

CLOVER-LAND

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Millions Being Spent for Good Roads Through Clover-Land

By Kenneth I. Sawyer, Superintendent-Engineer of Marquette County

WHILE in this period of calling the attention of the world at large to the advantages of our peninsula, we should not neglect to sum up and give currency to one of our big assets—the roads. An asset which we can well be proud of in that it did not just exist by nature, but is a reflection of the spirit of progress of the district and a prophecy of what can be expected of the people. The more intimate one becomes with the development of these highways the more pronounced is his conviction of ultimate success in other lines, especially if his investigation leads him not alone along the line of results, but also of ways and means.

Historically, Clover-Land's highways are somewhat unique. There is one county operating now—Menominee—which started to operate the first year there was a legal method of doing so. Practically all the counties got busy early, that is, at or near the beginning of the present "good roads" building epoch. The reasons for this are apparent to any student of road activities, but can be summed up nicely in the answer given to a question often asked in the older and more densely settled districts of the south of the state, where the writer was frequently asked why it was the northern peninsula, with its comparatively undeveloped condition, was an earlier builder of good roads, and maintained its present high standard? The answer to this was invariably, that the pioneers or those who first go into a community must for a time at least be very saving, and the people of this district learned very early, that they could not develop in a commercial sense if they had to stand the loss attendant upon poor lines of communication, the difference in haulage over



Through Nature's Garden Beside the Inland Seas

good and bad roads being a known fact and a very demonstrable loss, sometimes and aptly termed a "mud tax."

Map of Highways

A glance at the accompanying map on page 00 will give an insight both of past accomplishments and future purpose, and the future purpose is, in practically every instance, a direct intent either now taking shape or soon to do so. On this map, all lines shown solid are now good roads to travel, not meaning by this made of any particular kind of material, but roads on which any reasonable load can be economically hauled or which can be traveled with comfort at any reasonable speed in an automobile. They are free from excessive grades, built up and maintained as lines of travel. The dotted lines are roads open to traffic. Most of them can be traveled in perfect security in fair weather and by far the greater portion are listed for improvement this coming summer. The dot and dash lines indicate roads under consideration.

As to the kind of roads built on these routes, the traveler will find almost all types of the customary country roads. Each community has work-

ed out a solution of its own problem, and the traveler in moving about will notice a change in type of road surfacing from place to place. As a general rule, it is noticeable that the kind of surfacing is based on the co-relationship of available materials, traffic demand, and purpose of road, witness to which is easily seen in the combination, stone and gravel type, common where the heavy mixed traffic exists, as in Menominee county, the trap rock macadam carrying the interurban traffic of the Marquette-Negaunee road, the bituminous macadam on the Copper Country trunks, the oil-bound stone and gravel of Dickinson county, where the traffic census shows a large fast moving motor traffic, and the soil type roads of the new developing districts of Marquette, Dickinson and Iron counties.

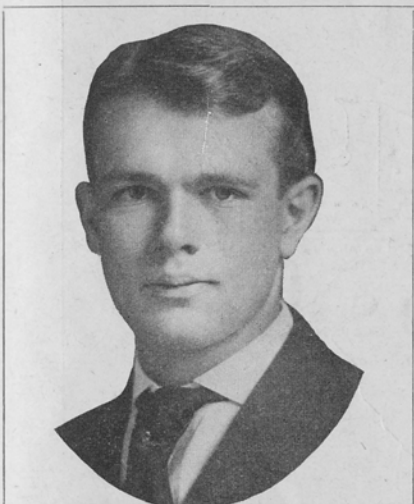
Uniform Good Roads

With all this variation in type of surface a traveler is, if numerous comments are to be believed, almost invariably struck with the uniformity of the resulting good roads. This is not by any means an accident. There are certain features, which will be found to show a sameness in all localities. For instance, you will find that

certain minimum widths prevail throughout the territory, that certain grades are fixed as maximum and only exceeded under very exceptional circumstances, that everywhere the roads are maintained with an eye to the traffic demand, and to meet that demand in such a way that they can be truthfully styled good roads.

