection with the development of camps and the industry in general.

The first postoffice was opened at Ingallsdorf in 1879, with C. B. Knowlton as postmaster, and in the following winter the town was inclined to put on airs from the fact that the Norway management had introduced the innovation of lighting its mine by electricity. This was to facilitate the open pit work then in progress, and was the first electric light plant put to that use in the Menominee range.

From this time on, business men of various callings visited the place only to cast anchor. The strangers within its gates accumulated and by 1883 had reached 3,000 souls. In 1880, James H. Gee—for sometime afterward township clerk, and Richard Oliver established themselves in business. In 1882 came Richard Browning; in 1883, Wm. Ramsdell arrived embarking in business on his own account in 1888, and was elected first treasurer of the newly organized city. In 1880, R. C. Flannigan opened his law office in Norway, being prosecuting attorney from that year until 1886; he was also elected first mayor of Norway in 1891, and is now Circuit Judge Flannigan. In 1881 Capt. H. J. Colwell, the widely known mining expert, became a resident of Norway, and in 1884 George O'Callaghan became a citizen and laid out the addition which bears his name. Captain Colwell became the local representative of Angus Smith, of Milwaukee, president of the Aragon when that location was first being actively developed in 1887.

Meanwhile Mr. James B. Knight, who had severed his connection with the Penn Mining Company, became interested in the publication of the *Current*, the editorial and proprietary responsibilities of which he assumed by purchase in 1886. That his efforts towards developing an interest in the great Iron Range by his reliable representations of the mineral out-look, were not wasted, is evidenced by the estimation in which the paper and its publisher have continued to be held to the present day. In the management of the *Current* the proprietor was ably abetted by J. McNaughton, assistant editor. In 1887 Mr. Knight was appointed inspector of mines for the county; has since gone to the legislature, never deserted the *Current*, and generally conducted himself as an able and honorable journalist and citizen.

In 1878 the town was almost swept clean by fire, but was rebuilt within a few years in better fashion. It enjoyed its second revival with the substantial performances of the Aragon mine, opened, as stated, in 1887. The great expectations aroused in that year were not wet-blanketed with disappointments, and, although the northern or old part of the city, has been caving in for the past ten years, on account of the shifting of quick sands, caused by underground operations, property owners have been so generously reimbursed for actual or fancied dam-

ages that the townsmen and the Oliver Mining Company are on the best of terms. The original Norway of the low lands, however, has been deserted as a business district and all the substantial mercantile houses and other buildings have been erected on higher ground to the north, out of the probable sphere of underground workings still being actually conducted, through east and west shafts, under the name of the Aragon mine.

The Aragon is still the leading mine of Norway and immediate vicinity, its workings passing under the old part of the city, and its location covering 120 acres. It is a member of the Oliver Mining Company combination. In 1909 the management put out 308,000 tons of ore and employed 360 men. The Aragon mine has, in fact, been considered the main industrial support of Norway for many years. The Cyclops and Norway properties, also on the town site, are controlled and operated by the Penn Iron Company, one of the old mining corporations of the range. About two miles west is a small location operated by E. C. Eastman & Company, of Marinette, Wisconsin, and known as the Few mine.

The building and development of new Norway, during the past ten years, have been largely the work of the Oliver Mining Company—especially of its adjunct the National Tube Company, which has sold many lots in the town site to prospective residents and builders at actual cost.

Norway, as it stands today, is a pretty place, its main business street, lined with new and substantial buildings, being on comparatively level ground, while most of its residences, its schools (it has five outside the High School), and its churches are on elevated and pleasant sites. Just south of the city are the fair-grounds of the County Agricultural Association, comprising about forty acres with buildings and a race course. Since its birth, about five years ago, the association has been growing in active membership which is an indication of public sentiment regarding the agricultural interests of the county.

OTHER TOWNS

Vulcan, a few miles east of Norway, is quite a mining center, as the East Vulcan, West Vulcan, Curry and Brier Hill mines, owned by the Penn Iron Company, are all operated from that point. These properties, and the Norway and Cyclops mines at Norway, controlled by the same corporation, have an annual production of from 350,000 to 500,000 tons of ore per annum. The hydro-electric plant of the company, used for operating the hoists, air compressors and pumps, is located at Sturgeon river, some three miles from the mines. These so-called Penn properties were purchased of the old Menominee Mining Company in 1885.

The only mines operated at Quinnesec, of late years, have been the Vivian, owned by the Verona Mining Company and under the management of Pickands, Mather & Company of Cleveland, Ohio, and the Quinnesec by Corrigan, McKinney & Company. Even these have been an inconstant producer.

At Randville the Groveland Mining Company operates the Groveland mine on a location of 80 acres. In 1909 it produced 24,933 tons of ore and employed 60 men.

Sagola is a village about twenty miles north of Iron Mountain, on the Chicago, Milwaukee & St. Paul Railway. It is not a mining town, but a thriving lumber camp, whose chief industry comprises the saw-mill and planing-mill conducted by the Sagola Lumber Company. It is laid out on a level site; its streets are lighted by electricity from the lumber company's plant; it has a fine school and town hall, and exhibits thrift in other features.

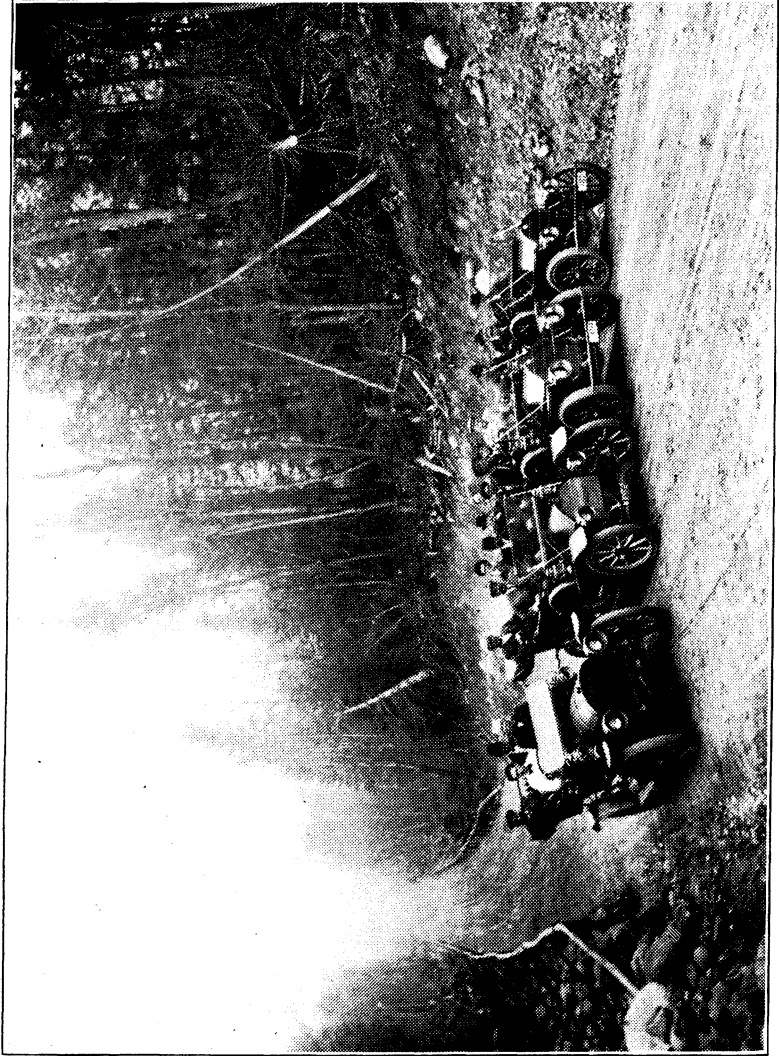
Waucedah, southeast of Vulcan and on the extreme outskirts of the Menominee range, is the site of the old Breen mine discovered in 1866 and known as the Dublin shaft. Its mines never produced much ore and it hopes to become a growing center for the winter lumber camps did not long survive. The mine is at present controlled by Messrs. Van Dyke & Brown, who have opened up a large body of ore, of lower grade than most that has been shipped from the property. The Emmett mine, first operated by E. S. Ingalls, Bartley Breen and Thomas Breen, and then by the Kimberleys, was purchased and is now held, for its deposit of low grade ores, by the Minnesota Mining Company.

AGRICULTURE—GOOD ROADS—POPULATION

Dickinson county, like some other sections of the Upper Peninsula, which has little more to hope for as a lumber country, and which is aware of the characteristic uncertainties of mining, is turning its attention, largely through its well organized agricultural society, to the problems and fair outlook offered by various branches of husbandry. As noted in the sketch of Iron county, its soil is also largely based on hard-stone scourings, or sand, but repeated experiments, some of which have resulted in permanent and profitable farms, have demonstrated that it will produce good hay and other fodder for live-stock and fine potatoes and root crops—especially carrots and sugar beets. On account of the danger of prevalent May frosts, fruits do not constitute a sure crop, although this drawback is largely counterbalanced by entire freedom from bugs and destructive parasites. Dickinson county has raised some fine apples, however, and is ambitious to repeat the performance of Delta county in carrying away first prize at the state fair for general excellence in that variety of fruit.

Dickinson adopted the County Road System—upon which so materially depends the establishment of a progressive agricultural populace—only eight years ago, Hon. James B. Knight having had the honor of introducing the bill, and largely pushing it through the legislature, which has made the office of county road commissioner elective, instead of appointive. Three commissioners are now chosen, the county road engineer being under their general supervision.

The general progress of Dickinson county for the past decade is partially told by her increase in population, as shown by the figures of the national census:



BATTERY OF "AUTOS" TAKING TO GOOD ROAD IN DICKINSON COUNTY

THE NORTHERN PENINSULA OF MICHIGAN 551

TOWNSHIPS AND CITIES	1910	1900	1890
Breen township	868	532	
Breitung township	920	1,074	
Felch township	773	400	
Iron Mountain city	9,216	9,242	8,599
Norway city	4,974	4,170	
Norway township	1,764	1,230	
Sagola township	825	527	
Waucedah township	922	715	
West Branch township	262		

CHAPTER XXIV

MENOMINEE COUNTY

BEAUTIES AND UTILITIES OF MENOMINEE RIVER—PIONEER TRADERS AND LUMBERMEN—CHAPPEAU AND FARNSWORTH—MRS. WILLIAM FARNSWORTH (MARINETTE)—JOHN G. KITTSON—ONLY MILL ON THE RIVER—OTHER NOTABLE EARLY MILLS—SETTLERS OF THE EARLY MILLING DAYS—MARINETTE LUMBER COMPANY—THE N. LUDINGTON COMPANY—THE KIRBY-CARPENTER COMPANY—LUDINGTON, WELLS & VAN SCHAICK COMPANY—OTHER OLD PINE LUMBER MILLS—ZENITH LUMBER YEARS—OTHER INDUSTRIES—TRADE—PROFESSIONS—THE TRANSITION PERIOD—PRESENT POPULATION AND MATERIAL CONDITIONS—CARPENTER-COOK COMPANY—MENOMINEE RIVER SUGAR COMPANY—OTHER MENOMINEE INDUSTRIES—TWIN CITIES LIGHT & TRACTION COMPANY—MENOMINEE POSTOFFICE—ST. JOSEPH'S HOSPITAL—CHURCHES—NEWSPAPERS—MENOMINEE AS A MUNICIPALITY—THE SPIES PUBLIC LIBRARY—THE JOHN HENES PARK—RIVERSIDE CEMETERY—VILLAGES OF THE COUNTY—COUNTY GOVERNMENT—CIVIL WAR—COUNTY HIGHWAYS—SCHOOLS—COUNTY AGRICULTURAL SCHOOL—AGRICULTURE.

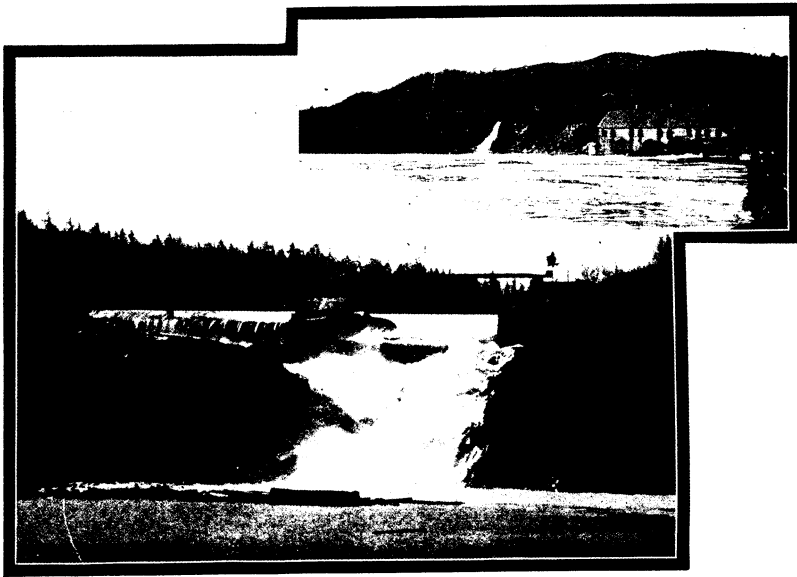
Menominee county occupies the most southerly portion of the Northern Peninsula, and in its almost triangular, but irregular form, is bounded on the southeast by Green Bay, on the southwest by the Menominee river, and on the north by the counties of Delta, Marquette and Dickinson. It is sixty-one miles in its greatest north and south dimension, and has a stretch of thirty miles between its most easterly and westerly parallels. As at first constructed, it included a portion of what is now Dickinson county, taking in the southern portion of the Menominee Iron Range, and it so continued until the settlements along that range became so populous as to demand an independent county government.

The city of Menominee is the county seat and is located in the extreme southerly point of the county where the immense volume of water carried by the Menominee river finds outlet into the bay, and upon

which the products of the Upper Peninsula pine forests have, in large part, been floated to the busy mills of that prosperous lumbering city.

BEAUTIES AND UTILITIES OF MENOMINEE RIVER

The word perfect is most aptly used to describe the scenic beauty of the Menominee river in its many changing aspects of more than sixty miles along the county's interstate boundary line. Its great volume of water is gathered by its numerous large tributaries that traverse and drain an immense area of timber and mining country, and at places in its course the rocky and precipitous banks hem the waters into such a



UPPER QUINNESEC FALLS, MENOMINEE RIVER
Hydraulic Company Plant; The Falls

narrow channel that they rush and boil and foam as if in anger at the impeding rocks; then again the banks widen and slope gracefully off into broad stretches of comparatively level country through which the river, spreading sometimes to a width of over five hundred feet, flows as placidly as if its temper had never been disturbed, and on the mirrored surface of which the overhanging trees and the variously changing clouds reflect most interesting panoramic views. It has always been prolific of many varieties of fish, and, because of its wide and winding channels, with its occasional bayous of wild rice and various other water-growing plants, wild ducks and geese, and sometimes swans, make of it a feeding place.

In Indian times, because of its fish and game, and of its affording an extensive water highway into a country filled with many kinds of ani-

mals, the river was widely popular. From the time of the coming of the white men until the present day it has added to its scenic and pleasurable advantages, above mentioned, the commercial item of transportation, from forest to mill, logs that have made lumber to the value of approximately one hundred and sixty millions of dollars, and besides the feeding of the mills, its rapids near the outlet have been utilized as power to run the early saw-mills, and the more recently constructed mammoth paper mills upon its either banks; while now we are just at the beginning of the exercise of the great force which its long succession of rapids, through the medium of electricity, is capable of contributing, in the way of light, power, and perhaps heat, to the vast manufacturing and commercial interests which must be attracted thereby.

To the transportation advantages of rail, lake and river, and to the possibilities of power afforded as an inducement to manufacturing interests, a very large proportion of the highlands from which pine and the hard woods have been harvested are proven to be extremely productive in a large range of agricultural items, including grains, fruits and vegetables, and the low black cedar swamps, when drained, have yielded large values in truck gardening products, so that this county, as it is now in its transition stage from the condition of a pine saw-mill locality, to that of a combination in the products of factories and fields, has a future the prospects of which are undimmed by the brilliancy of its past.

PIONEER TRADERS AND LUMBERMEN

As the history of every country necessarily begins with its pioneers, so it is with Menominee. The people who came to the Menominee river in the two decades following the year 1840, are the ones most generally referred to as the Pioneers, and, with few exceptions, they were those to whom is due the chief credit of the early development of this section; to their work and worth is the present generation indebted for the many things that entered into the formation and upbuilding of our present enlightened and progressive communities. The organization of local government, the establishment of schools and churches, the opening of highways through the forests and the building of bridges to span our rivers, are samples of the work accomplished by them. They came here into a country that was a wilderness, beautiful and inviting it is true, with its wealth of forests penetrated by beautiful rivers and bordered by the shores of the bay with its many advantages and charms; inviting it was, yet, nevertheless, a wilderness peopled mostly with savages and abounding in those qualities which made it attractive to the savage. The rivers and the woods were evidences to those pioneers of the existing wealth, and the opportunities afforded for its introduction into the world of commerce, just as they had in earlier days been evidences to the still earlier pioneers of the advantages here offered for trade in furs; and, again, just as they had, in still earlier years, in all their savagery of nature, peopled with the numerous animals, fish and birds that the

environment afforded, invited the red man to adopt this section as a most advantageous place of habitation.

It was not until late in the fifties that any of the large mills of the Menominee were first constructed, that of the New York Lumber Company, later known as The Menominee River Lumber Company, having been the first of the large mills on the river, it having been built in 1856; though a number of the prominent companies entered the arena at about that time. The N. Ludington Company built its first mill in 1856-7, and Isaac Stephenson became interested therein in 1858. The Kirby-Carpenter Company's first mill was built by Mr. Kirby during the same years, and Samuel M. Stephenson became interested therein in 1859, he having come to Menominee in 1856. The reason for this burst of activity in the lumber industry which developed at that time is easily accounted for by the fact that until about that time the government lands had not been upon the market, and therefore the opportunity had not been open for investment therein.

With the development of activity in the lumber interests came also the demand for accompanying industries, and so, in that period of the fifties, there came to the Menominee river a large proportion of the people whose names have gone upon the records to evidence the part taken by them in the establishment of local government and the development of industries. It will be our pleasure later to name many of them, and the few that had preceded them, although they played an important part, left comparatively little in the way of development to evidence their existence here.

In order to truly understand the local situation, as it was approached by those of the settlers whom we are accustomed to consider as the pioneers, and from whose lips we have heard many interesting accounts of early experiences, it is necessary that we peer back a little farther, and yet not far, for a hundred years is as but a day in the history of the world's development, to the time when another class of pioneers first settled upon the river.

The first permanent white settler upon the Menominee was Louis Chappeau (commonly called Chappee). His coming has been placed by some at as early a date as 1796, but there is strong reason to believe that it was not until 1805. He came as agent of George Law of Green Bay, and located the first permanent trading post on the river at a point near where the home of Fred Carney, Jr., now stands, on the Marinette side. Anton LaDuke, who, himself was one of the early traders of this section, said that in 1849 Louis Chappeau told him he had then been there forty-four years, which would fix the year of his coming as 1805; though Judge Ingalls, who acquired much information from early settlers, which was published in his "Centennial History of Menominee County," fixes the date as 1796.

Some appreciation may be had of the attractions offered to this early trader as a site for a trading post, by considering that, including the villages on the rivers and bay, many Indians were within easy canoe-

ing reach, and all the country abounded in the best of fur-bearing animals of both woods and water habitat.

CHAPPEAU AND FARNSWORTH, RIVAL TRADERS

Chappeau was a French Canadian voyager, familiar with the life and customs of the Indians, and for this reason he was able to live here through those trying years of conflict for the possession of the country; but he virtually took his life in his hands when he located alone and far from any other white man in the very heart of the savage tribes. It is true he had his helpers; that he built his trading post almost after a fashion of a fort, with heavy palisades, and that he was heavily armed; but it must have required much courage and diplomacy on his part to live as he did under those circumstances. He seems to have preferred the solitudes and savagery of nature to the civilization he left behind, and he continued that solitary life, with only the Indians and his helpers as his companions, until the year 1818, when William Farnsworth made his first visit here, but again left the solitude to Chappeau until 1822 when he returned, accompanied by his partner Charles Brush, for permanent settlement, only six years after the government garrisoned Fort Howard, at the head of Green bay.

The coming of Messrs. Farnsworth and Brush, from Mackinac, in 1822, seems to have been without invitation from the theretofore sole possessor of the realm, and it was the signal for a contest for supremacy, a contest to be waged in the courts of nature which knew no other law than that "might makes right." Farnsworth came as a representative of the American Fur Company, and was a man of ability and keen perceptions; and here it may be said that to the sagacity of his wife, who will be hereinafter referred to, is attributed a large degree of his success. He realized that the future held greater promises in store than even the then present afforded, and he kept a keen eye on events with the one main object of supremacy in view. He did not have to wait long. Chappeau got into difficulty with some of the minor chiefs of the local tribes, and in an affray lost a thumb. To show them his power and convince the Indians in general that they could not deal with him in that way, Chappeau sent to Fort Howard and had these three sub-chiefs arrested and there imprisoned. They were made to believe, and it was given out generally, that more severe punishment awaited them, and as a consequence consternation was spread abroad throughout the tribe. At this juncture Farnsworth realized his opportunity, went to the fort and there interceded in behalf of the imprisoned chiefs and secured their release.

