

# Great Lakes Tour



Power From Niagara Turns the Wheels of Industry.

Prepared by National Geographic Society, Washington, D. C.—W.F.U. Service.  
**B**Y CAR or by steamer, a trip around the Great Lakes is a tour of American commerce and industry. If they only lay there, basking in the sun or raging with storms, our inland seas would be impressive. But they have served America as no inland sea has served another land. At every corner of the Great Lakes, and because of them, busy cities have risen. On the banks of a hundred tiny creeks commerce has planted its loading piers or elevators.

Our bridges crossed our lakes as ore before they crossed a river. Scarcely a skyscraper whose framework has not wallowed in the swell of our "Big Sea Water" before combing our urban skies. The story of our Great Lakes is one of unbelievably cheap freight rates, of marvellously active freighters, of fur and lumber, iron and grain.

In the days when the principal crop of America was cold-bred fur, the St. Lawrence was the gateway to our Midwest. Fur was the incentive of Nicolet, Joliet, Marquette and La Salle, to whom the watershed between the Great Lakes and the wide Mississippi basin was familiar while the British were still settling the seacoast.

In 1803 most of this land became ours through the Louisiana Purchase, and the vast territory which fur trade and Indian alliances had won for France gave trans-Appalachian colonization new impetus. For a little less than four cents an acre the young American Republic acquired rich agricultural lands stretching to the headwaters of the Missouri and the Yellowstone.

Around the lakes, fur ceded its primary place to grain or lumber. Hlawatha's "forest primeval" crashed before Paul Bunyan's saw and ax.

Then came iron!  
At the northern end of the lakes whole rust-red mountains of ore stood ready for the steam shovels. Coal moved north and iron south, a combination providing profitable return cargoes. Wherever a creek reached the south shore of Lake Erie, coal and ore were tossed back and forth by car tippie and "clamshell."

**Buffalo a Busy Port.**  
Buffalo is a busy gateway to the Great Lakes region. Protected from early traffic competition by the Niagara falls, which were later to furnish its light and power, this rich inland port stands at the east end of the upper lakes and the west end of the only convenient break in the Appalachians. Had an Indian interpreter not made a mistake it would have been called "Beaver," a startling but suitable name for this creek-side port.

On June 22, 1893, at Chicago, salt water from the Gulf of Mexico was blended with Lake Michigan water when a flotilla of Mississippi river barges, bearing spices, coffee, and sugar, arrived at Lake Michigan. The nine-foot channel does today what river and glacier did more than once in the past—links the Great Lakes with the gulf. It took 200 years for Joliet's dream of a lakes-to-gulf waterway to come true.

Four routes to tidewater now exist: the Illinois waterway, with a nine-foot channel; the New York State Barge canal and its branch to Oswego, both with a depth of 12 feet; and the St. Lawrence canal, in which there are 14 feet of water. The deepest artificial link is the new Welland canal, which not only has 30 feet of water on the sill of its spectacular locks, but also accomplishes the steepest lift—32½ feet in 25 miles. While retaining its pre-eminence in the transfer of grain, Buffalo has since become our milling metropolis.

In October, 1899, when the brig Osceola brought 1,578 bushels of wheat from Chicago to Buffalo, it took several days to unload the cargo. Buffalo's 29 elevators could now unload that much wheat in less than nine seconds. Yet, were they empty, it would take eight eight-hour days to fill them to their capacity of 50,000,000 bushels.

**Cleveland's Cuyahoga Flats.**  
Bulk wheat rides from the head of Lake Superior to the foot of Lake Erie for about three cents a bushel. But flour can't be handled in bulk like so much ore or limestone, and, as a consequence, mill-

within 500 miles of which lives 80 per cent of our population.

Like Buffalo, Cleveland owed its early greatness to a creek. Chic secretaries, high up in the 700-foot tower of Cleveland Union station, look down in spirit as in truth on Cuyahoga "Flats."

From a tower owned by railroads they can easily identify the site of a canal bed buried under a railroad right of way. In the most striking unit of Cleveland's ambitious "City Within a City" they survey the ugly valley which interrupts the plateau along which the city sprawls.

The Cuyahoga is but one of many crooked, slow, slimy, smelly little rivers, iridescent with oil, edged with rust, and crossed by dull black bridges, which obsciously enter the Great Lakes.

But back of these homely little creeks, reflecting promiscuous chimneys and veiled in smoke, are heart-stirring symbols on ticker tape, exclusive homes on many a Lake Shore drive, bridges on the Euphrates and the Irrawaddy, pipe lines across the Syrian desert, and chemical works as efficient and odorous as those of the Ruhr.