Necessity of Upkeep

This item of maintenance is one which can properly command a little space in any discussion of good roads. The necessity of up-keep is ever present in any type of road, and its advisability is apparent to all. Most of us have heard of the excellence of the roads of Continental Europe and of late, we have seen much of their use as aids of offense and defense, showing them to be one of the problems in any discussion of "preparedness." It probably can be truthfully said that this excellence is attributable not so much to the design of the road structure proper, as to the fact that, when making this design the maintenance was considered as one of the essentials in the problem. The truth of this is known by road students and the ultimate success of any road system is underlain by the requirement that society at large must know and provide



Supt. K. I. Sawyer

for carrying on this necessary part of the work.

As to how much money it is economical to spend in maintenance before a change to other type of road is made is a very serious question. A question, in fact, which has to be figured out for each particular road, as it always involves many local conditions. But one point worth making is that a comparatively high maintenance cost per mile does not necessarily indicate that a change of type will be economic, and the proof of this can usually be conclusively demonstrated if it is true.

Road Economics

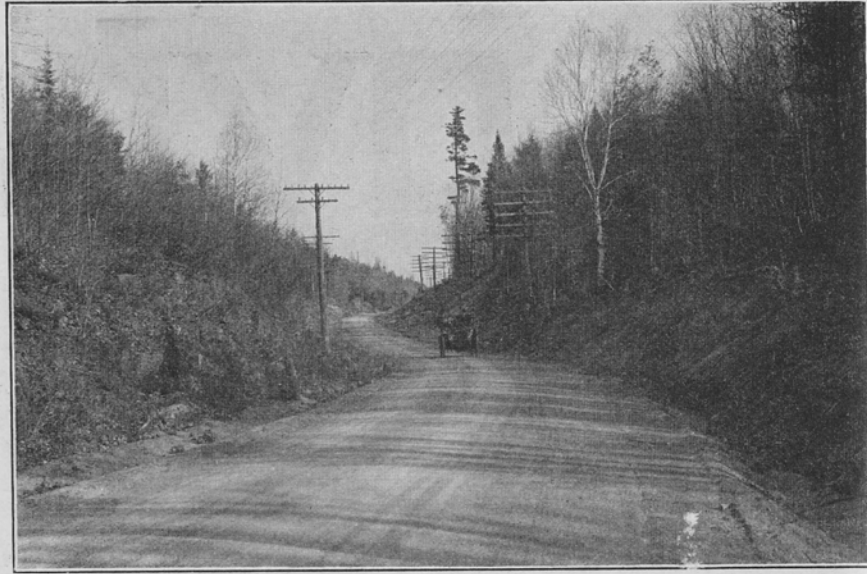
These latter statements lead logically to a statement or two about road economics. It is not the purpose of this article to discuss this as a science, but to cite a principle or two and show how this district is complying with them.

Road business is a "big business" in the current meaning of the term. That this is so, a glance at the State of Michigan will make apparent. This one state has approximately 70,000

nately, Michigan's laws can be perverted by political influence, as witnessed the one county of Upper Michigan in which we are not proud of the road work, and qualified or imperfect results in other parts of the state.

Having this organization, which, by the way, is created by and reflects the business ability of the people, it has been possible to accomplish the results before mentioned. Certain uniform characteristics were mentioned as existing throughout the territory. These are in part attributable to the work of the state highway department, which by means of the reward system, has induced compliance with certain minimum conditions of construction, but is also attributable to co-operation made possible by a fairly permanent head or center of responsibility in each community, which through annual meetings and intercommunication in various ways with the other counties, have made it possible to make the plans of the various counties mesh to one common system.

This system, which will be appar-



State Reward Macadam Road

will leave a far different impression with the traveler than a similar trip by rail.

With the present tendency of the resorting public to substitute an automobile tour for the time-honored summer hotel, this district as a touring resort with its hotels and points of interest, sporting and scenic attractions and proper roads to get you there ought to soon become very popular.

Clinton S. Burns and Chester A. Smith, representing the firm of Burns & McDonnell, consulting engineers, of Kansas City, Mo., were in Escanaba to undertake the work of preparing plans and specifications for a new water plant for the city of Escanaba. The two engineers will make a complete

survey of the city and prepare preliminary plans of a water system to supply the needs of Escanaba for many years to come.

* * *

The Menominee school board proposes to put before the people for approval a bond issue of \$165,000, the money to be used in making extensive changes in school buildings, reducing the number of building units from seven to five, completing the John N. Davis school, and adding an assembly room or auditorium to the high school building.