This master stroke secured for Farnsworth the friendship of the Indians, and, to show their appreciation, it is claimed they made to him an extensive grant of lands, taking in the territory on both sides of the river from the mouth to a point above and including the location of Chappeau's trading post; though there seems to be nothing but tradition to evidence the grant. With this claim of title Farnsworth again

watched a favorable opportunity for an advance movement, and to possess himself of his property. One day when Chappeau and his trappers were all away from the post Farnsworth and his followers entered, pitched all of Chappeau's movables out, and forcibly held possession.

Chappeau's dismay may be more easily imagined than described, but Farnsworth had the greater force and the advantage of possession, and Chappeau had left to him but one alternative. Making the best of his bad plight he loaded his provisions, belongings and helpers into batteaux and made his way up river, landing at the foot of the rapids that have since borne his name, at which point he established himself and built another trading post, and where he made his home and continued his traffic with the Indians until his death, which occurred there in 1852. Of Mr. Chappeau, Judge Ingalls, who came to Menominee while the memories of Chappeau were fresh in the minds of all the citizens, in his "Centennial History of Menominee County," says: "He was a French-Canadian voyageur, with sufficient education to keep what books were necessary for an Indian trading-post, and was apparently the right man for the place. He was stirring and active, and had sufficient courage and nerve for any emergency that might arise. He had a large number of men, picked up from that class of Canadian voyageurs who preferred a life in the solitude of the forests to a home with civilization; his post sometimes presented the appearance of a well-garrisoned fort, and at other times he was left almost solitary and alone to defend it if hostile Indians approached. His post was solidly built of logs with palisades made of heavy timbers set in the ground around it. Some portions of the one near Chappée's Rapids were remaining when the writer of this came in the country in 1859.

"A story is told illustrating his nerve in danger as well as the uncomfortable position an Indian trader is sometimes placed in when his post is far out on the frontier, away from civilized men. I state the story as it was related to me by the late John G. Kittson, several years before his death.

"All of the white men belonging to the post had been sent away on various expeditions, leaving only Chappée and one white man. A band of Indians from a distance, who were none too friendly, came to the post, and before Chappée had discovered the character of his visitors, they had come within the stockade and inside the building used as the store room. At first they began peaceably to talk of trade, but soon got noisy and threatening, and it was not long before he became satisfied, from their actions, that the object of their visit was to rob him of his goods and probably to lift his scalp. To fight them was out of the question, for not only were they inside of the stockade, but were crowding around his small counter inside the store building; and all of his reliable men were miles away, whence he could not recall them. He tried by pleasant words to still the storm and avert the danger, but without avail; they grew more and more threatening, and when, as he thought, the crisis had approached, he rolled out a keg of gunpowder

which was open at the end, and catching up a loaded pistol he cocked it and pointed it into the gunpowder, and with flashing eyes turned to their chief, told him that if every Indian was not out of the stockade in two minutes he would fire into the gunpowder, and send them, and go with them into the happy hunting grounds. They knew by his tone and the flash of his eye that he meant business, and, being suddenly impressed with the idea that discretion was the better part of valor, in less than two minutes not an Indian was to be seen inside the stockade. The best of the matter was that they became so favorably impressed with his bravery, they immediately made friends with him, he got a good trade with them, they always remained his friends, and often afterwards visited him."

FARNSWORTH AND THE FIRST SAW-MILL

Before coming here, William Farnsworth had been for years an employee of the American Fur Company which was organized by John Jacob Astor. For some time after coming he continued in the same business, but, with an eye to the future, he discerned a prospect in the direction of lumber and fish as commercial commodities, and realized the abundance of the local supply. To fully appreciate the situation, however, the reader must remember that the middle west was still a wilderness; there was then no Chicago or Milwaukee to furnish a market, and no railroads or steamboats to furnish transportation. At Green Bay there was a fort on one side of the river and a small village of fur traders on the other, but the only market of consequence for the local products was to be found in the east. As for fur, large values procured at little cost could be done up in small packages and readily transported by the then primitive methods of lake transportation, but the question of transporting fish and lumber furnished a vastly different proposition.

Messrs. Farnsworth and Brush, with confidence in the future rapid development of nearby markets, built the first saw-mill on the Menominee in 1832. It was a small water-mill on the Wisconsin side and near the trading post. For power to run the mill, they built a dam from the main bank of the river to the island, and this made a pond and gave them a head of water sufficient for their power; their mill having a capacity of only six or eight thousand feet per day. The establishment of this mill was the first commercial diversion from the monopoly which had theretofore been held by the fur trade.

Even though there were no courts in the immediate vicinity, there is a tradition that this mill built by Farnsworth and Brush met with financial disaster, and was sold at sheriff's sale to one D. M. Whitney, of Green Bay, who thereafter traded it to a Samuel H. Farnsworth for eighteen barrels of whitefish. Shortly thereafter Mr. Farnsworth sold whatever interest he acquired to Dr. J. C. Hall, who came to the river in 1839; and from that time it seems that Dr. Hall and the original Farnsworth and Brush operated the mill for two or three years, when the dam was washed out and the mill was abandoned.

The locating of the dam for the mill also had the effect to afford an excellent opportunity for fishing. It is said that by the construction of a weir below the dam the fish were so guided that, at certain seasons, great quantities were taken by means of scoop-nets; and in this way the catch of a single season is reported to have been as high as five hundred and fifty barrels. And so the second commercial diversion was also inaugurated by Messrs. Farnsworth and Brush.

From the small beginning in the saw-mill referred to, the lumber industry of the Menominee river grew until, in a little more than a half century, this port attained the record as the greatest lumber shipping point in the world.

MRS. WILLIAM FARNSWORTH (MARINETTE)

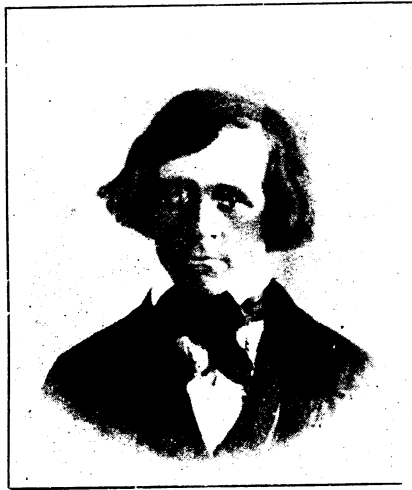
We cannot pass Mr. Farnsworth's portion of the pioneer work of this locality without mentioning the fact that when he came to the Menominee he brought with him as his wife, Marinette, and her two children by her former husband, John B. Jacobs, with whom she had lived and from whom she had parted at Mackinaw. She is said to have been then a handsome and brilliant half-breed. She was a granddaughter, on her mother's side, of Chief Wabashish, of the Menominees, commonly known among them as "The Martin," and her father was Bartholomew Chevallier, an early French trader. The two children who came with them were Elizabeth and John B. Jacobs, Jr. The latter afterwards became a prominent citizen of Green Bay, while the daughter, Elizabeth Jacobs, became the wife of Charles McLeod, one of the early settlers and traders who had his home on the Michigan bank of the Menominee river a little below the present site of the lower dam.

Farnsworth and wife lived at the original location, in Marinette, and there Marinette continued to live at what was for a long time thereafter known as Marinette's house, after the death of her husband, he having been one of the unfortunates who was lost on the "Lady Elgin," Lake Michigan. Marinette is often mistakenly referred to as "Queen Marinette," but she is remembered by those of our early settlers who still remain as an exemplary woman and a very brilliant and extremely shrewd business manager.

JOHN G. KITTSOON

Of the settlers that followed, among the most prominent we may mention John G. Kittson, who came in 1826 as a "courier du bois" and as a representative of the American Fur Company. He located a trading post at the Wausaukee bend of the Menominee river about thirty miles above Menomine, the site having had the advantage of a beautiful location as well as being the point of crossing the river by the great through Indian trail which led from the far south up through Shawano, crossing the river on a natural ford at Wausaukee, and continuing on to the ancient copper mines of the Lake Superior country. Kittson was a very prominent figure in general matters from the time of his

coming, and much could be said in his behalf. To him is accorded the honor of starting the first farm in the county, which is located at the site of his first trading post. He died in 1872 leaving several descendants who are respected citizens of the locality, on both sides of the river. It is said his death was hastened by exposure and suffering endured during the great woods fire in October, 1871. Judge Ingalls says of him: "He was a very intelligent and stirring man, and was all his life actively engaged in the fur trade or in farming, and he had the honor of clearing and working the first farms ever opened in this county, one at Wausaukee bend above Grand Rapids, and another at Chappee's Rapids, near the old trading post, where he resided for many years before the great fire. He had great influence over the Indians, and was at all



JOHN G. KITTSON

times a friend to their interests. The Indians always spoke of Mr. Kittson as 'The Writer,' a name they gave him on account of his doing all the writing for them in their various transactions with the government. * * * One son, John Kittson, was killed in the War of the Rebellion in Sherman's march to the sea."

Joseph Duncan also came to the river in 1826, and was employed as a packer by the American Fur Company. He lived here for many years until a very old man, making his home most of the time with Charles McLeod.

In 1832, Charles McLeod, Baptiste Primeau, and Joseph DeCoto, came as permanent settlers, all took prominent parts in the affairs of the settlement, and all have left descendants who have reason to look back with satisfaction on the parts played by their ancestors in the trade, and development of this section before the days of local civil gov-

ernment. Messrs. McLeod and Primeau located on the Menominee side, nearly opposite the Farnsworth trading post, while DeCoto located a farm and trading post up the river at what is now known as White Rapids, where he lived to a good old age.

A good story, somewhat illustrative of the times and conditions, is told by Judge Ingalls, involving DeCoto and Kittson: It is as follows: "DeCoto is French and does not talk the best of English. He had a law suit with John G. Kittson with whom he was not on the best of terms, about a horse which Kittson replevined. DeCoto could not speak the name Kittson, but always called it 'Dixon.' Soon after the time of the suit with Kittson a Catholic priest who made occasional visits to the Menominee river and through the wild settlements, came here and visited DeCoto at White Rapids, and DeCoto made him a present of a pony to assist him in his travels and missionary journeys. The matter of his suit with Kittson would occasionally come up when he would invariably work himself into a passion, and after exhausting every expletive in the Canadian-French vocabulary, he would cool off with 'vell, I gife vay two hoss: I gife von to de Lord an I gife von to de devil; I gife von to de priest an I gife von to John Dixon.'"

It is said that in 1836 the first steamboat touched at the port of Menominee, coming in for fuel (wood) and it is reported that she confiscated a kiln of charcoal that had been burned by Farnsworth and Brush. She was the steamer "New York," and aboard of her was Daniel Wells, Jr., who then made his first visit here, and who has since been very prominently connected with the large lumbering interests of this locality.

In 1839 Doctor C. J. Hall, as before mentioned, came and purchased an interest in the Farnsworth and Brush mill, and thereafter, in 1844, he built another mill farther up the Rapids, and there, at the site of the present sorting gap, he constructed a dam from each bank of the river to the island, thus effectually damming the river. This dam caused considerable trouble, as it interfered with the "rights of navigation" that had theretofore been enjoyed by John G. Kittson, and by Joseph DeCoto, each of whom had trading posts farther up the river, as before mentioned, and both of whom had been accustomed to take their supplies up river by boat. Kittson, being much wroth, adopted the only law then commonly resorted to in the locality, came down with his force of helpers, and forcibly tore away the dam, standing guard with a gun over the men at work. Dr. Hall started out to seek redress in the courts, but their remoteness combined with the attendant expense caused him to give second thought, and he sought out his adversary, and a compromise was effected.

This was really the third mill on the river, a small one having been built by Charles McLeod almost wholly of wood, except the saws and the immediate connections that were essentially of iron. This second mill was built in 1841, eighteen miles up river at Twin Island Rapids, but the same only run for a short time as the expense of getting the lumber to market would not warrant it.

In 1839 the first government surveys were commenced in this locality and it was some years before sub-divisions were made that would permit of putting the lands upon the market. A government map of the Menominee river, made in 1842, shows "Menominee city" as located on the Marinette side of the river, very near where the Boom Company's office is. It shows "Chappeau's Trading Post" on the Menominee side at the foot of Chappeau's Rapids, and it also shows "Kittson's Trading House" at Wausaukee Bend.

EVELAND AND QUIMBY

Andrus Eveland came and settled in 1842, and built the first frame dwelling in what they termed the Village, in 1853, Charles McLeod having constructed his frame house the previous year, on the site of his former cabin, on the banks of the river, "above the village."

John Quimby, another pioneer, came in 1845 and was prominently identified with the development of the village. Both Quimby and Eve-



ANDRUS EVELAND

land engaged in the fishing business in which for years they played prominent parts, and both took active parts in the laying out of the village. Quimby platted the original village as "Quimby's Lots," and also additions thereto. Eveland also platted an addition.

Mr. Quimby at one time owned very much of the land on which the city now stands, and from his then point of view fully performed his part of the work of building the village, though he never realized that the settlement would ever become of very great importance, which fact finds illustration in his laying out of the first village plat, wherein Main street was only thirty feet wide. There are those living who remember having heard the old gentleman remark that he did not want to live longer than to see a railroad through these woods. It would not be appropriate to pass the mention of Mr. Quimby's part in history

without also making mention of his good wife, Almira Quimby, also very well known and remembered for the conspicuous part played by her. She survived her husband for many years, and the writer, as do many others, remembers her as living in the old homestead where Armory Hall now stands. She was a benevolent, whole-souled woman, who, in her position as landlady of the "Quimby Hotel," had opportunity to and always did exhibit her good qualities by her generous attention to and nursing of the sick and unfortunate, and her universal kindness to all. Her photograph appears with that of Mrs. E. S. Ingalls, Mrs. S. M. Stephenson and other pioneer women.

With the opening of the government land to market came the inducements to development, and the situation was reached at which the pioneers referred to in the beginning of this article came upon the scene and began the active development there spoken of. There were still no railroads, no wagon roads, and no means of travel except by boat upon the rivers and the bay. The surrounding country was almost an unbroken forest, and pine lands on either side of the river came on to the market at \$1.25 per acre on the "first-come-first-served" plan; and there were fortunes lying at the feet of those who knew and recognized the opportunity.

It was at about this juncture that the late lamented Dr. John J. Sherman came upon the river, and, at the request of the writer, he, a few years ago, penned a reminiscent article upon the happenings of those early days from which extracts have been quoted in the chapter pertaining to lumber. The Doctor's own honest, fearless, just and upright disposition is depicted in the style of his narrative, and his story of those times brings to the reader a clearer idea of the reality than could be gained by any amount of history written at second-hand. The good Doctor lived an exemplary life of much usefulness, and has passed to his reward, leaving the best of earthly heritages "a good name," and many friends to cherish it.

ONLY MILL ON THE RIVER

In the few years preceding 1850, the mill which had been constructed by Dr. Hall in 1844 became the subject of numerous transfers, and undivided interests therein were owned at various times by men named Jerome, Spaid, Henry Bentley and Zenas Cobb, the last of whom resold the property to Dr. Hall about the year 1847. That pioneer in the lumber industry of Menominee seems to have been the sole mill owner as the half century mark was passed, and the only mill on the river at that time had a capacity of six million feet of lumber per year under favorable conditions. The last half of the century began its lumbering history under most unfavorable conditions, so that the mill was surrendered by Dr. Hall to his creditors in 1851, the principal of whom was the firm of Gardiner & Baker, who, in 1853, sold the mill to Elsworth, Shepard and Douglass, which latter firm, shortly thereafter, transferred it to Ludington and Fawes. The mill burned in 1856, and



PIONEER WOMEN OF MENOMINEE

Mrs. E. S. Ingalls

Mrs. S. M. Stephenson

Mrs. William Holmes

Mrs. William Lehmann

Mrs. J. R. Brooks

Mrs. John Quimby

the dam and remaining buildings connected with it soon thereafter went to ruin. This mill is the one that was familiarly known as the "Old Water Mill," and it stood near the site of the present third or upper dam.

In 1854 a mill was built on Cedar river, then called "Big Cedar," about two miles up river from its mouth. It was a water mill and was constructed by Hackbone and Boyden. Joel S. Fisk, of Green Bay, Wisconsin, purchased the interest of Hackbone in this mill, and about the year 1855 sold it to Samuel Hamilton and Sylvester Lynn, who, under the name of Hamilton and Lynn abandoned the old plant, and built a steam mill at the mouth of the river where the present village of Cedar River now stands. Lumbering in this part of the country had not yet assumed a substantial foundation and interests in this mill passed to various parties, including Boyden and Spinner, James McCaffrey, and through his creditor, the Marine Bank of Chicago, to J. M. Underwood of that city, who acquired it in 1862, and who put it in charge of Salmon P. Saxton, as manager. He run it until 1864, though it was sold by Mr. Underwood to Jesse Spalding and Robert Law, of Chicago, in 1862. In 1864 Mr. Saxton removed to Menominee, and the interest of Mr. Law was transferred to H. H. Porter, the firm name became Spalding & Porter, and these gentlemen were thereafter associated in various lumbering and other industries on the Menominee river and in this county for many years.

PIONEER CEDAR RIVER MILL

As to this pioneer Cedar river mill, it has had a prosperous career. It passed from Spalding & Porter into the hands of Lemoyne, Hubbard and Wood, and then again, in 1876, back into the hands of Jesse Spalding, who continued to be its sole owner until he had manufactured into lumber practically all the pine upon Cedar river and its branches, and tributary to the mill along the Bay Shore, when he sold it, with his large holdings of lands, on which there remained vast quantities of hemlock and other hardwoods, to Samuel Crawford & Sons, the present operators, of whom mention will be made later. At the time of its construction this mill was considered as of very large capacity, that of 12,000,000 feet of lumber per year.

OTHER NOTABLE EARLY MILLS

The year 1856 was a suitable one for the Menominee river, for during that year several of the mills that have since had connected with them names which are indelibly impressed upon the pages of our lumbering history, saw the beginning of their existence. The New York Lumber Company began the construction of its mill on the main shore of the river on the Wisconsin side, at what was then called Menekaunee, but is now East Marinette. The N. Ludington Company began the construction of its mill on Mission Point, near where the second or middle bridge is now located, and Abner Kirby, in the same year, began the

construction on the Michigan side, of a large mill that a few years later became the property of the Kirby-Carpenter Company. Leaving a more detailed mention of these mills for a time, we pass on to mention chronologically the establishment of other mills that came to the Menominee locality.

In 1857 William E. Bagley and William N. Boswell built a shingle mill on the shore of Green bay, the present location of the Menominee Spice Mills, and a little to the south of Pengilly street.

In 1858, Anson Bangs built a small water-mill on Little river, about five miles north of the then village of Menominee. In 1860 Simon Strass built a mill upon the shore of Green bay, on the site of the recent mill of Ramsay & Jones, and just north of the Lumberman's National Bank building.

In 1861 Henry Nason commenced the construction of a shingle mill on a small island in the Menominee river, between Tebo island and the Michigan shore, near where the railway bridge of the Chicago and Northwestern Railway Company now stands, but this mill seems to have been fated, for, starting to run in the spring of 1862, it burned down in July of the same year, the fire having started while the men were at dinner.

In 1863 R. Stephenson & Company built the first mill that a few years later became the property of the Ludington, Wells & Van Schaick Company.

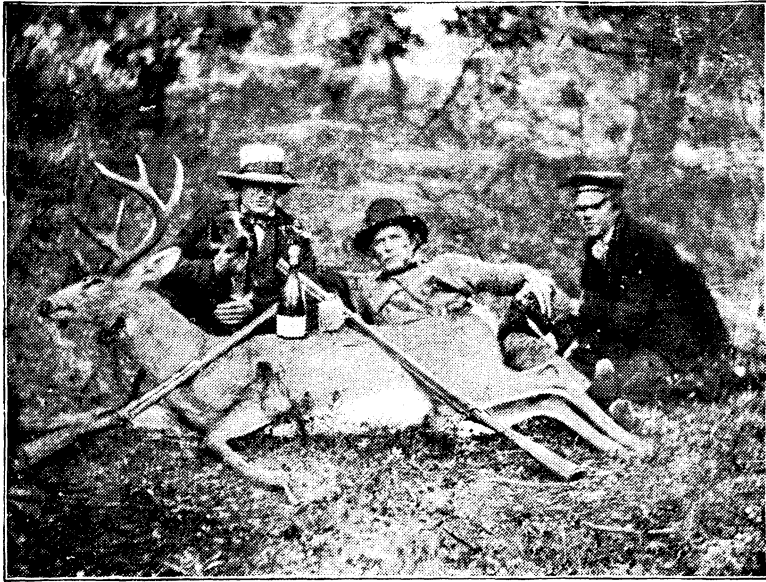
In 1866 mills were built on the Wisconsin side of the river by William McCartney and by the Hamilton Merryman Company, and one was built on the Bay shore, at Ingallston, about twelve miles north of Menominee, by Judge E. S. Ingalls and his brother, Charles B. Ingalls.

In 1867, Daniel Wells, Jr., before mentioned as having been aboard the first steamboat that touched at the port of Menominee, together with Andrew Stephenson and Louis Gram, built the mill that a little later became the mill of the H. Whitbeck Company, in Marinette.