Theoretically, the best place to study lake shipping would be from a viewing stand off Alpena, with most of the 2,500 Great Lakes vessels, aggregating 3,000,000 tons capacity, weaving a fabric of traffic up and down the lakes.

But the actual grandstand, if one likes open-water perspectives better than the "Soo" locks, is the lawn of Detroit's exclusive Old club, in St. Clair flats. In 1929, figuring on an eight-month season, 300 tons of traffic passed the Old club every minute of the day and night—more than five times that carried through the Suez canal during the same period.

What city has influenced modern mankind more than Detroit? Its businesslike stoves and oil-burning furnaces have supplanted the romantic hearth. Its drugs have aided healing around the globe. Its electric refrigerators have helped banish the iceman. Most revolutionary of all, it put horse power under the feet of man.

**Where Automobiles Are Made.**  
Most of America's automobile factories are adjacent to the Great Lakes. With 50,000,000 tons a year of iron ore and coal being borne south and north along the Detroit water front, and millions of tons of limestone from Calcite and Alpena passing its wharves, Detroit seems the natural center for automobile production. But the motor magnates emphasize the human side. In King, Olds, Leland and Ford, the city had a group of ingenious, restless brains whose value was immeasurable.

North of Detroit, there is limestone and salt, and enough fish to fill solid cars, which are rushed through to Chicago and New York. There are even at times special whitefish planes which fly the food to distant cities. But with such exceptions as Port Huron, Bay City, Alpena, Calcite, Muskegon, and Gary, the lake shore in summer is largely a playground.

Thanks to the tempting influence of Green Bay, over whose portage Father Marquette and Joliet first reached the Mississippi, Door county is Wisconsin's cherryland.

In the canning factory at Sturgeon Bay neatly aproned operatives wait for the red cascade of cherries to come pouring down into their machines. What between cherries and summer resorts, Door county is a busy place, and from the observation towers of Peninsula and Potawatomi State parks one looks down on a wonderland of forest and water, tourists' resorts, and cherry orchards decorated with signs reading, "Pick your own, one cent a pound."

It is a long jump westward from Cherryland to Duluth-Superior, the huskiest twins on the lakes. Their rivalry keeps alive local spirit, but their combined strength is of world-wide importance.

Two sand pits enclose the most picturesque and remarkable harbor of all those around our inland seas, with 48 miles of frontage and 17 miles of dredged channels. To the northwest a bluff rises so steeply from the water that those who approach over the two main highways suddenly look over the edge of the plateau upon this expanse of city and harbor.

# OUR COMIC SECTION

## Events in the Lives of Little Men



### THE FEATHERHEADS

By Osborne  
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### Not Enough



### FINNEY OF THE FORCE

By Ted O'Loughlin  
© Western Newspaper Union

### Lesser Evil



# TREMENDOUS TRIFLES

By ELMO SCOTT WATSON

## "BROTHER CHARLEY"

**WILLIAM HOWARD TAFT** had been elected President. His good friend, Theodore Roosevelt, who had picked the secretary of war for his successor, was naturally very much pleased. Naturally, also, he expected a word of thanks.

He got it, but it was in this form: "I owe a great deal to you, Theodore, and I want to take this opportunity of saying so." Then, disregarding T. R.'s modest disclaimer, the President-elect continued, "Yes, in thinking over the whole campaign, I am bound to say that I owe my election more to you than to anybody else, except my brother Charley."

In a flash the President saw forward through the next four years—to the influence of "Brother Charley" and other conservative Republicans over the new President, his departure from liberal Roosevelt ideas and his shelving of Roosevelt friends.

So Theodore Roosevelt took a sore and foreboding heart with him when he went to Africa to hunt lions. That brief conversation in the White House had been the first rift in a famous friendship. Affairs turned out just as Roosevelt had expected them to.

When he came back from the jungles he announced his support of Governor Hughes for the Republican nomination for President. Taft was surprised and hurt and grieved. The rift became a gulf between the two men. It resulted in the formation of the Progressive party, the defeat of Taft for re-election and a Democratic President in the White House for the next eight years.

1—\$50,000

**IT'S** just a little piece of colored paper, less than an inch square, and gummed on the back. It may cost its first purchaser only a few cents, but if it happens to be the only one of its kind in existence it's worth \$10,000 or more.

Back in 1848, Postmaster Worcester Webster of Boscawon, N. H., needed stamps. He decided he would make some of his own. In those days, postmasters did. The United States government didn't begin to exercise its monopoly on the business until a year later.