* * *

Negaunee building contractors are looking forward to the most prosperous year in the history of that city.



A Marquette County Road

miles of highways. All of them serve as a part of our traffic system and should be in a suitable condition to meet their own traffic requirements. Of the 70,000, upwards of 15,000 are main lines of communication and make up the main arteries of traffic supplying inter-community traffic, necessary to knit the state into one common system. These roads will all demand improvement, the kind varying according to conditions and the expense varying likewise, running in all probability between a cost of \$2,000 and \$20,000 per mile. When it is considered that every state of the Union has a similar problem and that ultimately they will all have to mesh through inter-state roads, it will be truly seen that it is a "big business" involving big sums of money and for a proper economic return will require scientific expenditure of the money provided for road purposes, and a management of proper description.

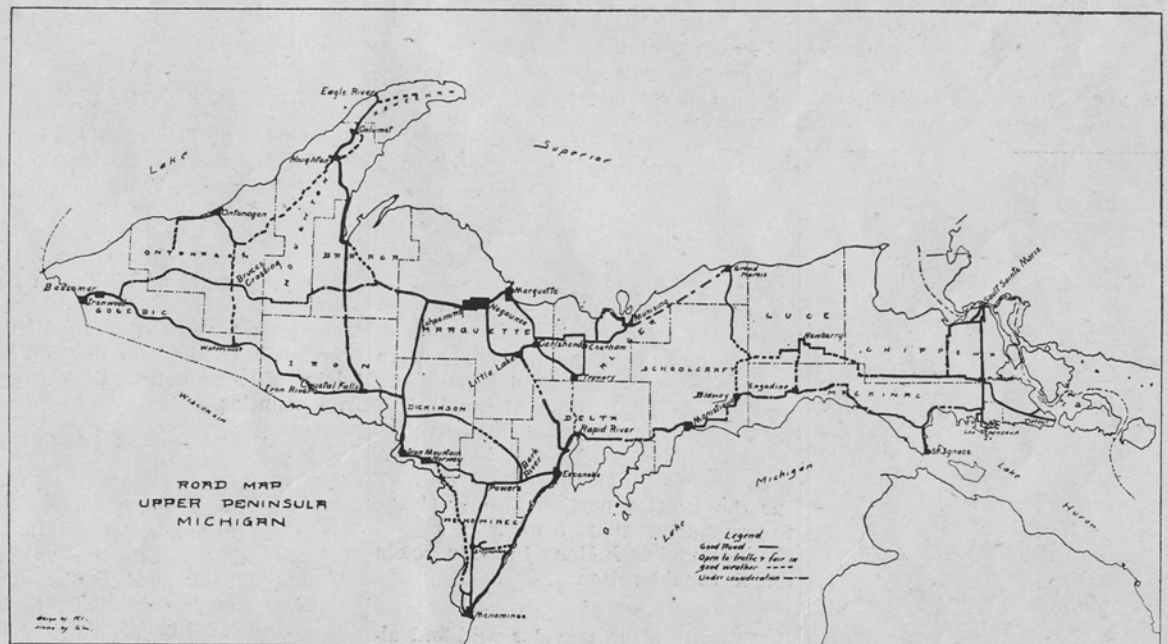
This district, of course, works under the laws of the State of Michigan. Fortunately, these laws provide the way to proper management, and in most of the Upper Peninsula will be found a Board of County Road Commissioners and an engineer or superintendent paralleling in their duties respectively the board of directors and the manager as in any successful corporation.

No Room for Politics

The entire success of this plan is dependent on the exclusion of politics from road business, and, in truth, the results in the peninsula are directly in proportion to the way politics have been left out of road affairs. Unfortu-

ent, by again referring to the map, is designed to meet the commercial needs of the communities, but it lends itself admirably to the purpose of touring for pleasure. The main lines of traffic being out in the agricultural lands and past points of interest, a condition which does not exist on many of our railroads, who sought the creek bottoms and swamp locations for reasons apparent to any engineer; make it so that a trip over our roads

The fifteen Clover-Land counties have spent nearly three million dollars for good roads since 1912, and the plans for 1916 carry liberal appropriations.