In 1872, Mellen Smith, father of the present town of Mellen, built a shingle mill on the Bay shore in the town of Ingallston, a short distance from the first mentioned Ingallston mill, but soon thereafter moved it back into the interior, where, at Wallace, then called Section 16, he owned and operated one mill after another for many succeeding years, being the first to run an exclusively railroad mill in this county.

In the same year, 1872, William E. Bagley and Egbert M. Copp built a planing, sash and door mill in the village of Menominee, where the bayou of the river sets in close to Ogden avenue, this mill having been located on the north side of Ogden avenue and west from where the French Catholic church now stands.

In 1874, Lemoyne, Hubbard & Wood, who then owned the mill already mentioned as having been purchased by them at Cedar river, built another mill at Spalding, a station on the Chicago & Northwestern Railway, where that road crosses the Cedar river, and, in the same year Sumner A. Benjamin built a shingle mill on the same railroad at a point eighteen miles north of Menominee.



EARLY HUNTING SCENE
John Quimby Dr. John Hall Charles Quimby

In 1875 John W. Wells began the construction of the mill on the Bay shore that soon thereafter became the property of the Girard Lumber Company, was run for many years under the personal management of Mr. Wells, and is now about to be superseded by the modern mill of the J. W. Wells Lumber Company, at present being constructed. Mention has been made consecutively of the earlier mills to enter the lumber crusade, and many of those mentioned stayed in through the race, while some fell by the wayside at various stages.

Following the construction of the Wells mill on the Bay shore, in the northern part of the village of Menominee, other mills were constructed in that vicinity, including those of the Menominee Bay Shore Lumber Company, Augustus Spies, Peters & Morrison, Blodgett & Davis Lumber Company, Menominee River Shingle Company, and there was also constructed on the Bay shore, a little to the south of where the Leisen & Henes brewery now stands, the E. P. Barnard saw-mill, all of which, together with additional mills constructed by the Kirby-Carpenter Company, and the Ludington, Wells & Van Schaick Company in Michigan, and the Sawyer-Goodman Company in Marinette, have acted their respective parts in the drama that has been played to the tune of the humming of the saws.

SETTLERS OF THE EARLY MILLING DAYS

Before describing more in detail the various mills that have been active for considerable periods of our history, we will digress to make brief mention of the coming upon the scene of some of the settlers of the early milling days. Other than those very early settlers already mentioned, there had come to the river, in 1842, Alexander Longbury; in 1846 Jacob Kern; in 1849 John Breen, Adolph Wilson, Daniel Corry and Morris Hanley; and there came in 1850, the brothers, Thomas, Bartley, James, Daniel and Michael Breen, with their mother, John Corry and sister Catherine, Louis Hardwick, Josiah R. Brooks and his father, Nathaniel Brooks; in 1851, George W. Lovejoy, who is remembered by many as "the gunsmith;" in 1852, Gilbert Moreau; in 1853, John N. Theriault, who was for many years a familiar character as the leader of "Theriault's Band," a string band of three pieces in which Theriault played (by ear) the first "fiddle." Alfred B. Stryker, the second, and the genial John J. Farrier, the bass-viol. In 1854 came Nicholas Gewehr, and either that year or in 1853, Henry Newberry and his son William P. Henry Newberry built the third house in the village and the fourth on the Michigan side; John Quimby and Andrus Eveland having preceded him in the village, and Charles McLeod having built "above the village." Henry Newberry was one of those unfortunates who perished in the great fire of 1871, on his farm near Peshigo, and William P., the son, who survived that trying experience, now lives at Chardon, Ohio.

In 1855, John Hanley, who later became sheriff of Menominee county, Daniel Nason, Alanson F. Lyon, William G. Boswell, William

Hackeman, and Henry Bade, Sr., with his family, and Frederic and Henry Sieman, added their number to the pioneer settlement, and Messrs. Hackeman, Bade and the two Siemans, that year or the next, located on farms and started the now prosperous Birch Creek settlement about six miles north of the city of Menominee. Samuel Abbot, who is well remembered as the first, and for many years the local postmaster, and express agent; Henry Nason, a veteran in the mill business and who has had numerous municipal offices, and who now, at a ripe old age, is a respected citizen and a justice of the peace of the city of Menominee; Andrew McIves and Albert W. Boswell came in 1856, the year when work began in the construction of a number of the prominent saw-mills.

Thomas Caldwell came in 1857, and Judge Eleazer S. Ingalls in 1859, though on his first arrival he settled on the Bay shore on the Wisconsin side and on the picturesque site at the mouth of Little river. Samuel M. Stephenson and William Holmes arrived in 1858, and Mr. Stephenson promptly became interested in the mill that soon thereafter passed to the Kirby-Carpenter Company, while Mr. Holmes became actively engaged in the affairs of that company as superintendent of its woods and logging operations, and remained with the company until he entered the logging business upon his own account. Leon Cota, Frank Eggert and Louis Dobeas came in 1861; the latter being then but a young lad found his home with the family of Judge Ingalls, later became the first mail carrier in the village of Menominee, and is now a prosperous merchant in the village of Ingalls, which place he named in honor of the judge, whom he has always highly respected and revered, and at which place he was the first postmaster. William Lehman, the veteran blacksmith, the music of whose hammer and anvil made prominent and popular in early days, the corner of Main street and Ogden avenue, where the Spies building now stands, came in 1862; he was thereafter closely identified with municipal affairs, and is remembered as an honest and honorable justice of the peace, whose sense of justice sometimes reached farther than the provisions of the law, as is shown by a well remembered incident of his court, and many years ago, as follows: A man came to his office and made complaint against another, charging the other with having assaulted and beaten him. The judge issued a warrant, and, on the arrest of the accused, proceeded to a trial without the intervention of any lawyers for either the people or the defense. Concluding from the testimony that the defendant and the complaining witness had been engaged in a mutual quarrel, he found them both guilty and fined each five dollars, and half the costs, which were paid. Many other instances could be recited to show the sense of actual hard-headed justice that controlled the life of this respected citizen, but the one is sufficient.

To name all the people that came after active construction and operation of saw-mills began would be now impossible, but it has been our aim to name all the very early ones, and some of those of the second

series who have taken prominent part in local enterprises and municipal affairs. Other comers will find mention in connection with the development of the locality in its various municipal, business and social aspects.

As for many years lumbering was the principal business within the county and the mainstay of its people, a brief description of the mills that were then operated, with mention of citizens that were associated, seems of historical importance. Following the mill first built at Cedar river, the ownership of which has already been traced to the present time, it will be attempted to make mention of the others, especially of the early ones, in the order of their coming.

MARINETTE LUMBER COMPANY

The mill built by the New York Company in 1856, near the mouth of the river, is said to have cost \$80,000 for its construction, and, aside from being the first of the large mills on the river, it and its successors have remained prominent throughout the great lumbering period of our history. Its original builders failed to meet with success, and, in 1858, made an assignment for the benefit of their creditors. The property was then operated for two years by Hosmer & Fowler, through their agent, Hiram Fowler, when, in 1860, it was purchased by Charles and Henry Wells, of Pennsylvania. The following year Henry Wells sold his interest to Jesse Spalding (owner of the Cedar River mill) who, assisted by Augustus C. Brown, put the mill upon a paying basis. The mill was twice practically destroyed by fire, but promptly rebuilt, first in 1869 and again in the great fire of 1871. About 1865, H. H. Porter, already mentioned as associated with Mr. Spalding, and as having later been general manager of the Chicago & Northwestern Railway Company, purchased an interest in the property and brought his capital and influence to bear in increasing the success of the enterprise.

In 1872 the Menominee River Lumber Company was organized as a corporation and took over the title and management of this property, and it numbered among its stockholders such prominent men as Hon. Philetus Sawyer, of Oshkosh, successively member of congress and United States senator from Wisconsin; Jesse Spalding, H. H. Porter, W. D. Houghteling, H. Williston, O. R. Johnson, F. B. Stockbridge, Michael Corry and Dan Corry. This company acquired about 100,000 acres of timber lands, mostly in Menominee county, so that, although its mill was on the Wisconsin side of the river it was largely identified with and conducted most of its logging operations in Menominee county. Two of the stockholders were early settlers on the river, Daniel Corry having come to Marinette in 1847 and Michael Corry in 1855, and these two gentlemen were instrumental in selecting the lands that have produced the corporation's dividends.

The mill constructed following the fire in 1871 had capacity for manufacturing about twenty-five million feet of lumber annually, and it was kept in operation by the last named company until they had man-

ufactured all their timber into lumber, when it passed to the hands of the Marinette Lumber Company.

THE N. LUDINGTON COMPANY

The N. Ludington Company, having begun the construction of its mill in 1856, had it ready for operation in 1857. The stockholders in the company at that time were Nelson Ludington, of Chicago; Harrison Ludington, later governor of Wisconsin, and Daniel Wells, Jr., of Milwaukee, above mentioned. In 1858 Isaac Stephenson, later member of congress and now United States senator from Wisconsin, became owner of the Harrison Ludington interest and one-half the N. Ludington interest, making the total interest of Mr. Stephenson three-eighths of the entire capital stock. This has been a fortunate mill and has never suffered the fire losses common to most saw-mills. The company acquired nearly 100,000 acres of land, located on both the Michigan and Wisconsin sides of the river, and its mill is still in operation, with a capacity of over twenty million feet of lumber per annum.

THE KIRBY, CARPENTER COMPANY

The introduction of the Kirby, Carpenter Company is next in order, and its history is that of the greatest lumber corporation in the peninsula, and one of the largest in the world. Soon after active operations were begun, in 1856, in the construction of the "old mill," there appeared upon the scene two gentlemen who are in large part responsible for the great success attained by this corporation, which, from a modest beginning, grew to mammoth proportions; they were the late Hon. Samuel M. Stephenson and our present highly respected citizen, Hon. William Holmes. Their connection with the concern began very soon after their coming, about 1858 or 1859. They were the resident managers, and the others in interest then lived in Chicago. Mr. Stephenson was general manager of the company's affairs and Mr. Holmes was the woods-superintendent for over twenty-five years of the company's early activity; during which time the most of its large land-holdings of about 125,000 acres were acquired, and its three mills were constructed. During that part of the company's history but little of its lumber was kept in Menominee for seasoning, but the company maintained large yards in the city of Chicago, and the lumber was transported thither, mostly by boats; for which purpose the company owned and run the propeller "Favorite" which, under the command of the genial Capt. Thomas Hutchinson, familiarly known and well remembered by all Menominee citizens of those days, with its tow of three barges made three weekly trips to and from Chicago, carrying about 1,200,000 feet of lumber each trip. To enable the propeller to make such good time extra barges were supplied, for loading and unloading while the propeller was going to and fro, almost as regularly as the motion of a clock. The whistle of the steamer was always a welcome sound, and it, as well as the captain's hearty yet kindly voice, will always remain vivid and pleasant memo-

ries to those who enjoyed the Menominee of those days. Another person, of the very many connected with that company who might well be mentioned, was Hon. William Somerville, the company's efficient book-keeper. His was always a pleasing countenance and a hearty welcome. He is entitled to credit for having devised and kept a system of books especially adapted to the complicated branches of the company's large business. He remained with the company through all the years of its greatest activity, and did not long survive the work. He acquired the prefix of "Hon." by being for many years probate judge of the county, which office he filled with honor. One of the branches of the company's business during this portion of its career was the running of a mammoth store from which it supplied not only its own employees, but many of the independent townspeople as well. Its mercantile trade is recorded for the year 1875, as having been \$113,197.04, which is probably a fair average of its annual transactions. In the eighties the company began to change its policy, and by degrees abandoned its Chicago yards and piled, dried and finished its lumber at Menominee. Messrs. A. A. and W. O. Carpenter, and Mr. S. P. Gibbs, the secretary, removed to Menominee, and the business has largely increased in volume. Mr. Peter A. Van Bergen was a prominent figure in the company's affairs, having general charge of all matters pertaining to the machinery of its mills, and Mr. Roland Harris, another well remembered citizen, was connected with the company as head-sawyer from the time of his coming in 1859.

A good description of the company's business in its later years was written in 1899, and is as follows:

For years the name of the Kirby, Carpenter Company has been synonymous with all that stands for progress, enterprise and magnitude in the lumber business. It is one of the oldest and most extensive in Michigan, and with possibly one or two exceptions is the largest lumber plant in the United States. Wherever lumber enters as a factor of trade or commerce, the Kirby, Carpenter Company is known and accorded a leading position. Started originally in 1852 by Abner Kirby, who located as a homestead the island upon which the old mill now stands, the first mill was built in 1856 by Mr. Kirby, and the business was increased in 1858 when Samuel M. Stephenson joined fortunes with Mr. Kirby, and the firm became A. Kirby & Co. Four years later, in 1862, A. A. and W. O. Carpenter entered the firm, which then changed its name to Kirby, Carpenter & Co. Articles of incorporation of the Kirby, Carpenter Company were filed in April, 1872, the capital stock being placed at \$500,000. The officers and directors of the company at the present time are as follows: President, A. A. Carpenter; vice-president, S. M. Stephenson; secretary and treasurer, S. P. Gibbs; and a board of directors composed of the following gentlemen: A. A. Carpenter, S. M. Stephenson, W. O. Carpenter, S. P. Gibbs, S. A. Kent, B. M. Frees and A. A. Carpenter, Jr., while J. H. Patterson has immediate charge of the logging operations as well as the superintendency of the manufacturing department.

The company's extensive plant—mills, yards, etc.—covers some seventy acres bordering on the Menominee river, with several miles of dockage facilities. There are three saw-mills, locally distinguished as the "old," "new" and "brick" mills. The "old" mill was built in 1853, the "new" in 1867, and the "brick" mill in 1884. The latter has a capacity of 100,000 feet per day, of ten hours, the new mill has a capacity of 300,000 feet, and the old mill is capable of turning out 150,000 feet in the same length of time, making a grand total of 550,000 feet of lumber for the three mills. The mills are supplied with the latest and most improved machinery, and cut in the aggregate about 100,000,000 feet of lumber each season. In connection with each mill is a lath and shingle mill, which combined aggregate a daily cut of 85,000 lath and 200,000 shingles. The company deals largely in dressed lumber, perhaps more so than any other concern on the river, and to prepare this for market there is one large planing mill with sixteen machines, consisting of planers, moulders, matchers, etc. It has facilities for dressing 200,000 feet of lumber per day, and is run to its full capacity. In connection with this mill are seven dry kilns that kiln-dry during each season 10,000,000 feet of lumber. Besides putting in about 20,000,000 feet of logs each season with its own men, the company contracts with jobbers for large quantities which are delivered to the river landings or cars for driving or shipping, as the case may be.

The company has piling room for fully 60,000,000 feet of lumber, besides extensive sheds in the yards for protection from the weather of dressed or planed lumber. Much of the product of the mills is transported by boat during the season of navigation, while shipments by rail continue throughout the year. A total of from ninety to one hundred million feet is shipped each season, three-quarters of which goes by rail and the remainder by water.

The company has facilities of its own for filling nearly every needed requirement of the vast plant. A machine shop, in charge of R. Lavine, master mechanic of the company, contains among other things, five first-class lathes, two planers, a shaper and a drill press, all driven by a 16x42 Corliss engine, which also furnishes power for the electric light plant. A carpenter shop, fitted up with drill press, large planer, circular saw, jig saw, lathes, etc., a blacksmith shop with three fires and horse-shoeing department connected; and a gristmill for grinding all the feed needed for the horses, are essential parts of the vast establishment. In the shops practically all the mill machines, wagons, sleighs, etc., are made, and all repairs attended to.

All of the company's buildings are lighted by electricity furnished by a fine plant on the premises, consisting of four incandescent and two are light dynamos, with a capacity of 800 incandescent and sixty arc lamps.

A complete private fire system is also owned by the company, which is directly in charge of Captain Charles Lindberg, but under the general supervision of Chief Collins of the city department. It consists of six

hand hose carts, equipped with 4,000 feet of cotton hose, 550 feet of which is three and one-half inches in diameter, the largest made. There are two large fire pumps—one in the machine shop and the other in the brick mill—the first having eight and the other ten-inch suction, which draw water directly from the river and connect with large mains running in all directions throughout the yards, and having twenty hose connections. Both pumps are always ready for use night and day, all the year around. Besides this protection the city department has twenty-seven hydrants on the grounds. Twenty-two alarm boxes located at different points of the yards connect with the city's fire-alarm system, but are entirely independent of it in management and service. The company's water mains are connected with those of the city water works, so that assistance can be rendered in case of necessity. Such aid was given during the burning of the Leisen & Henes brewery several years ago, and again in 1895 at the time of the "big fire." Besides Captain Lindberg the company employs fourteen men to man the fire apparatus, who are subject to call at any time during the day or night.

In addition to the many other buildings on the company's premises there are five large barns on Kirby street, where are sheltered all the horses used about the mill, and in the immediate vicinity of the plant the company owns nearly one hundred tenement houses, occupied principally by employes. Many of these houses are among the handsomest in the city, while all of them are large, roomy and well constructed.

A description of the company's mammoth concern would be incomplete without mention of the fact that several fine farms are owned by it, which furnish hay and grain for the stock, as well as pasturage for the same during the summer months.

The shipping facilities for the products of the Kirby, Carpenter Company's vast business are of the best and amply sufficient. The grounds are reached by the tracks of the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul, Ann Arbor, and the Menominee & St. Paul railroads, while the half mile of river front allows the rapid loading and despatch of many vessels at all hours during the season of navigation.

The business of the company is of inestimable value to the city of Menominee, as from 900 to 1,000 men are employed the year around.

After having harvested fortunes for its several stockholders this great corporation finished cutting its timber and closed its mills with the dawn of the twentieth century, and after consuming several years to dispose of its diversified property interests finally closed its office and ceased to exist about the year 1908. The buildings of its mammoth mills and store passed to the hands of the Carpenter Cook Company, and are now largely utilized in the diversified manufacturing interests of that company.

The mill built by William E. Bagley and William G. Boswell, in 1857, as already mentioned, was totally wrecked by an ice shove from the bay in the spring of 1861, at which time it was owned by Henry

Nason and William G. Boswell. The ice came on with such slight warning that Mr. Nason and his family, who were at breakfast in a small house adjoining the mill, had scarcely time to escape before the house was crushed in. The mill was never rebuilt.

The mill long known to Menominee as the Ramsay & Jones mill, that was located between Main street and the Bay shore, north of Quimby street, was first built in the summer of 1860 by Simon Strauss, before then a trader and dealer in merchandise. He run it for two years, when, after considerable loss and much financial difficulty, he closed it down. Thereafter it was purchased, and operated for one year by William McCartney, who in turn sold it to John L. Buell. Mr. Buell expended considerable money upon the mill, but failed to make it a success. Later B. Fay and Charles H. Jones operated it for a time and then transferred it to the firm of David H. Jones & Company, who later went into bankruptcy. After its record of failure, it finally, about 1879, was rescued from the bankruptcy wreckage and purchased by Burtin Ramsay and Charles H. Jones, who run it with signal success for quite a term of years, or until their standing timber had been all manufactured, when the mill was dismantled, and Mr. Jones moved west, where at Tacoma and Gray's Harbor he is reckoned as among the foremost of the coast lumbermen. The mill building is now occupied as a factory by D. F. Poyer & Company, who manufacture automobiles.

LUDINGTON, WELLS & VAN SCHAICK COMPANY

In 1863 the first mill of the Ludington, Wells & Van Schaick Company (the second largest lumber company in the county) was built, by R. Stephenson & Company, a partnership composed of Daniel Wells, Jr., of Milwaukee, Harrison Ludington, Isaac Stephenson and Robert Stephenson; and the mill was then said to be the best on the river. The following year, June 14, 1864, the mill was totally destroyed by fire, but in fifty-four days from that date a still better mill took its place, and was equipped and ready to run, this quick construction having been accomplished under the direction of millwright William E. Bagley. In 1866 Anthony G. Van Schaick purchased the interest of Isaac Stephenson. In 1874 the owners of the property placed the title in the corporation, which so long remained prominently identified with lumber and other interests of Menominee. The first officers of the company were Harrison Ludington, president; Daniel Wells, Jr., vice-president; Anthony G. Van Schaick, secretary and treasurer, and Robert Stephenson, superintendent.

In 1871 the company acquired its second mill, on the point at the mouth of the river, that had been known as the Gilmore mill; but the mill was burned in the great fire of that year, after the purchase but before the transfer of possession. The company promptly constructed a new and larger mill on the newly acquired site, having a sawing capacity of 22,000,000 feet of lumber per year, and its two mills then furnished it an aggregate sawing capacity of 35,000,000 feet per annum,

which was quite fully utilized except in case of a depression in lumber, such as was experienced in the panic of 1873. In the year 1875 business had revived to a large extent, and the cut of the company's new mill that year was 21,984,792 feet of lumber, 4,058,940 lath, and 153,450 pickets, while its log input for the ensuing year was 29,458,163 feet, board measure. This company also kept a large grocery store, which was a source of considerable profit, its sales running on an average of about \$60,000 per year. Its land holdings, located in the two states amounted to more than 75,000 acres. The new mill was again destroyed by fire about 1880, and was again promptly rebuilt, and the company continued to operate the two mills until the pine timber owned by it had all been manufactured, when it wound up its business here, and transferred its operations to Ludington, Louisiana, where it now operates a lumber plant upon a large scale and has acquired vast tracts of valuable timber lands. Robert Stephenson, familiarly known as "Bob," was mill superintendent and had general charge of both mills, up to the time of his death, when his mantle of office fell upon his son, Isaac Stephenson, Jr., who, though but a very young man for so responsible a position, was born to the work, and assumed his duties as a sort of second nature. Isaac, Jr., like his father, is of a genial disposition, and has hosts of friends. He is now superintendent in charge of the company's affairs in Louisiana.