So Postmaster Webster had printed on little, oblong, pale-blue-colored pieces of paper the words "Paid 5 cents." One of them was bought by a Boscawon citizen and pasted on an envelope addressed to "Miss Achaah P. French, care of Theodore French, Esq., Concord, N. H." That envelope, bearing the postmaster's notation, "Boscawon, N. H., Dec. 18," was sold a few years ago for \$10,137.13. It is now owned by Arthur Hind, the Utica (N. Y.) multimillionaire stamp collector, and is valued at \$25,000.

The rarest stamp in the world, which Mr. Hind also owns, is the one-cent British Guiana stamp issued in that South American English colony in 1856. However, the man who found it, while searching through some old family letters, sold it for several dollars to a friend, who held it for ten years before a London stamp dealer gave him \$125 for it. Mr. Hind bought it from a French stamp collector for \$32,500. It is now valued at \$50,000.

DIXIE

**BACK** in the early days of the republic when a host of steamboats plied the Mississippi, the boatmen, when in New Orleans, did most of their banking at the Banque des Citoyens. It issued bank notes printed in English on one side and in French on the other.

Its ten-dollar note bore the word "DIX" (ten) printed in large letters. So the boatmen spoke of it colloquially as a "dix," and New Orleans became the town where they got the "dixes" or "dixies." They carried the word north and soon the entire South came to be known as the "dixie country."

Then in 1859 Daniel D. Emmett wrote a song about "de land ob cotton—Dixieland." It was first sung by Bryant's minstrels at Mechanic's hall in New York city, but the South, the real "Dixieland," immediately took it up as its own.

Two years later, to its rollicking strains, men in gray rode forth to "live and die for Dixie." It helped inspire them to such feats of valor as the world had never seen before and it buoyed them up in those dark days when the "Lost Cause" was slowly but surely being borne down by the North's superior numbers.

Today that tune still has the power to thrill the hearts of a reunited nation as no other tune has—this song which takes its name from the Mississippi steamboat men's familiar term for a piece of money printed in two languages!

**About Treaties**  
In the South man, American administration is said to be politically inept but economically cunning. British just but firm. German hard. French socially tolerant but politically arbitrary. British Dominions lacking in experience.

**Planes, Ships Under Same Law**  
Airplane and dirigible balloons operators and passengers between the United States and foreign countries are subject to the same general laws and regulations that govern steamship and sailing vessel travel and operation.

**Salvage, Sheep, Cattle Heads**  
Packing houses utilize the heads from sheep and cattle. The tongues, cheek muscles and brains are removed and sold for food, and glue, fat, oil and bone meal are extracted from the rest of the head.

**Coats Decide Frigidity**  
During severe periods of cold in northern China the natives add an extra garment with each marked increase in frigidity. They speak of extreme sub-zero temperatures as "seven-coats cold."—Gas Logic.

**The Fox Sparrow**  
The fox sparrow is thick-set, an inch longer than the song sparrow, red-brown above, the lighter gray heavily streaked with black and brown below. They are sometimes mistaken for thrushes by amateurs.

**"Droving" Cattle**  
Driving cattle is called "droving" in Australia, and outfits of men, horses and dogs frequently are on the stock routes which are reserved for traveling cattle or sheep, for six months at a time.

**Extracting Sap Old Industry**  
Of all the agricultural activities practiced on the North American continent, that of extracting sap from the maple tree and concentrating it into sirup or sugar is one of the oldest.

**May Help Some**  
"They who seem most happy," said Hi Ho, the sage of Chinatown, "are often only pretending to be so in a philanthropic desire to cheer up desponding neighbors."

**Native Home of Lilacs**  
The native home of the lilac is the Balkans, and wild lilacs still grow there in profusion.

**Anti-Slavery Societies in Ohio**  
In 1835 there were 213 anti-slavery societies in Ohio with 17,000 members.

**Man's Heart Beats**  
The average man's heart beats at the rate of 72 times a minute.

**"Goobers"**  
"Goobers" is a name given to peanuts in the South.

# SMILES

## PERFECT

"I envy the man who sang the tenor solo."  
"Really? I thought he had a very poor voice."  
"So did I, but just think of his nerve!"—Border Cities Star.

**And a Little Kerosene**  
"I thought of giving my sweetheart a hundred cigars like these. Can you think of anything he would like better?"  
"Yes, fifty."—Santa Fe Magazine.

**The Wedding March**  
"Let's wander along the path."  
"Oh, Jack, this is so sudden!"—Pearson's Weekly.

**Serving the Nuts**  
Lady (at almond counter)—Who attends to the nuts?  
Wise Guy—Be patient, I'll wait on you in a minute.—Royal Arcanum.

**Dry Measure**  
"I don't know a thing about cooking. How long should one cook spaghetti?"  
"Oh, about ten inches."



# Poor