Engineer Sawyer's Road Map of the Upper Peninsula

When Marquette Was a Thriving Village of 300 People

Written by Robert Kelly in 1853

WE arrived at Marquette in the afternoon, a rising village of some 300 inhabitants, favored with a hotel, a schoolhouse and a church worshipping in the same—nestled in the innermost lap of Iron bay. For beauty of position it claims precedence over all the town of Lake Superior. The bay sweeps in a graceful curve, for several miles, until it reaches the embosomed cove, which forms the harbor. Directly opposite the entrance a rock rises high above the water, a most picturesque object from the shore. Marquette is the port for an important and extensive iron district, lying south from it at a distance of from twelve to twenty-five miles.

This region is as yet almost inaccessible, except in winter, from the want of proper roads. But within a year from this time, probably, a plank road or a railroad will establish an easy and constant communication, bringing the mountain to Marquette and Marquette to the mountain. There is blast furnace located there, for the manufacture of blooms, erected originally by the Marquette company, but now owned and kept in operating by the Cleveland company, their successors. The ore is made into blooms without the intermediate process of running into pigs, and yields the same quantity of blooms per ton as pig iron. There is, besides, a factory for sawing and grinding whetstones, similar to the Turkey oilstones, the quarry lying about eight miles back from the lake.

Harbor Still Natural.

The harbor is simply as nature formed it, except that a lighthouse sheds its guiding beams from the outermost point of the neck of land, still covered with forest, which protects it on the westerly side. A breakwater at this point is required to complete the harbor, and afford a shelter against storms from the northeast. Nothing has been done, as yet, by the United States government, for the security of vessels on Lake Superior, except the erection of lighthouses at a few points. The vast increase of tonnage which will follow the completion of the ship-canal in progress, will render it a matter of great importance that safe harbors should be provided for the protection of life and property upon this inland sea. Our statesmen find great difficulty in determining the constitutional duties of the general government, as to works of improvements for the benefit and security of navigation and in defining the boundaries where its powers cease.

Calls Harbor Necessary.

Creeks, brooks, and rivulets assume the nomenclature of rivers in order that they may be brought within the supposed limitations of the constitution, and, by a strange political fiction, a river, laving the shores of several states, and receiving the waters of navigable branches, is deemed and taken by some very strict constructions to be a sea. But neither fiction nor hyperbole are requisite for the purpose of placing the harbors of our land-surrounded seas upon the same footing with those upon our Atlantic and Pacific coasts. There is a special necessity for good harbors on the larger lakes—harbors easy of approach, deep enough to enter when heavy billows are rolling, and secure when reached. They offer the only protection when a long and furious storm arises, as there is not sea room



The Village of Marquette in 1851. (From an old drawing)

for a vessel to stay out and lay to for any length of time. The attention of congress will be directed to this subject at an early day, and among the harbors which will first claim consideration, is unquestionably that of Marquette.

The Iron District.

THE main object of our party in landing at this point, was to visit the iron district. Some others joined us, and when the company was all mustered, it was found to consist of about twenty in number. The resources of the place were put in requisition to equip the expedition, and furnish supplies for several days. Two or three saddle-horses were obtained, and two wagons for the conveyance of bedding, stores and baggage, and the transportation of those who felt disposed to undergo the dislocating process of the wheel torture.

The major part performed the journey afoot, over a road terribly rough in its best state, and now full of sloughs, by reason of long-continued rains. We established our quarters at Jackson Forge, on the falls of the Carp river, a distance of ten miles from Marquette, converting a small unoccupied and unfurnished house into a forest hotel. The conditions of our lodgment were this, that if we were not satisfied with the accommodations, or were disposed to find fault with the cookery, the attendance, or any part of the service of the establishment, it was ourselves that would catch all blame.

Trout Is Plentiful.

Under these circumstances, we

found but little fault either with the fare or the accommodations, distributing among the members of the company the various departments of labor. The neighboring Carp furnished us with trout, a spring some rods distant supplied us with water, and a store of wood was at hand to furnish smoke fires as our night watches against countless hordes of pestiferous mosquitoes and flies. The incidents and circumstances of that sojourn are already assuming a tint of mellowed interest, which they suggested very faintly at the time. This roughing it is a very pleasant thing as the subject of a narrative, when surrounded by cheerful and refined society and enjoying all the comforts and luxuries of civilized life, but not quite so interesting while it is a matter of experience.