Of the many good citizens who have been connected with the operations, there come to mind the two Andys—Andrew Stephenson, woods superintendent, and Andrew Gram, machinist, both of whom served the company faithfully throughout nearly the whole period of its operations, and both of whom are now hale, hearty and highly respected citizens.

OTHER OLD PINE LUMBER MILLS

The Ingallston mill, built in the town of that name, about twelve miles north of Menominee, and on the Bay shore, was built in 1866, by Eleazer S., and Charles B. Ingalls, but the entire title was acquired by Charles about a year thereafter. The mill was operated variously by the firm of Carter & Jones, and Jesse L. Hamilton, and it was finally burned in 1874 and never rebuilt.

At Wallace, a station on the Chicago & Northwestern Railway, sixteen miles north of Menominee, in the heart of a splendid white pine section, Mellen Smith operated several mills, successively one after another, as fires destroyed them for a long term of years following his start at that point about 1873, and after his death, his son Charles Smith continued the business until the adjacent timber was practically all cut, when, with his family, he went south and now lives in or near Houston, Texas.

The mill of the Girard Lumber Company was built on the bay shore in the northern part of the village, by John W. Wells, in 1875, and from that time made almost a continuous run until its destruction by

fire in 1909. The corporation was composed of William B. Culbertson of Girard, Pennsylvania, and his sons, James A. and Charles B. Culbertson, and John W. Wells, and the operations of the mill were under the general charge and management of Mr. Wells from the beginning. It had a capacity of about 25,000,000 feet of lumber and 2,500,000 lath per annum. In 1903, when a number of the lumber corporations were going out of business, the Girard Lumber Company was succeeded by the J. W. Wells Lumber Company, of which mention will be made later.

The mill of the Menominee Bay Shore Lumber Company was constructed in 1881 on the Bay shore just south of the Girard Lumber Company's mill, and between that and the property of the Menominee Furnace Company. The incorporators of the company were Stephen C. Hall, of Muskegon, Michigan, and James A. Crozer and Wilmot A. Armstrong, both of Menominee, and the mill was successfully operated under their management until 1888, when the company was re-organized and passed into the control of Messrs. A. C. and James P. Soper of Chicago, Michael J. Quinlan and Harry E. McGraw. The mill was at this time overhauled and thoroughly rebuilt to a capacity of 150,000 feet of lumber, 50,000 lath and 200,000 shingles in ten hours. It was run under the active management of Mr. Quinlan as superintendent, and H. E. McGraw as secretary and bookkeeper, until about the year 1903, when the business of the company was transferred to Soperton, Wisconsin, where it is now extensively engaged in lumbering with a modern, up-to-date plant.

The mill of the present A. Spies Lumber & Cedar Company was built by Hon. Augustus Spies and Henry E. Martin, in 1880. Prior to that time Mr. Spies had conducted a grocery store and meat market for nearly fifteen years in the building at the corner of Main street and Ludington avenue, and during that period had made judicious investments in pine lands until his holdings had become such as to warrant the construction. Mr. Martin had for many years been bookkeeper for the Ludington, Wells & Van Schaick Company, and had become familiar with many features of the lumber business. The mill is not a large one, but it has been run with continued success, and a handsome profit. It is located on the Bay shore, just north of the location of the Girard Lumber Company's mill. In 1903 the corporation named above was organized and took over the business that had then, for some years, been the sole property of Mr. Spies. It was practically a family affair, with Mr. Augustus Spies, as president, his son Frank A. Spies, vice-president, and his son-in-law, David G. Bothwell, as secretary. The mill is still in operation, with a capacity of over 15,000,000 feet of lumber per year.

Of other mills that were constructed and in operation in the palmy days of pine lumbering, there was that of the Detroit Lumber Company, located on the Bay shore, somewhat south of the Leisen & Henes brewery, of which mill E. P. Barnard was general manager, and in the business of which our former townsmen, Fred K. Baker and Alfred

W. Clark, now prominent and successful Pacific coast lumbermen, received their business education; the mill of Peters & Morrison, a partnership composed of Richard G. Peters and Finlay A. Morrison, located on the Bay shore near where the Lloyd factory now stands; and the mill of the Blodgett & Davis Lumber Company, often called the "Island Mill," from its having been built on a small island near the shore, but which has been made a part of the mainland by filling. This mill was adjacent to that of Peters & Morrison. It was first constructed by the Doherty & Baars Lumber Company, composed of James A. Doherty and Geo. S. Baars, who operated it for a short time, when John D. Blodgett and Warren F. N. Davis purchased the corporate stock and changed the company name.

Smith & Daley, a co-partnership composed of Thomas H. Smith, then of Sturgeon Bay, Wisconsin, and our townsman, Denis F. Daley, built a shingle mill in the late eighties at the most northerly location of any of the Menominee shore mills, and on the site of the present mill of the Menominee River Shingle Company. This mill was destroyed by fire in 1889, entailing a loss of \$40,000. In 1892 the Menominee River Shingle Company was incorporated, and, under the management of Mr. Daley, a fine new mill was constructed upon the site of the one that had burned. This new mill had a capacity of 300 cedar railroad ties, 180,000 shingles and a large number of posts per day. It is still in operation.

ZENITH LUMBER YEARS 1889-90

Other mills were built later, but before their coming the zenith year of the lumber business in Menominee had been reached, and, that having been the one great and all-absorbing industry of the locality, we pause to take a bird's-eye view thereof at that time. It was the year 1889, and there were then twenty-three steam lumber mills in operation at the mouth of the river, eleven of which were in Marinette, Wisconsin, and twelve in Menominee. The music of the whistles of these twenty-three mills as they sent forth their morning call "to work," and their more welcome midday and evening closing signals, will never be forgotten by any twin-city resident of those days.

The following statistical table is a comprehensive showing of the names of the companies and parties then operating; the amount manufactured by each Menominee concern, and the approximate value thereof, as well as the amount of logs handled by the Boom Company that year, and the amount thereof that went to the mills of the respective cities, and that went elsewhere:

FIRM	LUMBER	LATH	SHINGLES	LUMBER PLANED
Kirby, Carpenter Company, three mills	95,250,439	11,198,500	25,540,000	35,842,830
Ludington, Wells & Van Schaick Company, two mills.....	55,220,000	16,207,000	23,234,000	11,998,207
Ramsay & Jones	17,136,545	2,963,000	3,580,000	
Peters & Morrison	24,000,000		54,000,000	
Bay Shore Lumber Co.....	31,250,000	9,250,000	19,750,000	
Girard Lumber Co.....	23,000,263	2,429,050		
Detroit Lumber Co.....	28,112,000			
A. Spies	15,000,000	3,000,000	5,000,000	
Blodgett & Davis Lumber Co.	43,500,000			
Total twelve Menominee Mills.....	332,469,247	45,047,550	131,104,000	
Value of lumber at \$12.75 per M.....				\$4,237,982.89
Value of lath at \$1.75 per M.....				78,833.21
Value of shingles at \$2.00 per M.....				262,208.00
Total				\$4,579,024.10

BOOM COMPANY

Amount of logs (in feet) passed through the boom in 1889..	642,137,318
Amount sawn in Menominee.....	332,469,247
Amount sawn in Marinette, about.....	250,000,000
Amount towed away in the log, about.....	59,668,071
	<u>642,137,318</u>

Further, in connection with the lumber business of Menominee in 1890, and its comparison with that of 1880, we quote from Extra Census Bulletin No. 5, issued by the department of the interior, Washington, District of Columbia, from a report dated July, 1891, upon the lumber industries of Michigan, Wisconsin and Minnesota, extracts as follows:

“Michigan is the greatest lumber-producing state in the Union. The value of its lumber product, with that of Wisconsin and Minnesota, exceeds one-third of the total value of all the lumber manufactured in the United States. This enormous development of the lumber business in the lake region is due to the excellence of its forests, the natural advantages of the country for manufacturing lumber, and the easy means of communication between these forests and the treeless agricultural region west of the Mississippi river.

“The city of Menominee, at the mouth of the Menominee river, in Michigan, shows the greatest increase of production during the decade. In 1880 it ranked sixth in the nine principal lumber producing points in the United States, and is now found to be the second.” (The port of Menominee, including Menominee and Marinette, was the largest in the world.) The aggregate value of production reported for Menominee (Michigan) and Marinette (Wisconsin) was \$2,536,168 in 1880, and \$6,629,580 in 1890. The aggregate quantity of material consumed at these points during the census year 1890 was about 450,000,000 feet, scaled measure. The average annual term of employment for mill employes is found by the reports for 1890 to be 7.11 months in Michigan, 6.43 in Wisconsin, and 5.92 months in Minnesota.

“Comparative statement showing totals of capital invested and value of production, etc.:

“Number of establishments.....	{ 1880	12
	{ 1890	23
Capital invested.....	{ 1880	\$1,492,000
	{ 1890	\$8,775,709
Lumber (feet board measure).....	{ 1880	169,944,000
	{ 1890	336,390,000
Shingles (number)	{ 1880	62,532,000
	{ 1890	165,821,000
Value of all other mill products.....	{ 1880	\$65,450
	{ 1890	\$197,126
Value of remanufactures.....	{ 1880	.....
	{ 1890	746,236
Total value of mill products and manufacturers.	{ 1880	1,916,163
	{ 1890	5,190,963

“A marked increase is noted in the Upper Peninsula, which advances 12.81 per cent in its ratio to the entire product, and shows an increase over its product for 1880 of 279.29 per cent.” The lumber industries of Menominee then employed about three thousand men.

OTHER INDUSTRIES—TRADE—PROFESSIONS

It might naturally be supposed that such an extensive lumbering business would bring to the manufacturing center a very large and diversified number of trading and merchandising establishments, but the fact that the two large concerns, the Kirby, Carpenter Company, and the Ludington, Wells & Van Schaick Company, whose combined cut of lumber was nearly half of all the lumber cut in Menominee, had general stores well stocked (which condition also applied to the large companies in Marinette), furnishes the reason that there were not many more and much larger independent stores. Menominee was, however, a thriving and prosperous burg, and in addition to the lumber manufactured, as shown by the foregoing tables, there was quite an extensive traffic in cedar products, such as poles, ties and posts, which left the various railway stations, and lake ports of Menominee county by train and boat loads.

The fishing industry of the entire Menominee county bay shore amounted to about 10,000 packages annually. The paper industry had then made a fair beginning; a reasonable complement of stores furnished all the necessaries, and a fair seasoning of luxuries, while the proud young city had a fine sewerage system, an electric street railway system, a substantial water supply with ample fire protection, a good hospital, numerous churches, and excellent schools. The assessed valuation of the city was, in 1889, \$2,427,862.00, though the actual value was about three times that amount or approximately \$7,500,000.

The representative business houses of the city, at that time, aside from the lumber concerns mentioned, were as follows: First National Bank; the Lumbermen's National Bank; Forvilly House, Max Forvilly, proprietor; Erdlitz Hotel, Frank Erdlitz, proprietor; National Hotel, A. A. Juttner, proprietor; S. M. Stephenson Hotel, S. M. Stephenson, proprietor; John Joiner & Co., clothing store; Menominee Hardware Company, general hardware; Childs & Sawyer; and Philip Harter, boots and shoes; Underwood & Coman, D. F. Smith, W. H. Whittemore & Company, McCormick Brothers, W. D. Rea, J. H. Madden, and John Fish, lumber inspectors and shippers; W. M. McPherson & Co., wholesale lumber, lath and shingles; Geo. McKinney & Co., wholesale and retail lumber, lath and shingles; M. H. Kern, furniture dealer; Pauli & Seidl, clothing and furnishing; A. Bloch, dry goods; Peter Sibenaler, furniture and undertaking; Hubbard Saw & Tool Co., saw and tool factory; Dunning Bros. & Company, W. B. Gage, and Jacob Oehrling, hardware; Soultz & O'Donnell, publishers of the *Evening Leader*; H. O. Fifield, publishers of the *Menominee Herald*; G. A. Woodford, watches and jewelry; J. W. Campbell & Company, drapers and tailors; A. B. Stryker, cigar manufacturer; Fernstrum & Fred, boiler manufacturers; Crawford Manufacturing Company, box manufacturers; Servatius Bothers, meat market; Packard, Leisen & Blom, real estate and abstracts; A. Z. Bird and W. D. Hutchinson, groceries; Somerville Penberthy & Cook, wholesale grocers; T. S. Hutchinson & Son, wall paper, paints and oils; Franklin H. Brown, theatre, real estate and insurance; Joseph Flesheim, real estate and insurance; W. A. Pengilly, crockery, books, stationery, etc.; Leisen & Henes Brewing Company, brewers; Joseph Wanek, harness and saddlery; R. J. Sawyer, H. A. Vennema, M. D., and Adolph Paalzow, druggists.

The legal profession was represented by Benjamin J. Brown, Alvah L. Sawyer, Byron S. Waite, William H. Phillips, Lewis D. Eastman, John M. Opsahl, and Charles Line, and the medical profession by Drs. Benj. T. Phillips, Robert G. Morrison, Eugene Grignon, Henry A. Vennema, A. J. Rosenberry, J. F. Hicks and W. R. Hicks.

Mention should be made that, in 1872, at the time of connecting Menominee with the Marquette Iron Range, by rail, a charcoal blast furnace was constructed on the Bay shore, in the northern part of the village of Menominee, by the Menominee Furnace Company, in which Arthur B. Mecker, of Chicago was the moving spirit. It had a checkered career of about eight years when it was finally abandoned. Culbert Sprong, well remembered by many, was lessee of the furnace during the last of its operations. Numerous sets of brick and stone charcoal kilns were constructed at various places throughout the county wherein great quantities of hard wood were reduced to charcoal to supply the needs of the furnace.

With the large number of mills that were operating when the lumbering industries of the Menominee reached their climax, the annual inroads into the forests of standing pine became only too perceptible,

and it was not long before the big concerns began to contemplate the end. The panic of 1893 retarded matters to some extent, but even then the end of the century saw the pine forests of the Upper Peninsula of Michigan, and especially of the Menominee valley, practically depleted, which in the report of the department of the interior of 1891, scarcely ten years before, had been reported as practically inexhaustible. In that year a writer on the lumbering interests of Menominee said: "The present generation of lumbermen will bequeath to their successors a long battle with the tall, strong trees that bear such a splendidly potential harvest of dollars." And yet, within a single decade had that illimitable forest vanished before the insatiable appetites of the monster mills, and the greed for gain that seemed to rule the world. With the inauguration of the twentieth century the great mills began their dismantling process and today the lumbering industry is one of, but not the only important industry of Menominee.

THE TRANSITION PERIOD

For the past decade Menominee has been in a transition period. The going of the mills carried to the lumber regions of the Gulf and the Pacific coast states large numbers of our lumbermen, and of their employes and families, as well as of the inspectors and shippers that must find their abode in active lumber centers.

In turn our patriotic citizens have been alert, and, mindful of the essential loss of lumber population that must come as the result of the closing the mills. Other industries have been established with local capital, and new plants have been invited and received from without to replace, in considerable part, the loss of the mills. The Commercial Club is active in the interests of the city, and some of the men who made their capital here in lumber and other industries have shown their patriotism in a marked degree by investing it here in other enterprises that tend to the public welfare. Notable among the class mentioned, and to whom is due a just recognition, are Augustus Spies, John W. Wells, William Holmes, John Henes and the families of Samuel M. Stephenson and William O. Carpenter.

PRESENT POPULATION AND MATERIAL CONDITIONS

While the census of 1910 shows in Menominee county a loss of population in the preceding decade, that is accounted for by the sudden decrease in the lumber industries and only the gradual increase of other industries.

A review of the situation as it is at present, however, notwithstanding the fact that the present industries support a smaller population, reveals the pleasant realization that in material wealth Menominee has been steadily on the gain, and this is easily realized when we consider that more skilled labor is employed in present industries than was the case in the saw-mills. A part of the variance in population is further accounted for by the fact that some of our more recent industries such



COURT HOUSE, MENOMINEE



HIGH SCHOOL, MENOMINEE

as the Iron Works and the Electrical Works, employ large numbers of men, who, having had their homes in Marinette, still reside there with their families, and it is estimated that nearly a thousand citizens of Marinette are supported by pay-rolls of Menominee industries; hence the discrepancy between the change in population and that in business.

The actual situation of a locality is best revealed by the condition of its representative business establishments. It is not within the scope of this work to review the business establishments in detail, or even to mention all, but certain representative establishments indicate the pulse of the community, and of those it is proper to speak as the best record of conditions and progress;—the best history. Probably no institutions better represent the trade and financial conditions of a community than do its banks. The business of Menominee's substantial banks speaks volumes in evidence of the real material prosperity and progress of the community, and it is a pleasure to write of them; not only of their records that show conditions, but briefly of their history.

The First National Bank is the oldest banking house in the county. A list of its incorporators reveals the names of many who have had much to do with the welfare of the city, to which this institution has always been an acknowledged credit. It was organized in 1884, and opened its doors to the public in November of that year. There were present at the organization the following named gentlemen: A. C. Brown, Rufus B. Kellogg, S. M. Stephenson, A. Spies, J. A. Culbertson, C. H. Jones, W. J. Fisk, Isaac Stephenson, James A. Crozer, Jos. Fleshien, John Henes, James H. Walton, J. W. P. Lombard, I. Stephenson, Jr., Harrison Ludington, G. A. Woodford, Louis Young and G. A. Blesch. At the start the bank had an authorized capital of \$50,000 and \$25,000 surplus. This was increased, out of the earnings, to \$100,000 on January 1, 1890, and further increased, from the same source, to \$200,000 on October 1, 1904. The present surplus is \$50,000. The progressive increase of its deposits is indicated by the following figures: January 1, 1885, \$46,000; January 1, 1895, \$561,000; January 1, 1905, \$899,000; and January 1, 1911, \$1,064,000. This bank was appointed United States Depository in 1900, and all the internal revenue receipts for Dickinson, Delta and Menominee counties have since that time passed through it. The savings department was started in May, 1891, and since that time over four thousand savings accounts have been opened. The showing of increase in deposits during the transition period in the business of the city speaks volumes for the prosperity of present local industries.

Mr. Gustavus A. Blesch has been the trusted and efficient cashier of this bank during the more than twenty-six years of its corporate existence, and its history is one of continued success, with never a taint of suspicion from any quarter, even in the most trying of panics. Its present officers are: Augustus Spies, president; John Henes, vice president; G. A. Blesch, cashier, and Clinton W. Gram, assistant cashier. In 1910 the bank moved into its handsome, beautifully equipped and

well earned permanent home, an ornament to the city and a piece of substantial evidence as to the abiding faith of its directors in the future prosperity of the town.

The Lumberman's National Bank is another of the city's solid and boasted institutions, nicely located in a handsome and substantial home of its own. This bank was organized in 1890, with a capital of \$100,000, as at present; surplus and undivided profits, \$60,000, and deposits, \$500,000. Its officers are: W. S. Carpenter, president; A. B. Stryker, vice president; M. S. Harmon, cashier, and William Webb Harmon, assistant cashier. This bank has had a continuous successful business record, wholly unblemished by financial panics or otherwise, all of which is to the credit of its efficient management. M. S. Harmon has been its cashier throughout its entire career.

The Commercial Bank was organized under the state laws October 2, 1905, and is therefore a comparatively young institution. It has a capital stock of \$65,000.00 with surplus and individual profits of over \$13,000.00 and deposits exceeding \$250,000.00. George H. Haggerson is president; Jerry Madden, vice president, and M. H. Kern, cashier. The stockholders are nearly all business men of the county and the officers are entitled to credit for the good showing made in so short a period of existence.

The community is fortunate in having such an unblemished record in the history of its banks, especially in the days of high finance which this country has experienced. Menominee is to be congratulated on having had bankers who have steered clear, and have been true to the trust of their depositors and stockholders.

CARPENTER, COOK COMPANY

As to other industries, there are many worthy to head the list, but we will mention briefly the combined industries of C. I. Cook, doing business as Carpenter, Cook Co. The institutions mentioned had their beginning with the formation of the firm of Somerville, Pemberthy & Cook in 1891, when the wholesale grocery business was started in the Paalzow building on South Main street in connection with the piers of the Kirby, Carpenter Company on the Bay shore. Five years later the firm bought the site of the present mammoth grocery house at the foot of Main street and constructed the building to suit its growing demands with both railway and steamboat conveniences and with provisions for interchange of freight; the buildings consisting of a main structure 120 by 180 feet, four stories and basement, and two large warehouses. On the retirement of Jos. H. Somerville in 1892 the firm name became Penberthy Cook & Co., with Wm. O. Carpenter as silent partner, and on the death of Frank Penberthy in 1901, Mr. W. O. Carpenter lent his name to the business and the firm name became Carpenter, Cook Company, and the brand "CCC" decorated several of their choice products. On the death of Mr. Carpenter in November, 1905, Mr. Cook became sole proprietor and has since traded under the

same firm name. The growth of his business has been so closely identified with the development of Menominee as to be an important part of its history. The wholesale grocery department has a branch store at Ishpeming, and the business in Menominee is divided into several branches. The refining, canning and pickle factory is in the old brick mill of the Kirby Company, and extensive additions thereto, and this branch is conducted under the name of Michigan Refining and Preserving Company in the business of which great quantities of fruit and vegetables are preserved and canned, furnishing a splendid market for local orchards and truck gardens. Another branch is known as the Michigan Candy Company, and occupies the entire three stories and basement of the old Kirby Carpenter Company store building, in the manufacture of candy, spices and extracts. In each department Mr. Cook has an able force of employees, and the whole business is conducted with admirable system. A summary of its importance as an integral part of the history of the community is found in the following figures: The Company's aggregate sales in the first year of its business were \$150,000; in 1910, \$2,000,000.

