

"Making Time" with the Roads in Marquette County

By L. D. TUCKER

THERE are lots of good things we are willing to believe about ourselves, as long as no one tells us differently—yet when the comment comes voluntarily, and repeatedly, from others, we are half inclined to believe at least a part of it. And so it is with Marquette County's roads, and road improvement program. The tourist—judge supreme, as far as roads are concerned—is persistently enthusiastic about Marquette County's road system, and we are half inclined to believe him.

Surely a few stretches of road throughout the country compare with the sixteen miles of smooth, perfectly graded, tar-bound macadam stretching west from Marquette to Negaunee and Ishpeming. It is at once a joy and revelation to the motorist—particularly after navigating some of the less fortunate counties below the Straits. And traversing one of the most attractive sections of Upper Michigan, scenically, the stretch is particularly impressive.

We have mentioned just one short stretch as a shining example of what Marquette County has accomplished, and is achieving, with regard to its road program. Practically every other stretch of touring highway in the county is correspondingly good. From Marquette southeast, toward Munising or Escanaba, the route presents an unbroken stretch of excellent road. Just at present extensive repairs are under way from a point about six miles from the city to the ridge of Green Garden hill—a distance of about three miles temporarily closed to the motorist. A detour is provided. When the new stretch is completed it will rival, in perfection, the favored stretch mentioned above.

To the west again, beyond Ishpeming, toward Michigamme, not a break of any kind occurs to mar the excellence of the work. As one tourist put it—"it is one long glide."

Not a small part of the credit for this achievement is due to the persistent and efficient efforts of K. I. Sawyer, Marquette County highway commissioner. Commissioner Sawyer

is a constant and tireless worker. Had his heart and interest not been entirely centered upon his home land, he might long ago have gone to more lucrative fields. Mr. Sawyer knows road-building from its every angle.

Not content with setting the pace for every other county in Upper Michigan, Mr. Sawyer has gone one step further, in the purchase of the equipment pictured with this mention. It is a thoroughly equipped road-build-

ing transport, and one which has proven its worth many times over.

The outfit consists of a Buffalo Pitts tractor, seventy-five horsepower (steam); office and sleeping quarters, a water tank, with a 350-gallon capacity; one dining room; three gravel trucks, five-ton; gasoline tank, 430 gallons; water tank, 350 gallons; a yasoline engine and pump, with fuel and such other tools and equipment as are needed for the work. A corps of

blacksmiths and mechanics handles the repair work on the outfit. A thirty days' supply of food can be carried

To further facilitate the work, Mr. Sawyer has worked out a scheme whereby gravel may be secured from the nearest available spot to the actual job. Locating, first, the source, two trenches, each thirty inches wide, are dug from the gravel pit to the main road. These are filled with large boulders, to support the wheels of the trucks. The boulders are lightly covered with earth and smaller gravel.

During the season of 1920, this outfit accomplished the notable feat of constructing six miles of road in forty-two days, with a haulage of materials of from three to nine miles. During the present season, from May 12 to July 1, seven miles of road were covered, with an average haul of from one-half to six miles.

At the present rate of progress Marquette County bids fair to outrank even the most energetic counties throughout the Lower Peninsula—and they are going after it down there with a vengeance.

More power to Mr. Sawyer, say we.

THE FARMERS' WATERWAY

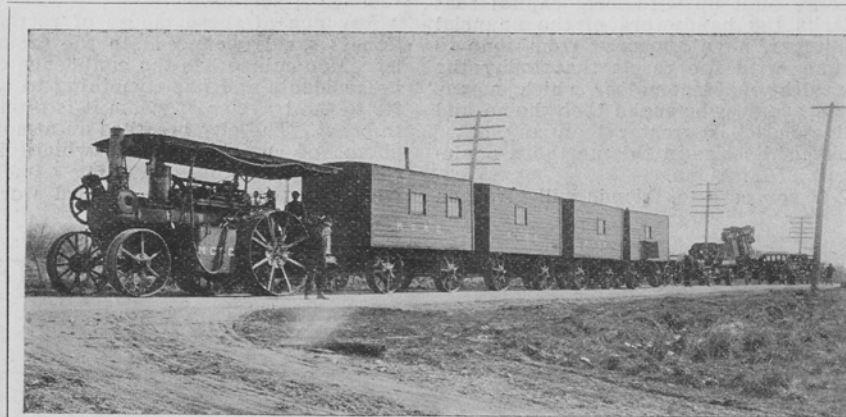
Mr. Roger M. Andrews, Cloverland, Menominee, Michigan.

My dear Mr. Andrews: I guess you were the first agricultural publication in the United States to take up the lakes-to-ocean project. I am pretty sure you were.

Among farmers it has been steadily gaining. We have now got to the next to the last word on the subject. You have noticed probably that the American Farm Bureau Federation has sent this out in its questionnaire. I say that is the next to the last word. The last word will be when every farmer in the United States has registered emphatically in favor of the early completion of the St. Lawrence improvement. It's coming fast.

Yours very truly,

CHARLES P. CRAIG,
Executive Director.



A Marquette County Road Train