Daylight peeped at 3 o'clock, into the garret where we lay stretched, like a harmonious political convention, upon the same platform, and the sweet twitter of the birds was no unwelcome summons to bid us rise from such a resting-place. We made an early start, and, after a walk of four or five miles over a road similar to that which had tried our patience and our boots the previous day, reached Jackson Iron Mountain.

A small part of our way was the shore of Teal lake, an exquisite mountain lake, some two miles long, by one mile wide—its clear waters bordered with a sandy margin, on which were printed the recent foot-tracks of a herd of deer. We spent several hours in the exploration of Jackson Moun-

tain. The great smith of Vulcan, with all his Cyclopean helpers, could never have heaped up and would never exhaust this vast pile of mineral that has been thrown out from Nature's deepest laboratory. The only idea that can be given of it is, that it is a hill of iron-stone, broken into fragments or cracked in seams, three-quarters of a mile long, half a mile wide, and rising to a height of 150 feet.

Sees Much Iron.

It would be an interesting proposition, for such as choose to undertake it, to calculate from these data the quantity of iron contained in the mass above the surface. One side of the hill is nearly precipitous, showing the iron from top to bottom. The most of it is covered with trees which have found nourishment in the thin deposit of earthy substances and decayed vegetable matter that, in the lapse of centuries, has been formed over the mineral upheaval. In several places we tore away, with our hands, a matted bed of mosses and leaves, and picked up from beneath fragments of ore with no mark of rust upon them. There are differences in the appearance of specimens obtained from various parts of the moss, but the results of analyses and of working the ore, show that it is singularly uniform throughout in quality and purity. All the ore that has been used at the Jackson Forge, and at the Marquette Forge, was obtained from a single small spot, and from it has been manufactured all the iron known as Lake Superior iron, already celebrated for its remarkable toughness and valuable properties for shafts and axles. It is quarried at very small expense, blasting easily, and breaking up at each blast into convenient fragments, differing in this respect from the mountain masses of Missouri, which are quarried with great difficulty.

Decide To Return.

The supper was ended, a council was held and it was determined, without a dissenting voice, to return to Marquette on the ensuing day. So much rain had fallen, that a further exploration of the iron region presented anything but attractive considerations. And there were no auspicious meteorological signs to give us the promise of more favorable weather if we should remain till the waters should have abated from the face of the earth. We had, besides, seen a pile of iron ore that appeared inexhaustible. We, therefore, abandoned our intended visit to Cleveland Mountain, situated at a distance of three miles beyond Jackson, a still more enormous mass of mineral containing some spurs of the best ore, but for the most part streaked and veined in large proportion with red jasper of great hardness; and a lake of whose large and abundant trout hazy but glowing rumors had reached us. So we did not scale the iron crest of Cleveland, nor look upon the virgin face of Angeline.

The Copper Mines.

After our return some of the party took advantage of the arrival of a boat bound up the lake, to visit the copper mines at Eagle river and Ontonagon. One or two only ventured down the dark recesses of the cliff in subterranean uniform, with burning candles for feathers, but the rest contented themselves with general inquiries and examinations, and the collection of specimens of the various kinds of ore. I preferred to remain

(Continued on page 20)



Typical of the Marquette of Today

(Continued from page 8)
quietly at Marquette. I have no particular fancy for descending mines, and the great copper lottery, with its monstrous ingot prizes and its many blanks, has no attractions for me. If the representations of the owners of the lands, and the projectors of the magnificent schemes afloat, all accompanied with the usual story of Indian tools having been found upon the spot, are to be believed, we are to be abundantly supplied with that useful mineral, when the requisite capital shall have been invested. Those who remained behind the copper party found plenty to interest them in the neighborhood of Marquette.

Chippewa Indians.

A part of my employment each day was to observe the Indians, a large encampment of whom occupied the lake shore near the village of the same tribe as those at Sault Ste. Marie, and acknowledging the same chief. Inferior chiefs residing at Marquette, are Mongoos, and Marshgepp, or Rising Sun. They are Chippewas, but number among them a good many half-breeds, some of whom speak French. An occasional crucifix in the huts shows the faith which they profess. They subsist chiefly by fishing, hunting and trapping, but live in a miserable way, not knowing how to make use of the good things they get. The whole culinary apparatus of a family consist in a single pot. Everything is boiled in that pot, whitefish, trout, venison, salt pork, duck, pigeon, or whatever it may be. so that, though they live on the choicest fish and game, it is pretty poor and monotonous fare after all. Bread is made by some of the most civilized; others bake in the ashes thin cakes of unleavened dough, while the full savage dispenses with the luxury of bread altogether.