MENOMINEE RIVER SUGAR COMPANY

The Menominee River Sugar Company was organized in 1902 and constructed its \$1,000,000 factory in 1903. The supply of beets the first year was only 18,000 tons. The work of getting farmers to raise beets has been an arduous undertaking and one of education, principally because agriculture is in its infancy in this part of the country, and the farms, as a rule, have but little land under suitable cultivation. With systematic effort the work was advanced so that by 1905 the company received 56,000 tons, while for the year 1911 it has contracted for the product of over 10,000 acres, which, under normal conditions should produce 90,000 tons of beets and give the factory a full run of 100 twenty-four-hour days. The capacity of the factory is from 1000 to 1200 tons of beets per day, and the product of a run for a full season of one hundred days should be about twenty million pounds of sugar. On account of the quality of the soil and of the latitude, the beets grown here have proven to be the best of any produced east of the Rocky mountains. It is common for a farmer to realize \$50 to \$60 per acre in cash for his beet crop, and last year many instances occurred where the gross product was \$75 per acre, and a few where it exceeded \$100. The present officers of the Company are: C. I. Cook, president; John Henes, vice president; F. L. Brown, secretary; G. A. Blesch, treasurer, and Geo. W. McCormick, manager. Mr. McCormick has been in general charge from the organization of the Company, and has devoted much time to the development of agricultural interests. He now finds gratification in such a condition that the farmers have contracted the required amount. If favorable, or even normal conditions prevail, the farmers will be gratified next fall with cash receipts of about \$540,000 for the season's beet crop, besides a lot of feed from the tops which are excellent for cows, sheep and hogs.

OTHER MENOMINEE INDUSTRIES

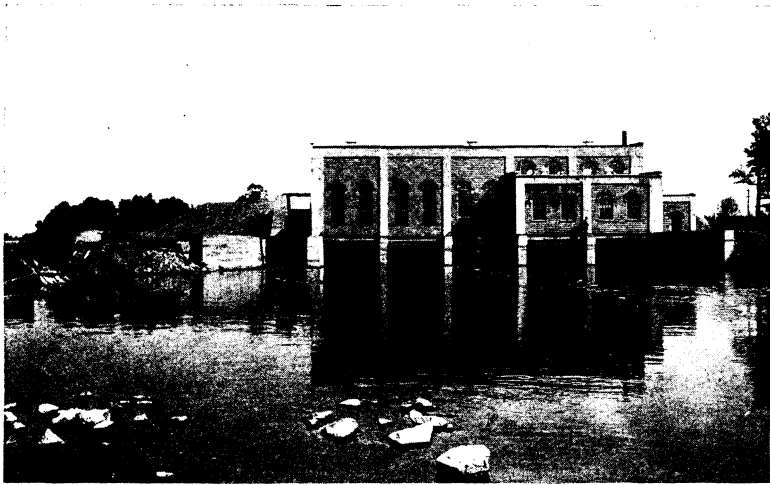
The J. W. Wells Lumber Company has already been mentioned as succeeding the Girard Lumber Company at the beginning of the present century. As Mr. Wells was the moving spirit of the Girard Lumber Company, the change meant little more than that he and members of his family became owners of practically the entire interest in the mill property and business. The mill was run as usual until 1909, when it was totally destroyed by fire. Notwithstanding the fact that most of the old lumber companies have abandoned the field the J. W. Wells Lumber Company, in 1910, constructed adjacent to the site of the old mill, a mammoth and up-to-date hard-wood flooring factory, and this year of 1911, the Company is constructing a fine new saw-mill, on the site of the old one, with steel frame, and as nearly fire proof as may be. In contrast with the equipment when the first mill was constructed, this new mill is being equipped with two 9-foot Prescott band mills, one 8-foot Diamond resaw, one 52-inch Wickes gang shingle machine, tie mill and lath mill. Its maximum capacity on a twenty-hour a day run will be 50,000,000 feet of lumber, 20,000,000 shingles, 5,000,000 lath and 100,000 ties. The product runs about one-third hemlock and the balance hard wood. The company has large holdings of timber lands and estimates that it will be able to keep the mill in operation for twenty years yet to come, which indicates that lumbering will be among the diversified industries of this city for at least that period.

The Prescott Company began operations in Menominee in 1899, with an extensive and well equipped plant for the construction of saw-mill and mining machinery, and doing a general foundry and machinery business. Later the plant was enlarged by the addition of a \$100,000 casting plant. Its present capital stock is \$450,000, and its officers are as follows: D. Clint Prescott, president; Loren L. Prescott, vice president, and E. B. Cottrill, secretary and treasurer. Its specialty is the manufacture of high grade saw-mill machinery. It was the first Company to manufacture band saws, of which, as well as the noted steam-feed, and other machines and appliances that have gone far to revolutionize the method of sawing lumber, Mr. D. Clint Prescott is the inventor. The products of this company are used in every lumber district of the United States and Canada, and the extent and magnitude of its business gives it prominence among the large industries of which Menominee boasts a diversity.

The Menominee Electrical Manufacturing Company is another prominent and profitable industry that has grown from a small beginning, and its varied products are the result of the genius and skill of its general manager, H. G. Tideman. It has an imposing and commodious building for its shops, factory and office, and is thoroughly equipped for turning out its varied products, including telephone switch-boards and supplies, electric fans, medical and other batteries, and other devices. The plant has a capacity of 525 completed telephones daily, and is noted for its marvelous products in other electrical lines. The

building is 320 feet long and 62 feet wide, with wings 100 feet in width. The business employs about 300 men, much of the labor required being especially skilled. Leo C. Harmon is president, M. S. Harmon, treasurer, and A. D. Gibbs vice president of the company.

The Lloyd Manufacturing Company is another of Menominee's newly acquired institutions, it having started in 1907. Its plant is housed in three brick buildings, two of which are each 400 by 70 feet and the other 200 by 70 feet, besides the power house and dry kilns. The Company manufactures children's vehicles and its business has grown steadily from the start. Its authorized capital is \$400,000. M. B. Lloyd is president and gives his personal attention to the business



POWER PLANT MENOMINEE & MARINETTE LIGHT & TRACTION COMPANY

of the Company. J. W. Wells is vice president, T. C. Lloyd, secretary, and F. A. Spies, treasurer. The Company employs from three hundred to four hundred hands, and covers the entire United States with its products.

The Marinette and Menominee Paper Company is a very important institution to both the Twin Cities of Menominee and Marinette, as is evidenced by the large paper mills on the Marinette side and pulp and paper mills on the Menominee side of the river, both of which are operated by water power. The company has had a very successful career for many years past, under the able personal management of Augustus Spies, who is also the president of the company. Isaac Stephenson is vice president and Frank A. Sillman, secretary and treasurer. The Company manufactures fiber and manila papers.

TWIN CITIES LIGHT AND TRACTION COMPANY

The Menominee & Marinette Light & Traction Company is local in the Twin Cities of the Menominee, and has done and is doing so much that goes to aid development that it is entitled to a leading place in local history. Menominee was one of the first of the small cities of Michigan to install an electric light plant for commercial service. A company was organized for this purpose in 1884, by Charles H. Jones, James A. Crozer, Jacob Leisen, Joseph Fleshiem, Louis Young, Peter A. VanBergen and Samuel Peltier, with a paid in capital of \$14,000. This was before the days of incandescent generators, and the electrical equipment consisted of two arc-light generators of about twenty-five horse power each. In 1891 the Menominee Electric Light Railway & Power Company was organized, with a capital stock of \$110,000.00, and this new company purchased the property of the old, and constructed, in Menominee, the first electric street railway in northern Michigan, with six miles of track and five cars. The officers of the company at that time were Augustus Spies, president; P. A. VanBergen, vice president, and Edward Daniell, secretary and treasurer. In the spring of 1902 the stockholders of the last company purchased the property of the Menominee River Gas Company, of Menominee, and two-thirds of the stock of the Marinette Gas Light and Street Railway Company in Marinette, Wisconsin. In the following year (1903) a consolidation of all these interests was effected, under the name of Menominee & Marinette Light & Traction Company, with a paid in capital of \$560,000. In 1909 the capital stock of this company was increased to \$1,000,000 for the purpose of developing the water power at Grand Rapids, on the Menominee river, nineteen miles above the city. This, from the small beginning in 1884, the present company has developed, and is now the owner of a gas plant in each of the cities of Menominee and Marinette, and furnishes electric light and street railway service to both cities. Its water power plant at Grand Rapids has a capacity of 6,500-horse power, of which it is now furnishing electric current for 1900-horse power in motors and 2373 horse power for arc and incandescent lighting, so that it has in reserve a large amount of power yet to be employed. The present officers of the company are Augustus Spies, president; G. A. Bleseh, vice president; Harry J. Brown, treasurer and Edward Daniell, secretary and general manager.

Considerable detail as to the business of the institutions mentioned seems pardonable because of the revolution that is taking place wherein Menominee is being converted from an almost exclusively lumbering town to a town of widely diversified manufactories. Aside from those mentioned, there are many others worthy of detail, but which will be referred to only briefly. The Richardson Shoe Factory is a hive of industry wherein "Menominee Seamless" is a prominent product. Menominee Stained Glass Works, in charge of Louis J. Leisen, does an extensive business in stained, beveled and plain glass.

The Fisher Box Company has a paid in capital of \$10,000, and is engaged in the manufacture of paper boxes in general, and cigar boxes. D. J. Fisher is president and general manager; M. S. Harmon, vice president and Leo C. Harmon, secretary and treasurer.

The Crawford Box Company in charge of Joseph D. Crawford, is proprietor of a complete factory for the making of wooden boxes of all sizes, which it ships in "knock-down" condition to widely distant points in large quantities.

The Peninsula Box & Lumber Company, under the management of Redmond Pangborn, also makes all kinds of wooden boxes which are shipped to customers "knocked down," to the amount of more than a million boxes annually.

The Henes & Keller Company manufactures the Henes & Keller counter pressure bottling machines, the leading machines used for bottling beer and mineral waters, and the machines find market from the Atlantic to the Pacific and are in large and increasing demand. John Henes, Jr., is in general charge of the business and Alfred Henes superintends the introduction and setting up of the machines.

The Menominee Boiler Works, in charge of F. G. Fernstrum, manager, has an extensive plant, and makes a specialty of factory and marine boilers and has established such a reputation that its work is in demand.

The Woodford & Bill Piano Company furnishes to the Upper Peninsula of Michigan and northern Wisconsin about three hundred pianos per year, besides large numbers of organs and other instruments and musical merchandise. The corporation was organized in 1909 and succeeded to the business theretofore conducted by the firm of Woodford & Bill. The subscribed capital stock is \$50,000. G. A. Woodford is president and general manager; A. W. Bill, treasurer, and W. H. Ownsworth is secretary and sales manager. This company has a branch house in the city of Green Bay, Wisconsin, where it carries a large stock and is the leading house in the musical line.

The Leisen & Henes Brewing Company is owner of a fine brewing establishment, which was first constructed by the firm of Leisen & Henes, but passed to the corporation in 1891. The capital stock of the corporation is \$100,000. Louis J. Leisen is president; Jos. W. Leisen, vice president, and John Henes, secretary, treasurer and general manager. Its stock-house now under construction is said to be the finest north of Milwaukee. As a brand for some of its product the Company has adopted and widely advertised "The Best What Is."

The Menominee River Brewing Company is proprietor of a brewing plant which though established on a small scale in 1880 has now grown to large proportions, and its beers find sale throughout a large surrounding territory. The company has a capitalization of \$100,000. W. Reindl is president, and Frank Erdlitz, secretary and treasurer. Its principal brands are "Golden Drops," "Silver Cream" and "Special Eagle Brew Export."

The Menominee Broom Company, the Menominee Marble, Granite and Stone Works, the Menominee Brick Company, the Menominee Flouring Mill Company, the Menominee White Cedar Company and the Menominee Machinery Company all do a thriving business in the line indicated by the corporate or firm names.

The Menominee River Shingle Company, of which Denis F. Daley is proprietor, has its mill on the Bay shore on the site of the old mill of Smith & Daley, and aside from the manufacture of shingles, has a factory also for the manufacture of porch pillars. The A. Spies Lumber & Cedar Company continues its business at the original stand. The Menominee Saw Company succeeds the Hubbard Saw & Tool Company in the manufacture of saws on a successful basis. The C. J. Huebel Company, and the Crawford Cedar Company are prominent representatives of lumber and cedar interests, having extensive yards in the city and mills outside.

The D. F. Poyer Company, which has for years been extensively engaged in the sale of automobiles and with a shop for repairing them, has this season branched out into the manufacture of a light delivery auto-truck, which is meeting with favor and giving to the company brilliant prospects of success.

MENOMINEE POSTOFFICE

Menominee has a fine government building for the accommodation of the postoffice and the customs office. Probably there is nothing that more accurately indicates the material progress of a business community than does the business of its postoffice. Ten years ago the postal receipts, exclusive of the money order department, amounted to about \$16,000 per annum. They have steadily increased until last year they were \$31,000. M. H. Kern has been the efficient postmaster throughout the period mentioned, with Miss M. M. Root as assistant. The general delivery system employs seven carriers in the city affording two complete deliveries and collections throughout the entire city daily, and in the business district three deliveries and four collections daily. There is one rural route out of Menominee at present and another in early prospect. Throughout the county there are numerous rural routes from convenient railway points.

The mercantile interests and the professions are well represented in the city and throughout the county, and interesting biographies of many of those representatives will be found in the proper division of this work.

ST. JOSEPH'S HOSPITAL

This is an institution of which the city is justly proud. It is under the direct charge of the Sisters of St. Frances, and has been aptly termed Menominee's greatest charity. It is a boon to the community and all residents of Menominee and Marinette should acquaint themselves with its facilities for nursing the sick. It is an institution which

has won the approval of all the practicing physicians in the twin cities and the endorsement of scores of patients who owe life and health to the careful nursing they have received within its walls.

There is on the part of the general public a misapprehension concerning hospitals, not particularly here, but everywhere, for which perhaps works of fiction are vaguely responsible. Pen pictures of the army hospital, detention hospital, ship hospital and hospitals of high and low degree, are strangely confused in the mind of the average citizen; but, perhaps, the most general conception is a long, cheerless room with bare whitewashed walls, containing twenty cold comfortless cots, and having an operating department at one end and a morgue at the other. The sooner this false impression is corrected the better it will be for the public and the physicians are doing their best to overcome this prejudice and present the hospital in a true light to the people.

Indeed, nothing could be further from the conditions just described than is St. Joseph's Hospital of Menominee. The Sisters have aimed to make St. Joseph's a home-like hospital and have been most genuinely successful in this respect. The atmosphere of home pervades this institution from the cozy parlor to the comfortable and artistically furnished rooms. Much of the success in this direction is due to the interest taken in the hospital by the ladies and physicians. These rooms have been named after the ladies and gentlemen who have bestowed such care and expense in furnishing, decorating and making them attractive. Among the most beautiful rooms in St. Joseph's Hospital are those furnished by the late S. M. Stephenson, Mrs. C. R. Elwood, Peter Sibenaler, Mrs. Augustus Spies, Knights of Columbus, J. W. Wells, Mrs. Jerry Madden, Dr. Bird, Henry Myers and P. M. Peterson.

One of the most handsome rooms in the hospital is the doctors' consulting room which was furnished by the physicians of Marinette and Menominee. The office on the main floor also owes its luxurious appointments to the same generous source.

While the comforts of the hospital are equal to those of the best appointed home the patients at the hospital have advantages that no private residence could provide and their chances for recovery are thereby greatly improved and while they may be treated there with the utmost privacy, they have at the same time at their command the best attendance and the facilities of a thoroughly equipped modern institution. It is possible to obtain there the complete rest so essential to an expeditious recovery and quietude and freedom from annoyance in a degree that the best regulated home cannot afford.

The Sisters are ever on the alert. Day and night they are at the service of the patients, silent, serene, and cheerful, leaving no want unattended and no wish ungratified. Meals prepared under the direction of the nurses are served to the patients in their rooms and in this department, as well as every other in the care and treatment of the sick, the sisters excel. The meals prepared at St. Joseph's Hospital are equal to those served in the best hotels and the appetites of the patients, in all seasons, are tempted with the choice delicacies.

It is important that all should realize that the St. Joseph's Hospital is a great boon to the community. It is not only homelike, comfortable and luxurious in its appointments, but it is also thoroughly equipped. Its operating room has the most modern instruments and surgical appliances, and sterilizing apparatus. The most delicate operations are daily performed there. Among the most interesting of the past few weeks was one where the stomach of a patient was removed and replaced, which was followed by a speedy and complete recovery.

The hospital is the means of saving life, health and money for the people of Menominee and Marinette. It is no longer necessary to rush patients in a critical state at great expense to Milwaukee or Chicago for surgical operations; for they may be treated just as safely at the St. Joseph's Hospital. The success with which critical cases are treated is shown by the fact that out of 400 cases only 16 deaths resulted. This is a remarkable showing when it is considered that most of the patients lost were brought to the institution in the last stages of disease. No more splendid work is being done anywhere than that which is being performed by the Sisters of St. Joseph's Hospital. The doors of their splendid institution are open to the rich and poor alike. They have established in our city a hospital, where, by their splendid facilities for the treatment of disease and for surgical operations, they have successfully administered to hundreds of patients who could not possibly have reached the larger cities in time to save their lives.

CHURCHES

A tradition is current that there was a Catholic mission established for the Indians on the Menominee side of the river at Mission Point, which is where the first bridge was built across the Menominee, but no authentic evidence thereof can be found. Tradition also says the early traders did not favor it, as they feared its influence on the Indians would interfere with their trade, especially in the sale of whiskey, and so they induced the Indians to destroy it. Whatever are the facts as to the mission, it is a fact that the location has been known as Mission Point from the time of the coming of the earliest permanent settlers. About the year 1868 the First Presbyterian church of Menominee was established by Rev. John Fairchild, who was then a pastor in Marinette and Henry Loomis, a young theological student (afterwards a missionary to China) came here to spend his vacation and agitated the question of building a house of worship. The Kirby Carpenter Company presented a lot on the northwest corner of West and Ludington streets and the companies and people subscribed liberally. Samuel M. Stephenson, E. S. Ingalls and William P. Newberry were appointed a building committee, and B. W. Porter had charge of the construction of the first church of which there is any record in Menominee County, which was completed and dedicated July 18, 1869. Henry Loomis was pastor of the church for the first four months and Samuel M. Stephenson, Miles Shepherd, Thomas Murray, Edward L. Parmenter and Wil-

liam P. Newberry were the first trustees. There were nine members at the time of the organization of the society.

Since that early beginning churches have followed the settlements of hamlets and villages throughout the county and have shared in the general prosperity. We cannot in this work go into the details of the history of the various churches as that is a subject large enough for a separate volume. Every community in the County is well supplied, and churches of many denominations furnish the population ample opportunity for choice in forms of worship.

NEWSPAPERS

The first newspaper published in Menominee was the *Menominee Herald*. It was started in 1863, by Judge E. S. Ingalls, whose name appears in connection with so many other matters of public interest in the early days of our history. For a time the paper was printed in the *Green Bay Advocate* office, at Green Bay, Wisconsin, from a manuscript prepared by Mr. Ingalls, and it was then sent to Menominee for circulation. A little later an old fashioned Washington hand-press was secured and therewith the paper was printed in Menominee. It passed through numerous ownerships from that day to this and has made continuous progress until it is today one of the leading papers of the Upper Peninsula.

For the period of twenty-three years before 1901, the paper was edited by Henry O. Fifield during which time the daily edition was inaugurated. In 1901 it passed into the hands of Rodger M. Andrews and William Webb Harmon.

At that time there was another well patronized daily paper, the *Evening Leader*, published in Menominee by Joseph E. Soultz. Mr. Soultz died, and in 1904 the owners of the *Herald* purchased the entire business and plant of the *Evening Leader*, and consolidated the two, since which time the name has been *Menominee Herald-Leader*.

In 1905 Mr. Andrews purchased the interest of Mr. Harmon, and thereafter the property was placed in a corporation known as the *Herald-Leader Company*, which continues to own and operate it. It is now issued not only as a daily, but in a twice-a-week edition. It is equipped in an up-to-date manner with duplex press, linotype machines, book and job presses, folding machine, a complete bindery and a stereotyping room.

Other papers have come for a time and departed, but the only others printed in the county at this time are the *Menominee County Journal*, a weekly, printed by Woessner & Marson, at Stephenson, as already mentioned in this work and the *Powers-Spalding Tribune*, a weekly, printed at Powers by Charles J. Quade. Both of the weekly papers mentioned have substantial plants and are representative papers receiving liberal patronage.

MENOMINEE AS A MUNICIPALITY

The city of Menominee was organized in 1883, and at that time was composed of five wards. The first mayor was Hon. Samuel M. Stephenson. Immediately after its organization it began a series of municipal improvements, and today is an up-to-date city, with a good water-works plant, sewerage system, electric lights, nice streets, efficient fire and police departments, a fine library and a beautiful park. Its business sections present a substantial and thrifty appearance and its residence sections are handsome, with the many fine houses and well kept and shaded lawns.

The city has had a clean business-like municipal government from the start, and is therefore in splendid condition financially and otherwise. By an amendment to its charter it now has seven wards. The officers of the city are: Harry T. Emerson, mayor; Fred S. Norcross, city clerk; Joseph F. Cuddy, city attorney; William F. Waite, judge of municipal court; A. P. English, chief of police; L. C. Collins, chief of fire department; and Daniel Potter, street commissioner.

THE SPIES PUBLIC LIBRARY

In 1904 Augustus Spies presented to the city a beautiful library building with furnishings complete. It was a most conveniently designed building and appropriately and handsomely furnished. It is located on the site of the former home of Judge Ingalls, who did so much in early days to promote the welfare of the community. It is a fitting monument to the public spiritedness and generosity of the donor, and appropriately marks the old home of the revered judge.

Prior to the construction of this building the library was under the management of a committee of three persons. At that time, by a charter amendment the library matters were placed in the hands of a board of trustees, to be composed of five members appointed by the mayor and confirmed by the council, the mayor being also made *ex-officio*, a member of the board. The Spies Public Library was also, by charter provision, declared to be the public library of the city. The first Board of Library Trustees under the present system, was composed of Geo. H. Haggerson, mayor; Charles A. Spies, A. L. Sawyer, R. M. Andrews, Dr. Walter R. Hicks and Mrs. John W. Wells. A. L. Sawyer was elected president of the board and Mrs. Gertrude B. Munger, librarian, both having filled like positions before the reorganization, and both having continued in office ever since. The present Board of Trustees is composed of Harry T. Emerson, mayor, vice president; A. L. Sawyer, Dr. Walter R. Hicks, John R. Wells, Charles A. Spies and Merton D. Cox. Mrs. Munger, having tendered her resignation, the board has appointed Miss Lois A. Spencer, graduate of the Wisconsin Library School, as her successor. The library consists of nearly 10,000 well selected volumes, well systematized and catalogued by card indexes.



SCENES AT HENES PARK, MENOMINEE

THE JOHN HENES PARK

This is the property and pride of the city as a gift from John Henes, one of our respected citizens, whose name appears as connected with many of our institutions of today. The park is in charge of a Board of Park Commissioners consisting of John Henes, the donor, Fabian J. Trudell and Alfred W. Blom, who are doing much for its popularity. The park has been well described by one of our citizens as follows:

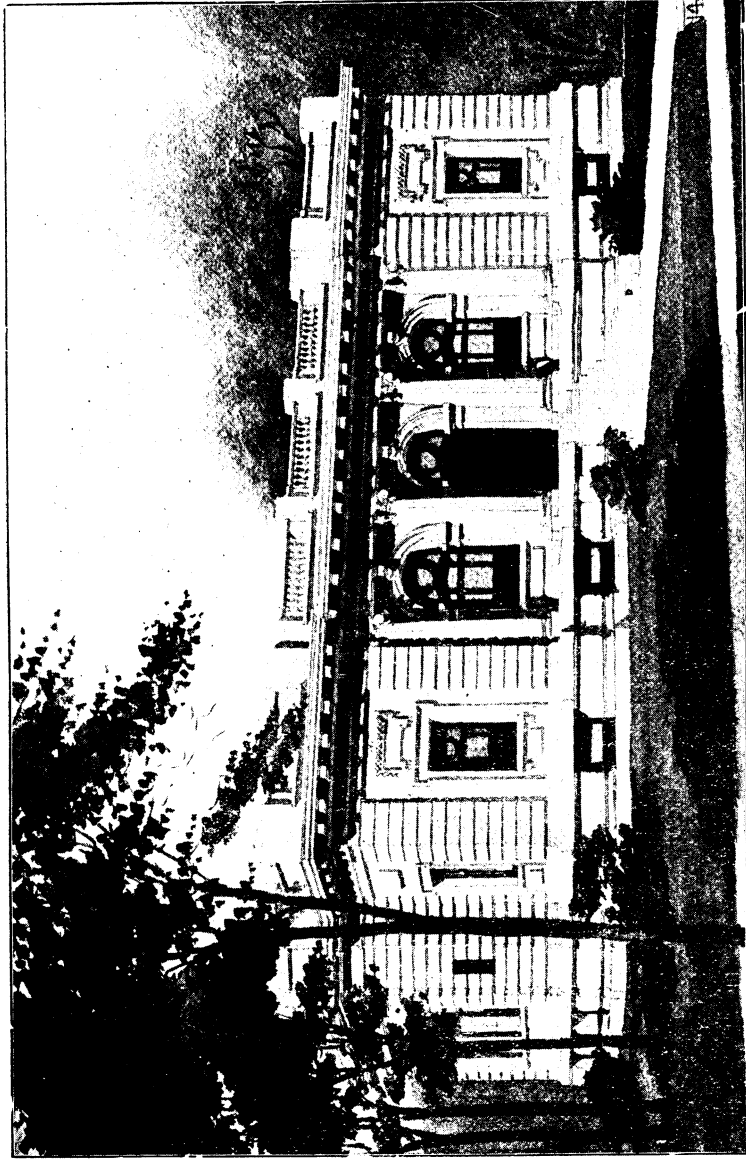
“Situated on the shore of Green Bay on the outskirts of the city, the John Henes Park possesses a wealth of natural attractions supplemented by all that art and genius can suggest for the entertainment of the people. It is an ideal place for rest and there in the quietude of the woods and fanned by the refreshing breeze of the lake, those who love nature for itself alone may revel in the marvelous beauty of the park. Those seeking amusement and recreation will find in the park everything the heart could desire. We have our shops and factories and their number is rapidly increasing and so a playground for our working people and the boys and girls is an important factor in public welfare.

“It is a great thing for Menominee that by the generosity of a leading citizen the park problem is so satisfactorily settled. In many cities the important matter of public parks is neglected until it is too late to make proper provision for them and often the necessary public playgrounds are secured at great expense and sacrifice, by tearing down important business and residential sections to make room for them. Such a course will never be necessary in Menominee as a park has been given the city upon which nature has bestowed her glories with lavish hand. All Menominee will forever enjoy delight and benefit from the splendid park which Mr. John Henes has so generously presented to the city.

“Poplar Point, the site of the John Henes Park, which comprises about fifty acres, is one of the choicest beauty spots of Michigan and the natural grandeur of its scenery has been deftly enhanced by the skillful and subtle efforts of the landscape work of O. C. Simonds of Chicago. The work of improving and developing the park has been of thorough and permanent character and reflects great credit on the commissioners from a practical as well as an artistic standpoint. Menominee may be proud of the fact that the city has made the most of Mr. Henes' generous gift and appreciation could take no form more worthy of the public spirit of the worthy donor than liberal improvement and careful maintenance of the park property. The park is situated about two miles from the heart of the city and at the end of the street car line. On arriving the visitors will be struck with the fact that such a commanding scene is worthy of a triumphal arch and such a structure marks the entrance of the John Henes Park, a gift of the Women's Club of Menominee. No 'keep off the grass' signs will be found. The great park is for the people to roam about and enjoy at their own sweet will with due regard, of course to the protection of property and the comfort of others.

“The first notice reads: 'Molesting or killing animals or injuring trees or other property in the park is strictly prohibited under penalty of the law.' The next notice appeals to those who enter the park by carriages or automobiles and says: 'Turn to the right driving around boulevard. Speed limit six miles per hour. Hitching of horses in the park prohibited.' These simple rules for the protection of birds and trees and commanding respect for park property and the safety of the public appeal to all. For the convenience of those who drive to the pleasure grounds who wish to remain and enjoy the beauties of nature and the amusements provided, a long line of posts for their horses has been placed near the entrance and also at the north end of the park.

“Entering the park the visitors find themselves at once transported to a wonderland of natural beauty. The woods with glades and bowers, stretch before them and in the distance dance the shimmering waters of Green bay. The turf road leads directly to the lake and at a distance of about one hundred and fifty feet from the entrance connects with the east boulevard, the principal thoroughfare of the park. The boulevard skirts the lake for the greater part of its distance and affords undoubtedly the grandest drive or walk in the upper peninsula. Following the boulevard one comes first to an avenue leading to the lake near the site of the proposed Yacht Club House.



SPYIES PUBLIC LIBRARY, MENOMINEE

“Continuing along the boulevard the beautiful shelter house of the John Henes Park comes into view. The shelter house is of ample proportions. It is an effective design of rustic architecture and reflects the skill and taste of the architect, Derriek Hubert of Menominee. It is a building 48x72 feet, built of native cedar with floors of hardwood finished with carefully selected logs on which the bark has been left, giving it a rich effect. The shelter house has all the benefits that the open air affords and from this shady and reposeful retreat there is a splendid view of the sparkling waters of the lake, the boulevard dotted with carriages, automobiles and merry-makers of all ages, and the inviting grandeur of the nooks and glades of the primeval wood.

“At a short distance from the shelter house the boulevard swings to the left in a graceful curve and to the right is the swimming beach and to the left the children’s playground. The park property at the swimming beach is protected by a concrete breakwater five hundred feet long. One of the most popular points of Henes Park is the bathing beach which is conceded by all to be the most ideal on Green Bay. The beach is of hard sand and slopes gradually, bathers being able to wade out a quarter of a mile before getting into deep water. It is a grand sight to watch the children in the water splashing and scampering about like so many nymphs at play.

“One of the most interesting scenes in the park, and certainly the most animated, is that presented by the children’s playground, which is situated near the bathing beach. A spacious field, fragrant with the odors of the woods and fanned by the cool Green Bay breeze has been placed at the disposal of the young folks. To run and play and enjoy the fresh air and summer sunshine is glorious in itself, but to this by the foresight and kindness of Mrs. John Henes has been added all amusement appliances which modern genius has devised to bring delight to the hearts of children. Among the many auxiliaries to the delights and joys of youth provided by this lady may be mentioned a merry-go-round, athletic slides, tilts, rope swings, rings and climbing poles, double ladder tilts, double chair swings and many other devices for the amusement and physical development which to be appreciated must be seen with the hundreds of merry little ones romping about them.

“The boulevard again swings around and the visitors find themselves on the home stretch towards the park entrance and in the vicinity of the lawn tennis nets. A feature of the park which will give pleasure to a large number is the lawn tennis grounds, which are located on a large tract of reclaimed land. This ground was drained and is now one of the most delightful spots in the park.

“The boulevard circles fifty acres of virgin forest which presents an aspect of profoundly impressive splendor. The wood at the park is a revelation of the beauties of nature. Fragrant and cool and musical with the warbling birds, the glades suggest a serenity remote from business responsibilities and the throbbing excitements of city life. There is the wood, where the grass is green and cool and good to rest upon, those with whom nature is a passion may feast their eyes upon a scene beyond description. It is no imitative work that confronts them but the sublime picturesque ruggedness of unadorned primeval beauty. Art has effectively concealed itself and yet, amid this scene of natural grandeur so rich, reposeful and undisturbed, a master hand has touched and tamed the wild. Nothing has been uprooted, slashed or hacked, save where the trails stretch in serpentine tracks through the labyrinth of foliage and underbrush. There is, however, art on every hand. The wood at the park is by no means a discovery; trees have waved their proud tops on Poplar Point for centuries. There are nine trails and by following them the whole park may be thoroughly explored and every step will reveal some hidden beauty. The nine trails have been appropriately named after the great poets—Schiller, Goethe, Shakespeare, Milton, Virgil, Longfellow, Whittier, Homer and Tennyson.

“To follow these pathways of the forest is an education in itself. There are said to be over fifty varieties of trees in the park, and that the boys and girls may learn to know them all it is the intention of the park commissioners to have them labeled. Each visit to the park will, therefore, prove a liberal education in forestry. Among the trees which thrive and flourish and furnish the park with their leafy splendor are oak, maple, beech, ironwood, basswood, hemlock, pine and balsam. A fine grove of young trees has been planted to the west and south of the park for the purpose of skirting the outer edge with a natural wall of forestry. The trees and shrubs thus planted will soon attain substantial growth and their spreading boughs and leafy network will obscure the adjacent houses from view and afford an unbroken line of verdure with the lake in bold relief. There are numerous natural springs in the park and wells and pumps have been provided at convenient places.

“A feature of the park which is a strong point in its favor is the fact that it affords a bay protected from every quarter, which offers a natural harbor of refuge and which will prove of great advantage to yachtsmen in the event of a sudden storm.

“A unique feature of the park is a bog garden. A piece of low ground was selected for this purpose into which water has been drained. In this are planted many varieties of water flowers, whose variegated colors and fragrant odors make it one of the favorite beauty spots of the magnificent park.

“An institution to which history has neglected to do proper justice is the great American picnic. It is something that appeals to the whole family and usually crowds all the joys of life as well as the edification of the inner man, into the compass of one short day. The splendid park is decidedly one of the grandest places in the state of Michigan for an old fashioned family picnic, and scores of parties are seen there every day. The courtesy of A. W. Blom, park commissioner, has provided every quarter of the park with comfortable benches and tables are also to be found in shady and inviting nooks. There, among the whispering boughs and fragrance of the woods an exaggerated appetite may be cultivated. Nature at all times is pleasant and the love of fresh air and green grass is a common heritage. After the hampers have been devastated, plenty of amusement will be found for all in the party, from the youngest to the oldest. Some will be drawn to the woods with its winding trails, others will be attracted by the rippling luster of the lake, while the children will hike for the playgrounds or make merry in the crystal-crested waves.

“In a spirit of patriotism Mr. Henes has given to the people of Menominee a park which in natural beauty and grandeur cannot be excelled anywhere—a spot so lovely that from the time he first viewed it he fostered the thought that a place so liberally endowed with graces of nature should belong to the people. Acting on this inspiration, he purchased the land and presented to the people the magnificent property.”

To the other conveniences of the Park there was added last season an outfit of bath houses, and also an ample refreshment stand, where ice cream and refreshing light drinks may be had from the genial caterer, John Gosling.

As appropriately associated with the Park, where the people are wont to hear it discourse its classic music and popular airs, is Amsden's Third Regiment Band, which is known throughout the Upper Peninsula as one of the best musical organizations in Michigan.

Professor Arthur Amsden, the leader, is a musician of rare talent and one of the best cornet soloists in the country. His skill as a leader and his genius for music have been developed by many years of experience and diligent study. Under his leadership the Third Regiment Band has fulfilled the highest expectations. When Prof. Amsden decided to accept the permanent leadership of the band it was clear that he considered the talent available sufficient to make the band rank among the best in the United States, and as stated, he is fulfilling the expectations of the public.

Menominee is becoming more and more recognized as a city that knows and appreciates good music and is willing to support it. This reputation, already established, is in itself an important asset, and one that is worth having and one that deserves to be cultivated. It is no small distinction for the city to have at the head of the Third Regiment band a musician, composer and soloist of distinction, who has not only delighted the public in this capacity but has, as well, at the head of his splendid orchestra, added new charms to concerts and operas and sustained the reputation of Menominee as a musical center.

Amsden's band, as it was known at the time, was first organized in Marinette in 1904 and was the city band for two years. In 1906 Menominee secured the band and it has remained in this city ever since. It became affiliated with the local military company and acquired the title of the Third Regiment band. Each year it attends encampment with the Company L. of Menominee, plays at Chautauqua during the assembly, is the official band for the Wisconsin Traveling Men's convention as well as filling a number of other outside engagements. Its concerts in Menominee and Marinette are one of the greatest treats during the summer and fall months. The band is composed of thirty-eight members.

RIVERSIDE CEMETERY

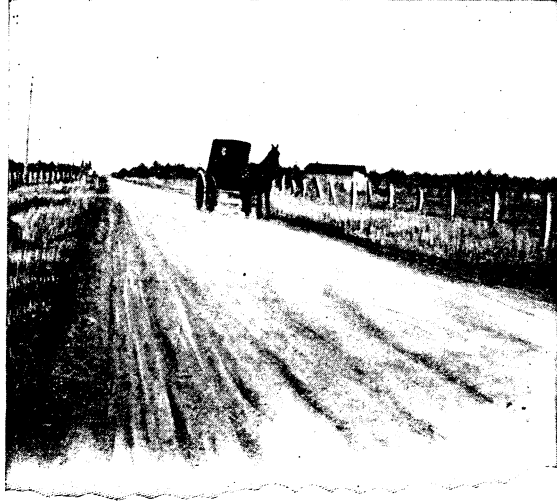
The cemetery is not always the most pleasant subject for contemplation, but realizing that there must come to each of us an end of all things earthly, the City Council has provided one of the most beautiful and sightly cemeteries in the country. It is located at the head of Stephenson avenue, on the banks of the Menominee river above the noise of its factories, and on a nicely elevated portion of ground where the rippling sounds of the shimmering river may forever soothe the endless sleep of its inhabitants. The cemetery is beautifully kept under the efficient care of William E. Kuhule, the sexton.

VILLAGES OF THE COUNTY

Outside the city there are numerous thriving villages and hamlets, and the county takes great pride in its rapidly advancing agricultural interests.

The hamlet at Birch Creek is the first north of Menominee, and has been mentioned as the location of the first farming settlement by the Bade and Sieman families in the very early days. A little later Lavier Algeyer joined the earlier pioneers and the families of these settlers are well represented in the locality at present. It is distinctively a farming community with thrifty farms, a fine school, church, cheese factory, blacksmith shop and store. The soil of its farms is rich and ranges from a rich clay loam to a sandy loam with clay sub-soil, and with black muck in the low lands.

Wallace is another farming settlement and is located on the Chicago & Northwestern Railway sixteen miles north of Menominee. Its pioneer settler was Mellen Smith, before mentioned as having located the first interior mill on the line of said railway after its construction north from Menominee. The mill has gone the way of many others, and the business interests are represented by Schutte Brothers who deal in general forest products and merchandise, and Herman Beechner, who has the store formerly occupied by Mellen Smith. The village is within Mellen township and has no separate organization. It is supplied with a church and a good school and surrounded by a prosperous and growing farming community.



SAMPLES OF A COUNTRY ROAD AND STOCK FARM

Ingalls is a prosperous little village on the same railway nineteen miles north of Menominee. This unincorporated village is a part of Mellen township and its history dates back to 1858, when Thomas Caldwell first began clearing what is now the home farm of Louis Dobeas. In 1860 Jesse Hamilton started the farm at the mouth of Little river which is now a part of the power-plant property of the Menominee and Marinette Light and Traction Company, which important industry is mentioned more in detail elsewhere in this work. Of other early farmers Amos Landon came in 1866; John B. Miller in 1868; Albert Grant in 1870; Charles E. McIntyre, John Bebo and Oliver Shampo in 1874. Andrew Lindquist and Mose Landree built the first mill in 1877 and it burned in 1882. In 1879 Louis Dobeas started the first store and secured the location of a postoffice. He opened it in his store, in the little log cabin that had been constructed by Thomas Caldwell. In this cabin Mr. Dobeas resided with his family and there kept the store and post-office and laid the foundation of his present extensive and prosperous business.

In 1880 Norwood Bowers built a mill here but it burned and in 1883 Ira Carley and E. L. Parmenter constructed a mill and began lumber operations in earnest. In 1892 Mr. Carley acquired the sole ownership and has since conducted the business individually. At present he is cutting about one and one-half million feet of lumber per annum from mixed timber including hemlock, tamarack, cedar, maple, beech, elm, ash and birch. The capacity of his mill is 28,000 feet of lumber, 50,000 shingles and 8,000 lath. In addition to his mill Mr. Carley conducts a large general store and has a very fine stock farm, and is a breeder of thoroughbred Jersey and Polled Angus cattle and fine horses.

Louis Dobeas, already mentioned, has a large general store, with extensive warehouses for the storage and handling of farm products, and besides deals extensively in real estate.

E. A. Barker also has a general store, Hans Paulson a meat market, Joseph Baril a blacksmith shop, and George Brock, a livery stable. A substantial farming community furnishes an important backing for the business portion.

Cedar River is the oldest settlement on the Bay shore, and has been mentioned as having had the pioneer saw-mill of the real lumbering era, and the history of that mill has already been traced to the firm of S. Crawford & Sons, who now own and operate it. Its cut in 1910 was sixteen million feet of lumber, principally hemlock, tamarack and white pine, but with some white cedar, basswood, elm, ash, maple, birch and spruce. The cut of shingles during the same year was fourteen million, and of hemlock and fine lath five and one-fourth million, and the gross value of the cut about \$235,000, besides a large amount of bark, poles, posts, ties and pulp wood. The mill has a daily capacity of 100,000 feet of lumber, 150,000 shingles, and 50,000 lath in ten hours. The company has an up-to-date logging outfit including traction road en-

gine and cars with steam loader, etc. This Company also owns and operates a large general store and is practically the owner of the village. There is a good hostelry called the American Hotel, and one general store belonging to Jacob Rosenberg, while the government maintains a light-house station at this point.