Distribute Surplus.

They distribute with generosity the overplus of game taken, or of fish caught among the surrounding huts, after disposing of all that there is an immediate demand for; so that a successful return from watching at a deer lick, from hauling the gill-nets with a good catch of delicious whitefish, or from drifting those deep murderous lines, armed with a hundred baited hooks, on which the lake trout hook themselves, is an occasion of great interest in the community, because it promises a feast after a long famine, perhaps.

The chief lions at the Indian encampment were three young beavers, about the size of a muskrat. They were so tame that the Indians took them a swimming with them and the amphibious pets made no attempt to escape. They were kept in a box strewed with birch twigs and leaves, and suffered the children to play with them like kittens. They seem to take particular satisfaction in turning and maneuvering that paddle which nature has given them for a tail, paying the same attention to the instrument, and exhibiting the same consciousness of its peculiarities as an elephant does with respect to his proboscis, delighting to keep it in motion, and twist it into various attitudes, in order to show off its capabilities. But it was not easy to get a sight at the show. Mongoos was in the hut on one occasion when visitors called, sitting erect as a statue, and his more compliant squaw could get no nod, grunt or other sign of acquiescence from the stern chieftain. At other times a bright quarter of a dollar flamed intelligence into the Indian mind and awakened the idea that the visitor wanted to see something for his money. But if a friend was along who could speak Chippewa,

the box was brought forward without a moment's hesitation.

Indians Are Reserved.

I found the Indians reserved, but disposed to meet graciously any civility extended to them. They respond with dignity to your salutation and are exceedingly sensible of kindnesses bestowed. Little presents made to them win their hearts, and they seek the earliest opportunity to make presents in return. They are difficult to deal with by strangers as to services, use of boats, and the like, showing slackness and averseness, and demanding invariably unreasonable compensation, but the gift of a new dime to each child in the wigwam, not forgetting the papoose that lies swinging in the little windswayed hammock, stretched like a spider's web across the corner of the hut, (for who ever saw an Indian wigwam that did not swarm like an old bee-hive, all the facts as to the rapid disappearance of the red race to the contrary notwithstanding) will make the whole family your fast friends.

By a mere occasional salutation and the interchange of scarcely half a dozen words, I gained the confidence of a half-breed so completely that he stepped up to me one day and asked me if I would write a letter for him. I complied cheerfully, leading him to my apartment, and wrote from his dictation, and as nearly as possible in his own words. I will not violate confidence so far as to give the epistle verbatim. It will be sufficient to say, that it was addressed severally to a mother, sister and brother, residing at the Saut, whom he had left a year previously.

Tells of Experiences.

The main object of the letter was to give an account of his success in his new home, explain the reason why he had not joined them at the death of his dear father, which had occurred in the interval, and to promise a speedy visit. He told how he had unfortunately lost in a storm five gill-nets; of the barrels of whitefish he had caught in the fall, and his disposal of a part of them for flour, at an even barter; and of his luck at trapping during the winter, at which he would have done well, but an Indian down here (one of the chiefs, doubtless), would not let him trap in the woods any longer; specified the seven deer he had killed since spring, and the seven cents a pound at which he had sold the meat, expressing the wish that his brother was with him to help him eat the venison.

In the portion addressed to his sister, he told her now excellent a helpmate his young wife Rosalie was to him. He warned his brother against the use of liquor, and at the same time confessed to his mother that he took two or three glasses of brandy whenever the steamboat came in, but not enough "to put him out of the way." Considering that the steamboat had been in shortly before I enlisted as his amanuensis my friend's letter did him credit, but was particularly interesting, as exhibiting a tenderness of affection in the family relations that I did not before appreciate in the impassive savage. One of the most touching things in the letter, was his earnest request to his brother and sister to take care of their dear mother.

A record for bonuses to workingmen is being established by the Mohawk and Wolverine Mining companies. Since last July this firm has been paying its men, numbering between 1,200 and 1,400, monthly bonuses of five per cent over their regular wages. The surprise of January was the announcement that on Feb. 29 ten per cent bonus was going to be paid to the men.

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