The village of Nadeau is located about thirty-six miles north of Menominee on the Chicago & North-Western Railroad, and was named for its founder, Barney Nadeau, Sr., who was appointed the first postmaster there in 1880, and who built a mill, established a business in general merchandising and was a dealer in lands and general forest products. His sons, under the firm name of Nadeau Brothers, have succeeded to the business, which is quite diversified and comprises the running of two farms in one of which there is one hundred acres cleared and in the other, three hundred acres and on which they raise registered Jersey and Polled Durham cattle. They continue to operate the mill and cut about three million feet of mixed lumber and three million cedar shingles per year, besides dealing in other forest products. They also have a large well stocked general store.

Gideon T. Werline is a prominent citizen and was last year a candidate for member of congress for this district. He has recently retired from mercantile business and deals in real estate. He is also president of the Powers bank.

Mr. S. J. Matheys deals in general merchandise and farm implements and operates a small mill in the neighboring village of Carney.

August Jean located here about twenty-five years ago as a carpenter and cabinet worker, but now conducts a small custom saw and planing mill and manufactures sash, doors and mouldings. The village has a blacksmith in the person of Joseph Servias, while Louis Kuenzel conducts a cabinet shop and does a painting and decorating business.

The village of Carney is a railway station in Nadeau township surrounded by a good farming country, and is a substantial agricultural village. Peter Garrigan is a representative man of the village and a general dealer in real estate. O. E. Blomquist is postmaster and conducts a general store. David Goldberg also has a general store; R. T. Esterbrook a meat market and Jule Duquaim is the village blacksmith; while the Hotel Girard furnishes good accommodations to the public.

The village of Bagley is also a rural settlement and has a store owned by Henry Wachter.

The village of Stephenson is the largest settlement in the county outside the City of Menominee and is an incorporated village within the township of that name. It has formerly had quite extensive saw-mill interests but the last mill has given way to what is destined to make this a permanently substantial town—her agricultural surround-

ings. It has a High School and fine churches. Its general merchants are W. B. Winther, David Goldberg, Frank Lienna, Mrs. A. N. Loth and Carl Bergvall. Dr. Edward Sawbridge is proprietor of a drug store and engaged in the general practice of medicine. Charles De Mille & Son have a hardware store and blacksmith shop. The village has a flour mill, a creamery, a good bank and a weekly newspaper. The latter is the *Stephenson Journal*, of which Messrs. Woessner and Marson are proprietors. The Stephenson Bank was organized in 1902 with a capital stock of \$20,000.00 and does a thriving business. Dr. Edward Sawbridge is president and W. B. Winthers, vice president. There are also in the village two livery stables kept by Fred Bartells and William Carley.

Daggett is another village in the township of Stephenson which in addition to its agricultural surroundings, has quite a business settlement. Perrizo & Sons are among the early settlers and have a large general store, operate a saw-mill at Talbot, and do a large general business in the various kinds of forest products. Other dealers in general merchandise are John Dunham & Son, Weng and Son, and Nelson Bros. The Kessler Land Company deals in lumber and cedar products, as do also the firm of Nelson Brothers above mentioned. Dr. R. D. Landsborough is engaged in the general practice of medicine and has a drug store. The village also has a creamery and is the location of a Standard Oil Station.

Powers is a junction point on the Chicago & North-Western Railway where the Menominee Range Branch leaves the main line. Charles E. Bradner is one of the very earliest settlers and has a general store. William Corry is a dealer in agricultural implements. Kell Brothers conduct a hardware store and George Prince has an undertaking establishment. The Powers Bank was organized under the state laws October 26, 1910, with a capital stock of \$20,000.00, and has deposits of \$60,000. G. T. Werline is president, Nicholas Peterson, vice president, and F. J. Witmeyer, cashier. The Fontanna Hotel is a popular stopping place at this junction point.

Spalding, once the location of one of the large saw-mills of the Spalding Lumber Company, is now left without a mill and is a rural station with two stores, of which Nicholas Peterson and Frank Beatson are proprietors. The village also has a creamery and hotel, the Spalding House.

At the village of Wilson in the town of Spalding, M. Harris, Jr., is postmaster and conducts a general store. William Belfrey deals in general merchandise and meats, and the National Pole Company maintains a branch of its business.

In the township of Harris, the village of Harris has one store, which is conducted by Michael Harris, ex-member of the legislature from this district. In addition to his mercantile business Mr. Harris handles general forest products, and the output of the Tuttle Shingle Mill at Indian Town. The forest product business conducted by Mr. Harris is quite extensive and amounts to about \$10,000 in a single season. Mr. Harris has been a resident of that locality since 1875. George DeLanghary was appointed the first postmaster of Harris in 1880, but resigned three years later, since which time the office has been held by Mr. Harris or his son. The postoffice was first called De Langhary, but the name was changed to Harris in 1900. Mr. Harris has been supervisor from his township for many years and is vice president of the Bark River State Bank.

In the township of Ingallston, on or near the Bay shore, are several saw mills including that of Wolfgang Stauber, and that of Hayward Brothers, the latter of which is at Zeiser Bay. The Arthur Bay mill and store are the property of Charles Zeiser, while about four miles inland from that point is a mill owned and operated by Frank Algeyer. The products of these various small mills other than a supply for the local demand, are shipped by water from the various Bay shore points.

On the Wisconsin & Michigan Railroad the village of Nathan is in the center of a growing farming community, and Charles Wilkins is there a dealer in merchandise, lumber and general forest products. Eugene Houte is proprietor of a hotel and there is a blacksmith shop and meat market. At Natham Junction, a branch of the railroad runs to Muscano Inn, a popular outing place on an island of that name in the Menominee river.

Faithorn is the junction of the Wisconsin & Michigan with the Minneapolis, Sault Ste. Marie and Atlantic railways. Mr. George Harter and his son Clarence own practically all the business in the village, including the saw-mill, quite a large general store and a hotel. Some of the best farms in the county are in the vicinity of this village.

Cedar is a station on the Menominee Range branch of the Chicago & North-Western Railway, and here Charles Johnson is postmaster and conducts a well stocked general store from which he supplies a large and growing farming community.

The village of Hermansville was founded in 1878 when C. J. L. Meyer of Fond du Lac, Wisconsin, started a saw and shingle mill for the purpose of sawing up the pine and cedar timber on lands purchased by him. Mr. Meyer operated this mill until 1883, sending most of the product to Fond du Lac to stock his sash and door factory. In 1883 Mr. Meyer organized the Wisconsin Land & Lumber Company, which acquired the

mill and land holdings, he being the principal stockholder. In 1886 and 1887 the company began plans and experiments to utilize their hardwood timber. Up to this time there had been little, if any, hardwood cut and practically no maple had been used for flooring. In the early stages of manufacture of maple flooring, it was customary to match the lumber as well as possible with the machines then on the market and after it was laid to traverse and cross plane it to bring it to a uniform surface. This was not only very tedious, hard work but was too expensive to admit of its general use. The machinery used for the hard rock maple of the Upper Peninsula developed so many defects that flooring shipped in long strips had to be cut into short pieces when laid, and a large percentage thrown away. The idea was conceived of cutting out all the defects at the factory and shipping nothing but clear or serviceable flooring, all of which could be used. As no machinery was then made that would successfully work the hard rock maple, a series of experiments in machine building was undertaken which resulted in the special machinery now producing the justly celebrated I X L maple flooring. All the difficulties of uneven matching were overcome and these machines now produce a flooring whose uniformity of machine work has not been equaled by any other make. In 1887 the company built a second saw-mill and commenced the erection of a large maple flooring factory.

In 1889 the company became involved in the failure of C. J. L. Meyer at Fond du Lac and Chicago and for two years was in the hands of an assignee for the benefit of its creditors. But in 1892 a settlement with the creditors was made and the property returned to the Wisconsin Land & Lumber Company, who operated it during the following three or four years under considerable difficulty.

In 1896 Dr. Geo. W. Earle acquired practically all the bonds and stock of the Wisconsin Land & Lumber Company and its progress has been steadily upward ever since. Up to this time the company was operating under the laws of Wisconsin, but in 1900 the present organization was effected under the laws of Michigan with a capital stock of \$1,000,000 fully paid in. The company owned over 60,000 acres of land, which was selected for its hardwood timber and much of which is uncut, besides controlling much additional stumpage, and last year it purchased the large holdings of the William Mueller Company, so that it can readily see a supply for its mills for more than twenty-five years to come.

In addition to the I X L maple and birch flooring, the company handles all the pine, hemlock, tamarack and cedar timber, cedar posts, poles and pilings, spruce and hemlock pulpwood that grows on the land they cut each year. These amount to an enormous traffic. Over ten thousand cars were loaded for shipment and received loaded with logs and other forest products last year. The company owns practically all the buildings in the village and takes pride in keeping the village clean, and beautifying the grounds. They have planted shade trees and have endeavored in every way to make the village attractive to other employes and a credit to the county. For the past twenty years the company has

been selling its lands to settlers after the timber has been removed, and has settled several hundred families. These lands were in most instances sold on small payments and long time, and the results have been very gratifying. In addition to its very extensive lumber business, the company maintains a large general store, and is developing some fine farms. George W. Earle is president and Edwin P. Radford general manager of this company.

The firm of Nieman, Pipecorn and Roll have a large general store at this place and are doing a thriving business. A very substantial and rapidly growing farming country adds much to the trade of this manufacturing village. The village is unincorporated and is a part of the township of Meyer, so named in honor of the founder of the Wisconsin Land & Lumber Company.

Gourley is a milling station, on what is locally termed Indian Town Branch, a branch of the Chicago & Northwestern Railway Company. This station is at the point where the railroad crosses Cedar river, and here is located a mill of the Mashek Lumber Company for the manufacture of both lumber and shingles. This company is a prominent institution of Delta county, but comes to Menominee county for a considerable portion of its product.

La Branch is a station on the Metropolitan Branch of the Chicago & Northwestern Railway Company, which is now the scene of a branch of the business of the Wisconsin Land & Lumber Company of Hermansville, that company having recently acquired the plant and extensive timber land holdings of the William Mueller Company which formerly operated here.

Whitney is a station on the Metropolitan Branch of the Chicago & Northwestern Railway, and the location of the woods branch of the business of the National Pole Company which has its main business at Escanaba, Delta county. H. W. Reed is manager of the company's business at this point, where, in addition to its lumbering interests, it conducts a large store. This is also the center of a large area of very rich farming land in which many fine farms are being developed. The National Pole Company has a very fine farm at this place, and in addition to a fine apple orchard theretofore started, it has this year planted several hundred trees.

COUNTY GOVERNMENT

In briefly sketching the history of Menominee county it is interesting to know that the place first designated for holding circuit court was the hall of the Quimby House and the county offices were located in the dwelling now occupied by Mr. Edwin Quimby. The comparison of this humble beginning with the handsome court house of the present is a striking illustration of the substantial advancement and growth of the county.

In the early days this portion of the Upper Peninsula was a part of Mackinac county. As the county seat was about three hundred miles distant by land through a trackless wilderness it is not probable that much official business was transacted. A shorter route in the summer season was to journey thither by Mackinac boat but that means was not reliable; and it must needs be very important business that would cause a resident of Menominee to visit the county seat. For this good and sufficient reason it is said that much was left undone that should have been done. Before the organization of Menominee county it was common report on the Wisconsin side of the river that Menominee had neither law nor gospel, owing to the fact that the worst elements of the community could not be punished by law except at great disadvantage, trouble and cost.

In 1861 an act was passed by the legislature organizing the county of Bleeker, which act was approved by Austin Blair, the War governor, on March 18th of that year. Delta county was organized about the same time. Bleeker county, so called, was attached to Marquette county for judicial and other purposes until properly organized and its boundaries defined. It was a wise provision, for the people of Menominee would have nothing to do with the county of Bleeker and for a period of two years this district was connected with Marquette county. There were reasons for this, of course. The legislation had been procured by an ambitious young man named Anson Bangs. He divided the district into three towns, Anson, Adario and Meneshake, one being named after himself. The county he had named after a young lady in New York state whom he expected to make his wife, a Miss Bleeker.

Section 3 of the act, located the county seat in section 34, town 32, range 27. This would be up the Bay shore where Mr. Bangs had a clearing. A. F. Lyon, James McCaffery and Charles McLeod were the commissioners appointed to locate the county seat. At the townships election on the first Monday of May, 1861, the proper county officers were to be elected, and were to enter upon their duties the first day of June. Charles McLeod, Nicholas Gewehr, John G. Kittson and Anson Bangs were constituted the board of county canvassers for the election. But the people refused to organize under the provisions of the act.

Two years later, in March, 1863, an act was passed and approved organizing the county of Menominee. The new act repealed the first twelve sections of the act "to organize the county of Bleeker," and located the county seat in town 31 range 27, and John Quimby, Nicholas Gewehr and E. S. Ingalls were appointed commissioners to locate the same. The site selected by the commissioners was the block opposite the Hotel Menominee, bounded by Main and Kirby streets, Grand and Ludington avenues. However, no county buildings were ever built on "court house square," which is another story. Judge E. S. Ingalls had much to do with organizing the county, and he it was who was sent to Lansing in 1863 to get the Bleeker act repealed and the act organizing Menominee county passed.

The first county election was held on the first Monday in May, 1863,



FIRST OFFICERS OF MENOMINEE COUNTY

E. S. Ingalls

S. P. Saxton

John Quimby

S. W. Abbott

and the county officers then elected were to hold office until January 15, 1865, or until their successors had qualified. The board of county canvassers was composed of John G. Kittson, Nicholas Gewehr and John Quimby, and the board was empowered to approve of the bonds of the county officers and to administer the necessary oath of office.* The newly elected sheriff and clerk were to designate a suitable place for holding the district court of the county and suitable places for the county offices. The places so selected were the hall of the Quimby House and the sitting room of the residence now owned and occupied by Edwin Quimby. All records which were necessary to appear on the county register's books were transcribed from the records of Mackinac and Marquette counties.

The county was attached to the district court of the Upper Peninsula, and was a part of the representative district which also comprised Marquette, Chippewa, Schoolcraft and Delta counties. It belonged in the Thirty-second senatorial and Sixth congressional district. The taxes of 1862 were paid over to the county treasurer of Marquette county, and amounted to about \$500.

The county in 1863 was divided into two townships, Menominee and Cedarville. The township elections were held on the first Tuesday in April. The voting place for Menominee townships was at the residence of John Quimby. Samuel M. Stephenson was elected supervisor.

The county election was held at the stated place in May. The officers then elected were John Quimby sheriff, Salmon P. Saxton, county clerk, S. W. Abbott, county treasurer, E. S. Ingalls prosecuting attorney, judge of probate and circuit court commissioner. These officers duly qualified and entered upon the duties of their respective offices. Thus Menominee county became an organized county possessed of all the privileges, and corporate rights and legal existence belonging to all organized counties of the State.

THE COUNTY IN THE CIVIL WAR

Before the organization of the county as has been said, there was little of government here, but the fact is that the residents as a class were patriotic and law-abiding and on comparatively few occasions was the peace seriously disturbed. Some important history was made at the outbreak of the War of the Rebellion which does not appear to have found place in any records pertaining to this county or of the State, and that is as to the part taken by the people of Menominee at that time. The records of the state pertaining to the Civil war show that Menominee furnished nineteen volunteers in 1864. That being the first year after the county's organization, of course, no record of the earlier volunteers would be credited to it. However, eighty-two volunteers went from this then small pioneer community, and from information given by some of those who are still living, and who responded to the first call for troops, we learn that Judge Ingalls was called upon to furnish a certain number of men to fill out a company in the Twelfth Wisconsin Regiment, and that he secured the required number within about an hour.

Other Menominee men joined other Wisconsin companies, and organizations in various other states. The following is a list of names of all who went from Menominee so far as the same can now be learned from inquiry, and their respective companies and some of the special engagements in which they participated: John Devine, Charles Ackerman, John Ackley; Lieutenant Dean Ring, Eighteenth United States Regiment; Lieutenant Octave Tetro, Gilbert Moreau, John Chappee, John Kittson (killed in Sherman's march to the sea), Seventeenth Wisconsin Volunteer Infantry; Sergeant George H. Kittson, Alfred Beach, Peter Durocha, Joseph De Coto, Jerome De Coto, Frank Levine, Louis LaPlant Wapenipinas (the "Beaver"), Louis Secor, Henry Levine, Alexander Premo, Peousha Monetakakimo, Odillion Benoit, Paul Appetanaquet, Michael Mulharon, Gustoff C. Miller, Twenty-third Michigan Volunteer Infantry; Sergeant Bartley Breen, Thomas Breen (lost an eye at battle of the Cumberland), John W. Theriault (three months in Libby prison), James Reo, Joseph Bart Shevalere, Sergeant Frederick Hackerman, John Farley, Patrick Crane, George Clark (in prison at Andersonville; died in hospital after exchange), Frank Dousey, Michael Wall, Patrick Ennis, Jerry Daily, Canute Canuteson, Thomas Gaynor, William Enright, Nicholas Grosman (died in Richmond prison), John Davis, Michael McIver, Eleventh Wisconsin Battalion; James Morman (killed at Fort Hudson, Louisiana), Patrick Quinlin, Willard Ebbs, John Bebo, Octave Flasure (lost leg at Fort Hudson), Company H, Fourth Wisconsin Volunteer Infantry; Samuel C. Hayward, William Martin, Jack McClemans, William Hamilton and Sergeant John Avery, Company F, Fourteenth Wisconsin Volunteer Infantry; William Hooper, John Ham, Sixteenth United States Regulars; John McIvers, United States Regulars (regiment unknown); Andrew J. Easton, James C. Sherman, Lorenzo Richardson, Albert Lyons (lost an arm and died at Atlanta in hospital), Michael Mellen, Edward Leake (wounded; still carries bullet in his head), Terrance Cassidy, Archibald Goodlet, Daniel Nason, Daniel Bundy, Lieutenant Harlan P. Bird (wounded), Alexander McCollam (died in service), Louis Brown, George T. Pease (wounded at Atlanta), Louis Chappee, Alexander Loughery and Alexander Patton, Company F, Twelfth Wisconsin Volunteer Infantry; Thomas Davy, One Hundred and Sixth New York Volunteer Infantry; Richard Dowsey, Fourth Kentucky Cavalry; Frederick Brandizer (was in Andersonville prison), Ferdinand Gable (killed at battle of Mills Spring, Kentucky), Timothy O'Leary, Conrad Arnold, Twenty-first Illinois Volunteers (Grant's Regiment); Goodlet Goodletson (regiment not known), John Westfall (received seventeen wounds), Company D, Third Wisconsin Volunteer Infantry; James Lyons, Third Wisconsin Cavalry (present at the capture of Jefferson Davis).

The county has been very fortunate in its affairs of government and has at all times entrusted the conduct of its affairs to men of business capacity and integrity, so that its administrations have been free

from scandal and graft, with which too many municipalities are burdened.

As said above, at the time of the organization of the county it was divided into two townships, Menominee and Cedarville; this is historical of the situation at that time. Both are on the bay shore where the settlements were. Menominee township had its settlement at the mouth of the river where the business section of the city now is. Cedarville township was centered at Cedar river, where the first large saw-mill was built. In those days these two townships were of magnificent distances, and Menominee's territory extended from the village north to the line of Marquette county, including all of the lower portion of the Menominee Iron Range where are now the prosperous cities of Iron Mountain and Norway.

As the country developed, divisions have been made and new townships organized until the county is now composed of municipal divisions—represented upon the county board of supervisors as follows:

POLITICAL DIVISIONS.	REPRESENTED BY
City of Menominee, at large	Harry T. Emerson, Mayor.
First Ward	John McDonald.
Second Ward	Mathias Bottkol.
Third Ward	N. Christophersen.
Fourth Ward	Theodore Christensen.
Fifth Ward	Wolfgang Reindl.
Sixth Ward	Noah Louglais.
Seventh Ward	Charles F. Daley.
Cedarville Township	Theodore Jasper.
Ingallston Township	Charles Nelson.
Menominee Township	Christ Peterson.
Mellen Township	John Sewitz.
Lake Township	Fred D. Crane.
Stephenson Township	John Dunham.
Holmes Township	Solomon Swanson.
Nadeau Township	Peter Garrigan.
Spalding Township	George Christianson.
Meyer Township	Edwin P. Radford.
Harris Township	John Schoen.

The officers of the county at the time of its organization have been already mentioned. It is fortunate that we are able to present them in the accompanying illustration as they are remembered still by some of the early settlers.

The officers of the county at present are: Sheriff, Joseph Kell; judge of probate, John Stiles; prosecuting attorney, Fred H. Haggerson; county clerk and register of deeds, Carl A. Anderson; county treasurer, William A. Pengilly; circuit court commissioner, L. D. Eastman; county

surveyor, Albert Hass; commissioner of schools, Jesse Hubbard; Board of County Road Commissioners, George H. Haggerson, Louis Nadeau, and Arthur A. Juttner; county engineer, Kenneth I. Sawyer.

THE COUNTY HIGHWAYS

Early in the history of the county, when there were no settlers except on the Bay shore, the state, by means of its public lands and reasonable grants therefrom, provided for two state roads that were constructed from Menominee north. The act was passed in 1861, and one road to be constructed from Menominee to the Delta county line was called the Green Bay and Bay du Noc State Road, while the other, to be constructed from Menominee through the river section of the country, was to be called the Wisconsin & Lake Superior State Road. In 1864 Josiah R. Brooks was appointed commissioner to lay out the first mentioned road and cause its construction. The contract was let to Judge E. S. Ingalls. It did not require the kind of roads which the county now builds, but only provided that the road be cut sixteen feet wide that year, so as to make it available for immediate use, and required its completion later. Within the contract time, on the 5th day of December, 1864, the road was completed so as to be passable, and it connected with a road previously built from Escanaba to Marquette, and in a few days thereafter stages began to carry the mail from Green Bay, through Menominee and Escanaba, to Marquette. Two sections of land per mile were granted by the state for the construction of this road, and state road scrip was issued therefor. A sale of this scrip provided funds for building the thoroughfare.

In 1865 the legislatures of the two states made provision granting lands for the construction of the first inter-state bridge between the cities of Marinette and Menominee, and after considerable contest over the location the bridge was constructed in 1867, thus connecting the Wisconsin and Michigan highways. In 1866 Judge Ingalls was appointed Commissioner to locate and build the Wisconsin and Lake Superior State Road. He let the contract to the Kirby-Carpenter Company, the R. Stephenson Company (latter known as the Ludington, Well & Van Schaick Company, and Spalding and Porter, who immediately commenced the work and completed it about ten years later.

These two State roads furnished fairly good arteries for travel through the different sections of the county. As the country settled the townships built connecting roads, and finally, in 1894, the county of Menominee organized its County Road System, being the first county in the Upper Peninsula so to act. In the first instance three county road commissioners were provided for, to be elected by the people, but in 1905 a special act was passed by the Legislature providing that for Menominee County the Commissioners should be appointed by the County Board of Supervisors. Such provision is now general throughout the State. At the outset a small bond issue was provided with which to commence work, but those bonds have been paid so that our roads

Committee of the Board of Directors of the North-Western Railway Co. Ltd. at the arrival of the O.G. train from the purpose of interesting the public in the progress of the work in connection with the extension of the line from Green Park, Victoria.



E. S. Ingalls -
 Jesse Spalding -
 Nelson Ingham -
 David Wells, Jr. -
 Dr. S. C. Hall -
 Abner Kitchin -
 Hon. Isaac Stephens -
 Charles Simons -
 Master Spalding -

A SOUVENIR OF NORTH-WESTERN RAILWAY BUILDING

are all paid for, and the annual construction and repair work are met by annual appropriations which require about a two mill tax.

The construction began with a road running from Menominee directly north to Powers, then turning eastwardly to the Delta county line, a distance of fifty-one miles. The system now includes one hundred and fifty miles completed and open to traffic, and it connects with the county road systems of Delta and the Dickinson. Various kinds of roads are constructed, about one-third thereof being of gravel and the other two-thirds better than gravel, including crushed stone, gravel and macadam.

Originally, the Commissioners superintended the work and did it by day's labor. Later they contracted the work and supervised its construction. About 1905 the county was divided for convenience into two county road districts and the Commissioners appointed a superintendent for each district who supervised the construction by contractors. In 1909 the commissioners employed Kenneth I. Sawyer, a graduate engineer of the Michigan University, as supervising engineer, which position he has since held.

Since the adoption of the State Award System this county has been receiving state awards which have gone far to aid it in construction. The system of roads has been enlarged so that its main arteries reach the various parts of the county, and the present system not only reaches all the towns along the main line of the Chicago & Northwestern Railway, from Menominee north to the Delta County line, but Cedar river, Faithorn, Hermansville and Nathan, and extend crosswise in the county through the townships of Ingallston and Menominee; from Menominee six miles up the old Lake Superior State Road, and from Menominee to Cedar river, part, however, of this last road being at present under construction.

Up to the present season the county has done most of its construction work by contract, that work and the work of repairs being under the direct supervision of the engineer. This year the county is employing what it terms "force work," or direct employment, all the help being employed by the engineer who, with his foreman, directs the construction. Employed in the work are three traction engines for hauling purposes, of the type used for plowing in Western Canada. The county owns two of these engines and leases one. It also owns ten six-yard cars of modern type, two rollers, a stone crushing plant, and complete minor equipment.

The roads of the county have now attained to such condition of perfection that they are receiving favorable mention in remote places, and the progress of this county and its up-to-date methods are such that the report of its engineer for last year, covering methods of construction and repairs, was published at length in the prominent road journals of New York, Detroit, Chicago and other places.

SCHOOLS OF MENOMINEE COUNTY

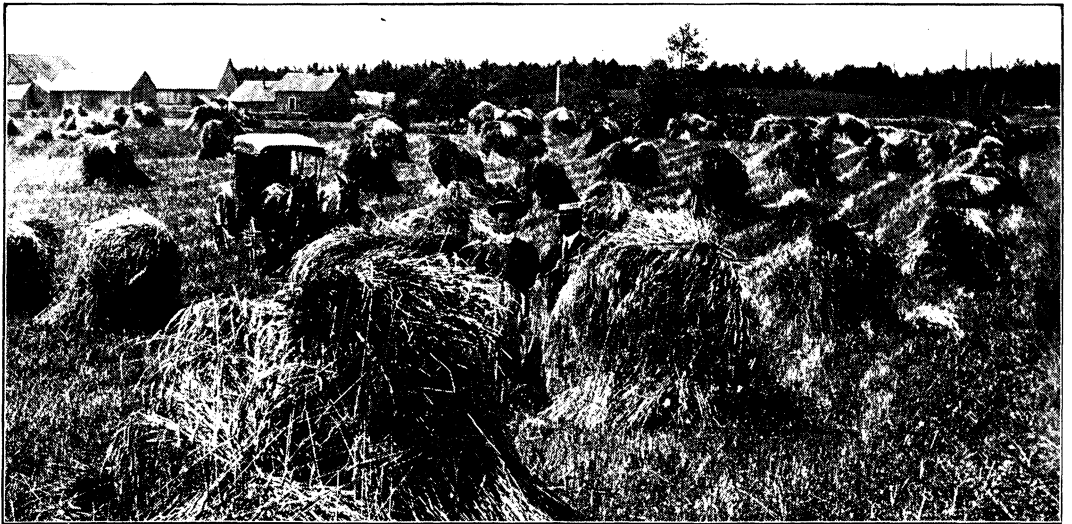
In writing of the first schools of Menominee no better history can be recorded than by quoting from an article recently written by Mrs. A. L. Sawyer, largely from her personal recollections, as follows:

“Art and science follow close in the track of commerce, and the public school is the door by which these enter, so when men were sure of enough to eat and something to wear they must have schools for the higher needs of their children. The first school was opened in 1853 at the old water mill, in a building one end of which was used for a blacksmith shop. This was maintained by a subscription of three dollars for twelve weeks schooling. Oscar Bartholomew of Elmira, New York, whom fate had stranded here, was the first teacher.

“The first real schoolhouse was built by Charles McCloud, senior, on the bluff near the end of the first dam. This also was supported by subscription and Miss Sue Lyon was the teacher. The average attendance was sixteen, and represented five nationalities. In 1858 a log schoolhouse was built, where the Chicago & Northwestern Railroad crosses Ogden avenue. Miss Lyon taught here also. She is better known to most of us as Mrs. Sue Douglass, magazine writer and correspondent for local papers for many years. At the mouth of the river the first school was held in a small building on the bay shore back of the National Hotel. Miss Emily Burchard, who lived in Menekaune, was the teacher. In summer she paddled herself over in a canoe; it is related that one morning she upset, but nothing daunted she swam to a boom, righted her boat, came on over, borrowed some clothes and taught school as usual. The writer remembers this school building in later years with George Jenkins as teacher, it had fascinating possibilities which are unknown in our well kept modern school houses. The building was of wood outside and in, filled with sawdust between the walls, it was quite possible to open a crack and let the sawdust run.

“The writer remembers another schoolhouse also, near the bayou over by “Bob’s Mill” (L. W. & V. S. old mill.) Nature study began early in this room. The boys used to amuse themselves, when not carving the plank desks, by catching bed bugs and trying to train them, sometimes a snake in swift pursuit of a mouse would glide across the floor much to the teacher’s consternation. The girls gathered the beautiful cardinal flowers that grew along the bayou, to decorate the teacher’s desk,—such were the beginnings of the school system of which Menominee is so justly proud today.

“In the spring of 1864 the town of Menominee was organized and the first public money was drawn for school purposes. In 1880 the school district system was changed to the graded system under graded school law and six trustees were elected, viz: S. M. Stephenson, A. Spies, B. T. Phillips, Wm. Somerville, Jos. Juttner and J. H. Walton. At this time the district owned the old Kirby street building on Holmes avenue and rented a store on Ogden avenue. In all five rooms, all seated with the old double seats. Five teachers and one principal with



SHEEP GRAZING AND A GRAIN FIELD, MENOMINEE COUNTY

752 pupils of school age on the census list, 402 attending school with seats for 310. The cost per pupil for this year was \$12.72.

“In August, 1881, the present Liberty street building was completed and school commenced with seven teachers and a superintendent, with one teacher at Holmes avenue. The superintendent was expected to teach three hours a day. In '82 the Holmes avenue building was removed to Wabash avenue and primaries were started in the basement of the Liberty street building; also the Marinette avenue site was purchased and the Kirby street building moved thereon. In April, '83, the city was chartered and the Boswell school, then a two-story building with two rooms each was immediately remodeled and school began with 12 teachers. In '84 the teachers had increased to 15 and in '85 to 19. In '86 the State street and Primary No. 1 at Liberty street were erected at a cost of \$9,800.00 and school commenced with 20 teachers. In '87 teachers increased to 23. In '88 the Marinette avenue building was burned and with very little above the insurance obtained the present building was erected. This year 26 teachers were necessary and in '89 twenty-seven. In '90 the Spies building was erected at a cost of \$5,993.20 including the lots, and school commenced with twenty-nine teachers, including superintendent. In '91 Birch Creek Academy was built at a cost of \$1,293.35, including lot. This year the teaching force arose to thirty-three. In '92 the Boswell street and Lincoln avenue buildings were erected at a cost of \$32,812.42, and school began with a force of 36 teachers. In '93 school opened with forty-one teachers and the next year five additional. Census 3,737, enrollment 2,300. In '94 extensive repairs were made all over the city and a resolution was passed by the board to submit to the electors of the school district of the city of Menominee the question of bonding the district for \$45,000 to build a new High school. It was carried and resulted in the construction of one of the finest High schools in the state at that time. Schools opened in the new building January 7, 1895, with fifty-one teachers.”

A recent school report records the names of citizens, formerly members of the School Board since the organization of the city, as follows: S. M. Stephenson, A. Spies, Jos. Juttner, William Somerville, J. H. Walton, B. T. Phillips, A. L. Sawyer, W. H. Phillips, Mrs. C. B. Boswell, S. A. Gibbs, Joseph Flesheim, Byron S. Waite, W. R. Hicks and Edward Daniell.

At the present time the schools of the city and county are in a thriving condition and the people are alert to the importance of keeping them abreast the times. In the city, in nine buildings there is seating capacity for 2,560 pupils as follows: Liberty school, seating capacity 500; Roosevelt school, seating capacity 360; State street school, 140; Spies avenue school, 270; Central H. S. school, seating capacity 345 (not including recitation rooms); Boswell school, seating capacity 360; Lincoln school, seating capacity 360; North Broadway school, seating capacity 180; and North State school, seating capacity 45.

The schools of the city are managed by a board of five trustees, elected

by the people, those now (1911) serving being as follows: G. A. Blesch, president; D. M. Wilcox, secretary; H. Tideman, treasurer; Chas. Spies and M. J. Doyle.

Special instructors are employed for writing, music, drawing, sewing and manual training, for the last of which a finely equipped department is maintained. The High school is accredited to all the schools of the Northwestern Association, and to the Universities of Michigan and Wisconsin, and to Wellesley College.

The schools of the county are under the efficient supervision of the county commissioner of schools, Jesse Hubbard, whose repeated reelection for many years past is sufficient evidence of his satisfactory work. Menominee county was the first in the state to inaugurate the plan of transporting children to school who reside in various remote sections; pupils are now carried from three different neighborhoods to the nearby village schools. The system is gaining in popularity because, in sparsely settled districts, it is cheaper and affords better education than to maintain in the district a small school.

Within the county there are four townships that are divided into primary districts. Cedarville has eight districts, with nine teachers; Ingallston, eight districts, with eight teachers; Menominee township, nine districts, with nine teachers; and Nadeau township, ten districts, with seventeen teachers. In six townships of the county the unit District system has been adopted; bringing all the schools of the township under a Township school board of five members. Harris township has nine schools, with eleven teachers; Holmes township, eight schools and eight teachers; Mellen township, five schools and six teachers; Meyer township, four schools and eight teachers; Spalding township, nine schools and sixteen teachers; Stephenson township, eighteen schools and twenty-five teachers (this includes the new Township of Lake organized the present year).

In all the schools of the county the course of study prescribed by the State Department of Education is followed. The rural schools are all graded, each having eight grades or years of school work prescribed. These schools are graded up to, and their graduates may enter the County School of Agriculture and Domestic Economy. The smaller villages have ten grades, or years of study; the larger villages have at present eleven grades and soon hope to have twelve, or a regular High school course. The graduates of the village schools who wish to teach enter the County Normal Training Class. The pupils from the rural and village schools, moving into the cities, enter the grade corresponding to the one they were in at their home school. Three classes have graduated from the County Normal Training School and are now teaching in the rural schools of the county. There are forty-six of these now teaching in the county. In two or three years a corps of trained teachers will have been thus organized for the rural schools.

COUNTY AGRICULTURAL SCHOOL

The Menominee County School of Agriculture and Domestic Economy was established by virtue of an act of the Legislature of 1907, and is under the control of a board consisting of five members, of which the county school commissioner is ex-officio, a member, and the other four members are appointed by the County Board of Supervisors.

Menominee county was the first in Michigan to establish a county school of agriculture, and in so doing, the people acted upon a realization of the necessities of the locality, and the fact that agriculture is to become the important industry of the county. The aim of the institution is to furnish its young men and young women a thorough, practical and scientific course in the work pertaining to the farms and the farm homes. The school aims to furnish an opportunity to those boys and girls who are unable to leave home to attend a college for a long number of years, either because of limited means or because of want of proper entrance qualification. It aims to train its young men and young women for useful citizenship in all that tends to broaden their intellects and their interest for a successful farm life.

In the practical work on the agricultural school farm, the school aims to determine what crops will do best under local conditions of soil, moisture and climate; to evolve variety or varieties of grain, grasses, root crops, corn, such as will be adapted to local conditions and local needs, by systematic methods of selection and plant breeding; to assist farmers in working out the many puzzling problems that the farmer meets with in his work during the year. It aims to give advice and to furnish up-to-date ideas and ideals to its farmers, so that they may do the work on their farm more advantageously and more profitably. The regular course covers a period of two years of thirty-six weeks each, beginning Monday, September 19, 1910, and ending Friday, June 9, 1911.

The school now owns 105 acres of land, of which about 55 acres are under cultivation. The remainder is in pasture and a beautiful park. About three acres of the cultivated land is devoted to the raising of experimental crops, and the balance to field plots.

The buildings are ornamental, as well as useful, and, with their approximate cost and equipment, are as follows:

Purchase of site, \$12,500.

School and equipment, \$22,100.

Students' Home, \$10,200.

Superintendent's residence, \$4,100.

Janitor's residence, \$1,900.

Stock and implements, \$1,100.

The board at present is as follows: John Henes, president; Jesse Hubbard, secretary; Ira Carley, Dr. George W. Earle and George W. McCormick. The school faculty is as follows: J. W. Wojta, Agricultural; W. H. McIntosh, Manual Training; Gladys Jayne, Domestic

Economy; Anna Schroeder, Academic Subjects; C. J. Wuellner, Milk and Meat Inspector..

AGRICULTURE

That Menominee county is destined to become an important agricultural community is evidence in many ways, but perhaps in none more strikingly than by the construction and equipment of its Agricultural School and the patronage accorded it by the tax payers and the young people of the farms. Other evidence is found in the mammoth canning factory of the Michigan Refining and Preserving Company, in the city of Menominee; but best of all evidence is that produced by the farms themselves. Throughout the entire county there is scarcely a railway station or hamlet of any size that is not surrounded by areas of the best of farming lands, and each year adds to the last a great many acres of tilled land and many general improvements in the agricultural line.

Farming begun in Menominee county in a very small way, with the first white settlers, and before their coming the Indians had raised corn and squashes. As has been said, the first farm started in the county was at the trading post of John G. Kittson, in the Wausaukee bend of the Menominee river about thirty miles above the village of Menominee. Mention has also been made that in the fifties a farming settlement was started at Birch Creek about six miles north of the village.

As the great lumber companies pushed their logging operations farther up stream, they began establishing farms which they used for their own purposes, but principally for furnishing pasture through the summer season for the cattle and horses used in winter. Gradually the farms were increased, so that hay and root crops were raised, and other farms were started; and it dawned upon the people that when they should emerge from the shadow of the mighty lumber interests, and the lands should be cleared from the deep shade of the forests, agriculture would be the predominating industry of the locality.

For the past twenty years farms and farmers have gradually developed, until now Menominee county is possessed of some of the best farms in the state of Michigan. The wonderful farms of C. I. Cook are a revelation as to what can be done with the soil and climate which this county affords. These mammoth farms aggregate in cleared land approximately three thousand acres, and are producing not only high-grade stock, including cattle, horses, sheep and hogs, but grains and vegetables of many kinds, and apples that have few superiors.

There are many farms in the county capable of doing one or more of the things as well as it is done on these two properties, but mention is made of these because here, concentrated under skilled management, are illustrations of the productiveness of the different kinds of soils, in many and varied crops. Hundreds of acres of sweetcorn are annually raised by Mr. Cook and the product is used in the canning factory. Last year three and a half acres of musk-melons produced over \$3,000, and one-half an acre of cauliflower over \$500. Celery, cabbage and



PICKING BEANS FOR CANNING FACTORY, MENOMINEE



APPLE ORCHARD, MENOMINEE COUNTY

Bermuda onions are likewise productive. Grains, including wheat, oats, barley and rye, are taking their proper places as rotation crops, while dent field corn, which never used to be considered here, has become so acclimated that it is being quite generally raised. Apple orchards are producing so abundantly of choice fruits that large orchards of young trees are being planted. On the Cook farms mentioned, which already have large orchards, four thousand young apple trees were planted this season, and it is estimated that in the county as many as twenty thousand trees are newly planted.

As to what can be done by way of truck farming, we produce, from the records of the canning factory mentioned, figures showing actual results in cash realized in 1910 by numerous farmers, as follows:

NAME OF FARM	ACREAGE AND CROPS	VALUE IN CASH PAID	
Broadway Farm			
5	acres cucumbers	\$ 615.57	
3	acres string beans	297.89	
7	acres wax beans	316.31	
6	acres tomatoes	1,090.54	\$2,320.31
Wm. Cordes			
2	acres cucumbers	106.08	
5	acres string beans	402.51	528.59
Herman Hetcher			
3	acres cucumbers	343.83	
1½	acres string beans	116.78	
1	acre tomatoes	113.25	573.86
Victor Hetcher			
1	acre cucumbers	150.90	
½	acre wax beans	119.50	
1	acre tomatoes	89.00	359.40
Hans Larson			
1	acre cucumbers	103.11	
1	acre string beans	214.00	
1	acre wax beans	99.24	
5	acres tomatoes	381.85	798.20
Jens Pederson			
1	acre cucumbers	109.54	
½	acre string beans	46.98	156.52
Jim Schepeck			
1½	acres cucumbers	205.11	
1	acre string beans	162.79	
½	acre wax beans	102.48	
1	acre tomatoes	228.15	698.53

Frank Walander

1½ acres cucumbers	\$242.38	
½ acre string beans	123.41	
1 acre wax beans	96.87	
1 acre tomatoes	321.10	\$783.76

Chas. Wilson

2 acres cucumbers	207.02	
1 acre string beans	158.11	
½ acre wax beans	69.87	
2 acres tomatoes	264.50	699.50

Peter Zimmer

1 acre cucumbers	93.55	
2 acres string beans	295.19	
1 acre wax beans	129.22	
1 acre tomatoes	124.35	642.31

Hans Jensen

1 acre cucumbers	71.08	
1 acre string beans	82.23	
½ acre tomatoes	31.72	185.03

L. D. Eastman

2 acres cucumbers	146.41	
2 acres string beans	126.01	
2½ acres tomatoes	187.54	
¾ acre wax beans	105.85	565.81

Joseph Wozniak

¼ acre cucumbers	20.67	
½ acre string beans	105.74	126.41

The illustrations accompanying this chapter are from actual photographs and show what Menominee county, as a beginning, is doing in the way of agriculture. What is said above in regard to the Sugar Beet factory need not be here repeated, but it belongs in reality to the agricultural history, for \$540,000 in cash paid to the farmers within reach of this factory on both sides of the river, for the single item of sugar-beets, is a nice annual dividend.

What is being done has not been all the work of accident, but there have been pushers at the wheel. The Menominee Abstract and Land Association have been singing the praises of Menominee county soil and climate for years, and now the song is being appreciated. The Sugar Company has conducted a campaign of education, and our progressive

farmers have been giving object lessons, all of which have had their part in the good work. The prominent and progressive farms of the county are now so numerous that it is not within the province of this chapter to mention them separately. We have mentioned several as illustrative, and must rest our case here, both as regards Menominee County and the general history of the Northern Peninsula of Michigan.

